PLANNING & ZONING COMMISSION AGENDA

ST. LUCIE COUNTY

Regular Meeting

Thursday, July 16, 2026
6:00 PM

St. Lucie County Commission Chambers
2300 Virginia Avenue
3rd Floor of Roger Poitras Building
Fort Pierce, FL 34982

BOARD MEMBERS

CHAIRMAN
RYAN BINNER

VICE-CHAIRMAN
LAWRENCE "BEAU" SLAY

BOARD MEMBER
JOSHUA BRADLEY

BOARD MEMBER
DARREN GUETTLER

BOARD MEMBER
ED LOUNDS

BOARD MEMBER
WILLIAM O'DELL

AT-LARGE BOARD MEMBER
LARRY NEESE

EX-OFFICIO BOARD MEMBER
NICOLE FOGARTY

Mission Statement

Committed To Service, Focused On Our Future, Grounded By Tradition

WELCOME

- Please turn off all cellular phones and pagers prior to entering the Commission Chambers.
- Please note that the Planning and Zoning Commission/Local Planning Agency serves in an advisory capacity to the St. Lucie County Board of County Commissioners and has the power to review and make recommendations to the Board, for approval or disapproval, on any applications within their area of responsibility.
- The Planning and Zoning Commission strongly encourages your input and comment at the public hearing. Please limit comments to three minutes if possible and be respectful of others' opinions.
- For public convenience, all meetings are televised and are provided with wireless internet access.

NOTICE: All Proceedings before this Board are electronically recorded. Any person who decides to appeal any action taken by the Board at these meetings will need a record of the proceedings and for such purpose may need to ensure that a verbatim record of the proceedings is made. Upon the request of any party to the proceedings, individuals testifying during a hearing will be sworn in. Any party to the proceedings will be granted the opportunity to cross-examine any individual testifying during a hearing upon request. Anyone with a disability requiring accommodation to attend this meeting should contact the Human Resources Department at (772) 462-1546, HumanResources@stlucieco.org or TDD (772) 462-1428 at least forty-eight (48) hours prior to the meeting.

1. CALL TO ORDER

2. PLEDGE OF ALLEGIANCE

3. INVOCATION

4. ROLL CALL

5. ANNOUNCEMENTS

6. DISCLOSURE(S)

7. MINUTES

A. St. Lucie County Planning & Zoning Commission minutes for the meeting of June 18, 2026.

8. PUBLIC COMMENT

9. PUBLIC HEARINGS

A. Pruitt Commerce Center Rezoning and Preliminary PNRD Plan - **ADEQUATE PUBLIC NOTICE FOR THIS ITEM WAS NOT ACHIEVED. THEREFORE, THE ITEM WILL BE RE-NOTICED AND RESCHEDULED FOR A FUTURE MEETING.**

B. Proposed Amendment of Zoning Atlas and Preliminary Development Plan for The Club at Indrio Creek - **THIS ITEM IS QUASI-JUDICIAL**

10. WORKSHOPS

11. OTHER BUSINESS

12. ADJOURN

PLANNING & ZONING COMMISSION
ST. LUCIE COUNTY, FLORIDA
Regular Meeting

June 18, 2026 | Convened: 6pm
Adjourned: 7:28pm

1. CALL TO ORDER
The meeting was called to order at 6:00 PM, by Chair Binner

2. PLEDGE OF ALLEGIANCE
Chair Binner.

3. INVOCATION
Commissioner O'Dell.

4. ROLL CALL
Madam Secretary Tommie Marie Fowler

Present

Board Member Ed Lounds, Board Member Billy O'Dell, Board Member Ryan Binner, Board Member Larry Neese, Board Member Darren Guettler, Board Member Lawrence Slay

Excused

Ex-Officio Nicole Fogarty, Board Member Joshua Bradley

5. ANNOUNCEMENTS
None.

6. DISCLOSURE(S)
None.

7. MINUTES

A. St. Lucie County Planning & Zoning Commission minutes for the meeting of April 16, 2026, No Meeting minutes for May 21, 2026 - Meeting Canceled

A motion was made to approve all sets of minutes and it passed unanimously.

RESULT:	**APPROVE**
MOVER:	Board Member Ed Lounds
SECONDER:	Board Member Larry Neese
AYES:	Ed Lounds, Billy O'Dell, Ryan Binner, Larry Neese, Darren Guettler, Lawrence Slay
NAYS:	None
EXCUSED:	None

8. PUBLIC COMMENT

None.

9. PUBLIC HEARINGS

A. Indrio Town Center - Seeking Rezoning from AG-1 (Agricultural -1) to PRW (Planned Retail/Workplace) and Approval of a Preliminary Site Plan - **THIS ITEM IS QUASI-JUDICIAL**

STAFF PRESENTATION:

Don Arellano, Planner II for St. Lucie County, Mr. Arellano, stated that all public notification requirements were met per St. Lucie County Land Development Code Section 11.00.03 and public outreach completed. **Mr. Arellano** presented the request to rezone an 85.29-acre site from AG-1 to PRW, approve a preliminary site plan, and extend the Urban Services Boundary 1,500 feet. He explained the proposed mixed-use town center would include up to 447,250 square feet of retail/commercial space, 16 townhomes or equivalent mixed-use residential density, community amenities, a neighborhood park, stormwater improvements, and multiple development parcels. He noted staff had removed warehouse and light industrial uses, outlined traffic, environmental, and infrastructure improvements required before final approval, and concluded the proposal was generally consistent with the Comprehensive Plan and Land Development Code. Staff recommended approval subject to conditions.

APPLICANT PRESENTATION:

Ms. Leah Heinzelman, Representative with Cotler & Hearing, on behalf of Glassman Holdings, explained that the proposal would implement the County's Towns, Villages, and Countryside (TVC) vision by rezoning the property to Planned Retail Workplace (PRW), approving a preliminary site plan, and a one-time extension of the Urban Services Boundary by 1,500 feet. She stated the mixed-use town center would provide retail, office, workplace, civic, recreational, and limited residential uses connected by an internal street network, extensive open space, buffers, trails, stormwater features, and pedestrian amenities. She noted the project would be built in phases, preserve environmental features where possible, improve

roadway and utility infrastructure, and that the neighborhood meeting received generally positive feedback. She concluded that the project was consistent with the County's long-term planning goals and requested approval.

Mr. Shawn McKenzie, Traffic Engineer with McKenzie Engineering and Planning, stated the project fit within the County's planned future roadway grid for northern St. Lucie County, would provide multiple access points, and that future traffic studies would determine whether traffic signals would be needed.

Ms. Catherine Rossmell, Attorney with Lewis, Longman & Walker, P.A., stated the application was a preliminary rezoning and site plan consistent with the County's Comprehensive Plan and PRW requirements. She noted the applicant agreed to all 21 staff conditions, supported the Urban Services Boundary adjustment as consistent with the County's vision for orderly growth, and requested the Planning and Zoning Commission recommend approval.

BOARD & APPLICANT DISCUSSION:

Commissioner O'Dell questioned the applicant's traffic analysis methodology, including the four-mile radius of influence, trip distribution, use of the County's traffic model, and whether non-residential traffic and trips originating outside the project had been adequately accounted for.

Mr. McKenzie explained that the four-mile study area was based on the County's adopted methodology for projects generating more than 10,000 daily trips. He stated the trip distribution used a hybrid approach that combined the County's traffic model with projected residential growth because the traffic model did not yet include numerous pending developments. He acknowledged the methodology could be refined to better account for trips to nearby commercial uses, such as Buc-ee's, but maintained the analysis reasonably captured anticipated traffic, including non-residential and external trips, and stated no additional methodology changes were proposed before the project proceeded to the County Commission.

Commissioner Lounds asked why portions of Phase 4 were left undeveloped and whether they could become residential or commercial. **Ms. Heinzelman** explained the final use would be determined through a future site plan review based on market conditions and County needs and clarified the area would be limited to commercial and retail uses, not residential.

Chair Binner asked whether the applicant would consider reducing the maximum building heights. **Ms. Heinzelman** stated the applicant was open to lower building heights.

Chair Binner also suggested wider on-street parking spaces and asked whether the proposed open space could include additional recreational amenities. **Ms. Heinzelman** stated the applicant is open to increasing the width of the on-street parking spaces and had offered to dedicate the land to the County for park use, but the County declined. She said the area would remain conservation and open space, although the applicant remained open to future discussions if the County's park needs changed.

PUBLIC COMMENTS:

Residents expressed concerns about increased traffic, roadway capacity, and whether the existing transportation network could support the proposed development. They questioned the need for additional traffic signals, widening of Indrio Road, parking availability for commercial events and residential areas, and emergency vehicle access. Residents also encouraged smarter long-term planning, additional green space throughout the development, preservation of the rural character of the area, and requested clarification on the future uses proposed for Phase 4. One resident spoke in support of the project, citing its economic benefits, recreational opportunities, environmental protections, and consistency with the County's planning objectives.

Residents Who Spoke

- **Justin Harrison** – 6705 Pastoral Hills, Lakewood Park
- **Luis Aguilar** – 5139 Monte Cristo Terrace
- **Shane Mulvey** – 5320 Russakis Road
- **Leah Norton** – 8506 Fort Walton Avenue, Fort Pierce (Lakewood Park)

BOARD DISCUSSION:

Commissioner Lounds asked about the proposed residential design, project timeline, and potential commercial tenants. **Ms. Heinzelman** explained that residential uses would be limited to 16 townhomes or mixed-use units above retail, emphasized the project's architectural standards and open space requirements, stated development timing would depend on market demand, and confirmed discussions with Publix were underway.

Commissioner O'Dell urged staff to carefully evaluate future infrastructure and traffic mitigation and encouraged comparing the project's traffic analysis with the regional traffic model.

Chair Binner questioned roadway access, future roadway capacity, building heights, parking dimensions, and long-term transportation planning. **Mr. Benton, St. Lucie County Planning & Zoning Manager,** explained the proposed street network, roadway jurisdiction, right-of-way dedication, future transportation planning, and concurrency review process, noting the project preserved flexibility for future roadway improvements while supporting the Towns, Villages, and Countryside (TVC) vision. He also stated that a three-story mixed-use building would typically be about 40 to 42 feet tall.

Commissioner Slay expressed support for the project, encouraged additional green space and commercial development over residential uses, and asked what would happen if the project was approved but not constructed. **Mr. Benton** explained the PRW zoning would remain even if the site plan expired, although a new site plan would be required before development could proceed. **Ms. Heinzelman** added that Phase 4 would require future approvals because no

specific development was currently proposed and confirmed the property owner would maintain the conservation areas.

Commissioner O'Dell moved to recommend approval with staff conditions and Board recommendations, including limiting building heights to three stories.

Chair Binner requested that the motion include a recommendation to increase parallel parking space widths from six feet to eight feet, and **Commissioner O'Dell** amended his motion to include that recommendation.

Commissioner Guettler seconded the motion with amendment.

Motion to approve with staff recommendations, Board recommendations, including limiting building heights to three stories, and increasing parking spaces from six feet to eight feet**.**

Motioner — O'Dell

Second — Guettler

RESULT:	**APPROVE**
MOVER:	Board Member Billy O'Dell
SECONDER:	Board Member Darren Guettler
AYES:	Ed Lounds, Billy O'Dell, Ryan Binner, Larry Neese, Darren Guettler, Lawrence Slay
NAYS:	None
EXCUSED:	None

10. WORKSHOPS

None.

11. OTHER BUSINESS

None.

12. ADJOURN

There being no further business to be brought before the Board, the meeting was adjourned at 7:28pm.

ITEM NO. (ID # 2026-884)
DATE: **7/16/2026**

AGENDA REQUEST

TO: **Planning and Zoning Commission**

PRESENTED BY: Irene Szedlmayer, Senior Planner

SUBMITTED BY: Planning & Development Services

SUBJECT: Proposed Amendment of Zoning Atlas and Preliminary Development Plan for The Club at Indrio Creek - **THIS ITEM IS QUASI-JUDICIAL**

BACKGROUND:

The +/-126-acre property is located south of Indrio Road, between Seminole and Emerson Roads, in the Towns, Villages and Countryside Future Land Use category and within the Urban Services boundary. The Applicant is requesting approval of the amendment of the Zoning Atlas to change the zoning district from AG-1 (Agricultural-1) to PTV (Planned Towns and Villages) and approval of a Preliminary Regulating Plan providing for 375 dwellings (single-family and townhome), two clubhouses, a flow way, outdoor recreation areas and restored/created native upland habitat.

PREVIOUS ACTION:

None.

FINANCIAL IMPACT:

No immediate impact.

RECOMMENDATION:

Staff recommends that the Planning and Zoning Commission receive the Applicant's presentation, staff's presentation, and public comment; provide input regarding the identified interpretation and modification issues; and continue the public hearing to a date certain. The continuance would allow the Applicant to submit a revised Preliminary Development Plan and supporting documentation addressing the deficiencies identified in this report.

COMMISSION ACTION:

RESULT:	
MOVER:	None
SECONDER:	None
AYES:	None
NAYS:	None

EXCUSED:	None

Coordination/Signatures



Date: July 10, 2026

Benjamin Balcer, Planning & Development Services Director

TO: Board of County Commissioners

THROUGH: Benjamin Balcer, AICP, Planning & Development Services Director
Kori Benton, AICP, Planning & Zoning Manager

FROM: Irene A. Szedlmayer, AICP, Senior Planner

DATE: July 10, 2026

SUBJECT: The Club at Indrio Creek PTV –
A requested Zoning Atlas Amendment for +/-126.32 acres from AG-1 (Agricultural-1) to PTV (Planned Towns and Villages) Zoning District and the Preliminary Development Plan

GENERAL INFORMATION:

Applicant: **Fort Pierce Holdings, LP**
c/o Jared Bensky
7460 La Paz Place, Suite 101
Boca Raton, FL 33433

Property Owner: Brindhavanam, LLC
c/o Sreedhar Dogiparthy
4528 Shiloh Mill Blvd.
Jacksonville, FL 32246-1877

Agent of Record: Haley Ward, Inc.
c/o Bradley J. Currie
10250 SW Village Parkway Suite 201
Port St. Lucie, FL 34987

Other Representatives: MacKenzie Engineering & Planning, Inc.
c/o Shaun MacKenzie, PE
1172 SW 30th Street, Suite 500
Palm City, FL 34990

Existing Zoning: AG-1 (Agricultural – 1)

Proposed Zoning: PTV (Planned Towns and Villages)

Future Land Use: TVC (Towns, Villages and Countryside)

Parcel ID Numbers: 1323-211-0005-000-8, 1314-313-0000-000-8, 1314-323-0002-000-3, 1314-331-0001-000-1, 1314-341-0000-000-5, 1314-342-0001-000-5

Parcel Size: +/-126.32 acres.

Location: Approx. 900 feet south of Indrio Road, between Emerson Avenue and Seminole Road

Project Number: PD-2510-000058

Existing Use: Cattle grazing

Proposed Uses: The Applicant proposes a Village in the PTV Zoning District and the TVC Zoning Overlay and Future Land Use designation. As proposed, the Village will consist of 375 (three hundred seventy-five) dwellings, two civic building lots, club houses for the townhome and the single-family home sections, a new east-west roadway connecting Seminole Road and Emerson Avenue, +/- 38 acres of open space, dedication of right-of-way, construction of a small segment of Emerson Avenue, and extension of water and sanitary sewer lines.

Exhibit 1A. Aerial Map

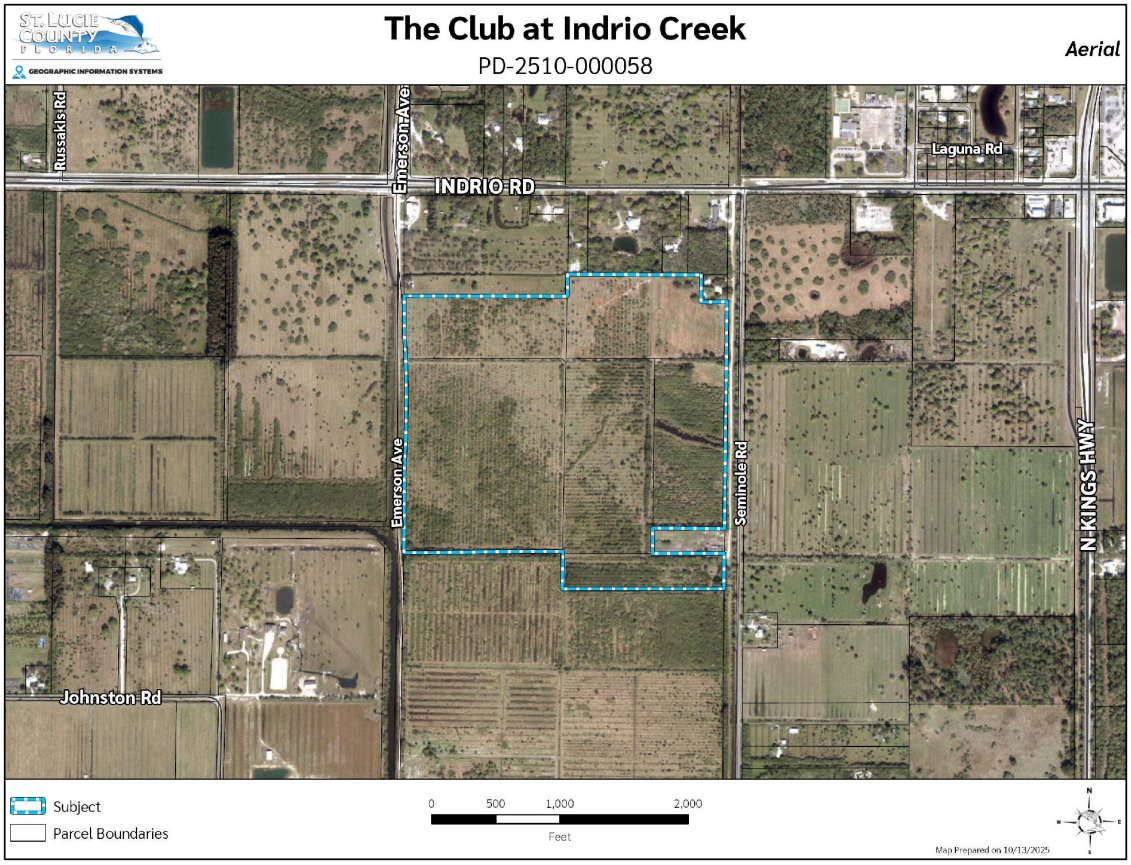
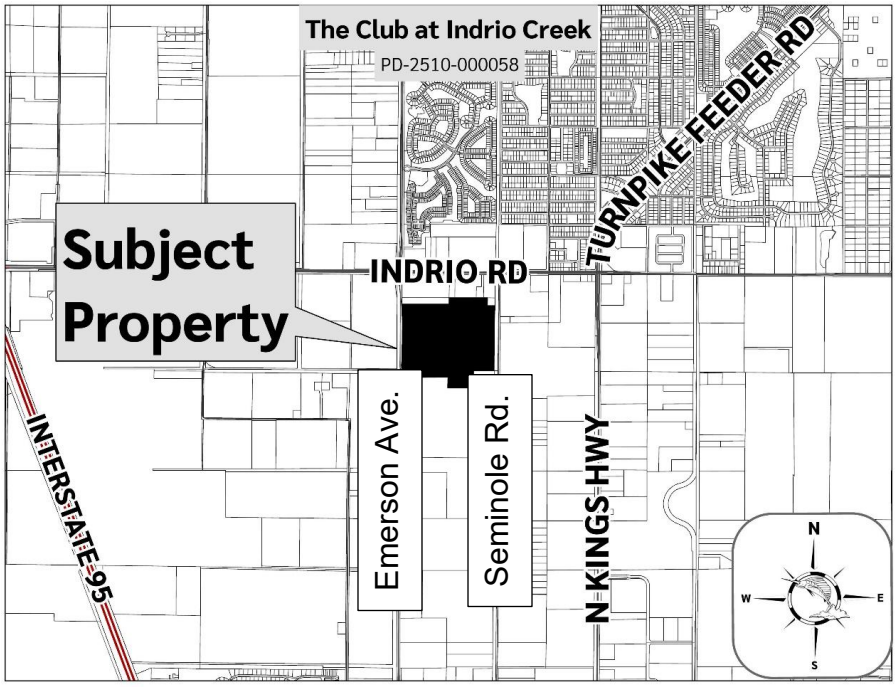


Exhibit 1B. Closer scale view of subject site with parts of Lakewood Village and Waterstone displayed



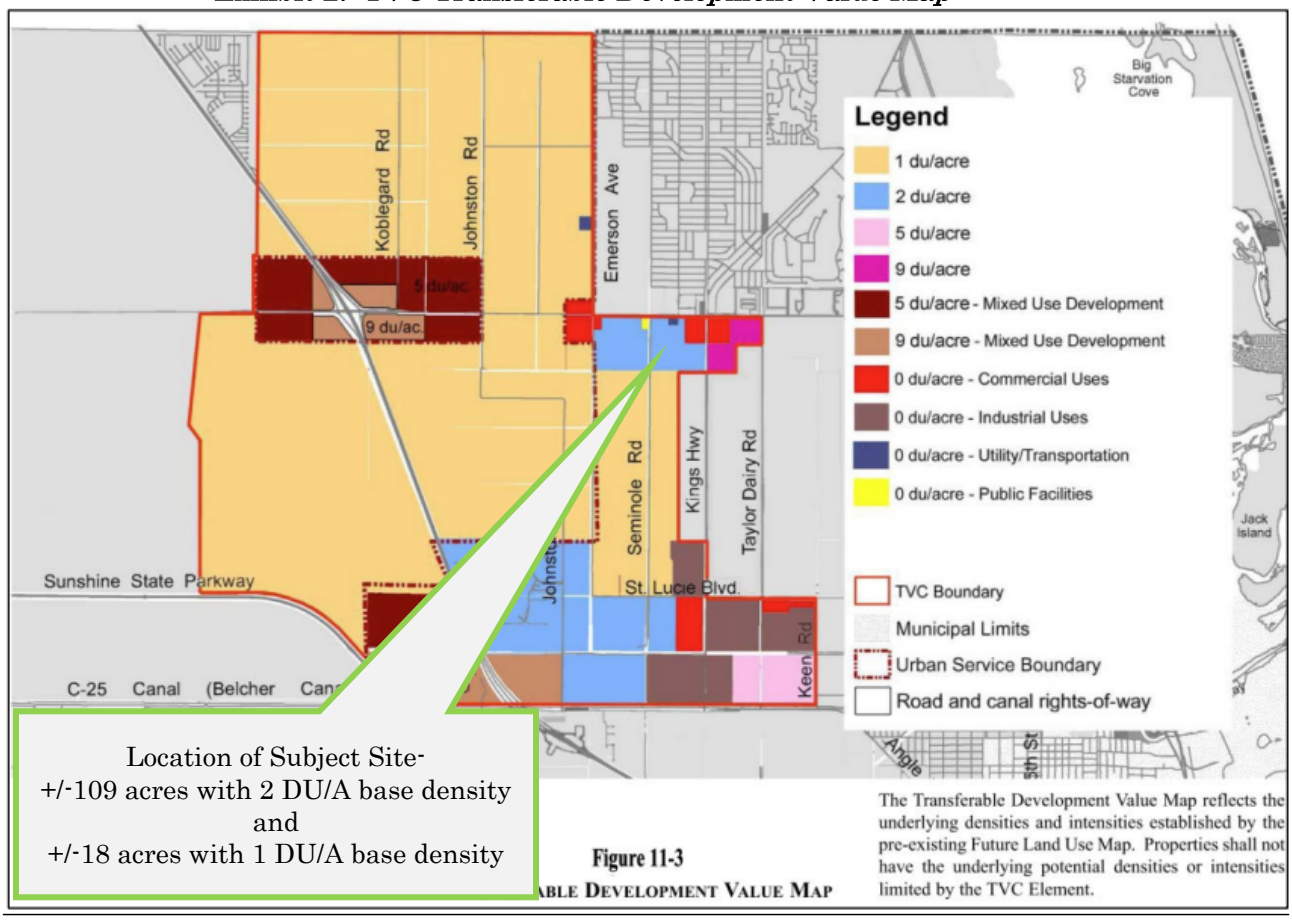
INTRODUCTION

The proposed Club at Indrio Creek TVC Village (Indrio Creek Village) requires the rezoning of the subject +/-126.32 acres from AG-1 (Agricultural – 1) to PTV (Planned Towns and Villages) and approval of the Preliminary Development Plan. This may be the first application for the development of a TVC Village to be presented to the Planning and Zoning Commission since the option was confirmed in 2009. The proposed Club at Indrio Creek Preliminary Development Plan provides for the following:

As proposed, the Village will include:

- 375 (three hundred seventy-five) dwellings (246 townhomes on +/-23-ft.wide lots and 129 detached single-family homes on 50 and 60-ft lots)
- two civic building lots
- Two clubhouses
- a new road constructed within a new east west public right-of-way (80 feet in width) connecting Seminole Road and Emerson Avenue,
- +/- 38 acres of common open space, including a flow way, restored native habitat, park and recreation areas, landscape buffers and interior lakes,
- Construction of a small segment of Emerson Avenue
- dedication of right-of-way for Emerson Avenue;
- extension of water and sanitary sewer lines likely from Indrio Road.

Exhibit 2. TVC Transferable Development Value Map



BACKGROUND:

TVC Historical Snapshot

In 2006, following a two-year, in-depth, citizen-driven public engagement process (the North St. Lucie County Charette), the St. Lucie County Board of County Commissioners adopted the Towns, Villages, Countryside Element of the St. Lucie County Comprehensive Plan (TVC Element of the Comp. Plan or TVC Element).

In 2006, the Board also amended the Land Development Code (LDC) to implement the TVC Comp. Plan Element. The LDC amendments created three new zoning districts – Planned Towns and Villages (PTV), Planned Country Subdivision (PCS), and Planned Retail/ Workplace (PRW) and established the permitted uses and development standards applicable within TVC Zoning Districts.

In July 2006, the State of FL found the TVC Comp. Plan amendments not in compliance, resulting in a stipulated settlement agreement in mid-2007, followed by adoption of remedial TVC Comp Plan amendments. The TVC Element and the LDC became effective in 2009. The adopted TVC provisions were intended to be a compromise to provide developers with additional density that did not exist with the Future Land Use and zoning existing prior to the creation of the TVC, in exchange for specific development patterns, design standards,

open space, public spaces, provision of utilities and a roadway network to support the ultimate build-out of the TVC area.

In 2011, "clean-up" type amendments were made to Chapter 3 and Chapter 4. I believe these 2011 amendments created the TVC Overlay (identical boundary as the TVC Future Land Use designation) in Chapter 4 of the LDC, Special Districts, which sought to provide an overview of and confirm the organization of the TVC code and how it applies to different sized land areas inside and outside the USB. It also added substantive standards regarding front-facing garages and driveways in the TVC.

In 2020, the TVC Code was amended again to reduce the minimum time period for which workforce housing units must remain affordable from 25 years to 8 years.

In October 2024, amendments to the Comprehensive Plan and the Land Development Code were adopted to provide for the Hamlet PUD (Planned Unit Development) form of development in the TVC. Development of a Hamlet was created as an option for land areas of 500 acres or larger, located outside the USB.

Exhibit 3. Current Zoning Designation

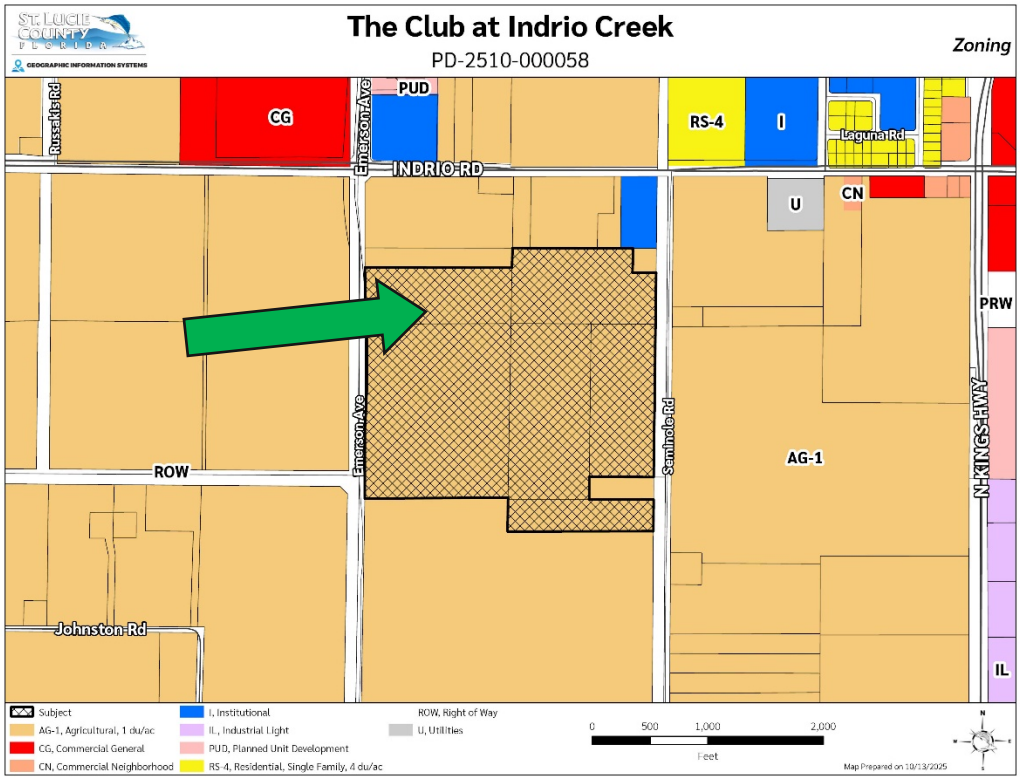
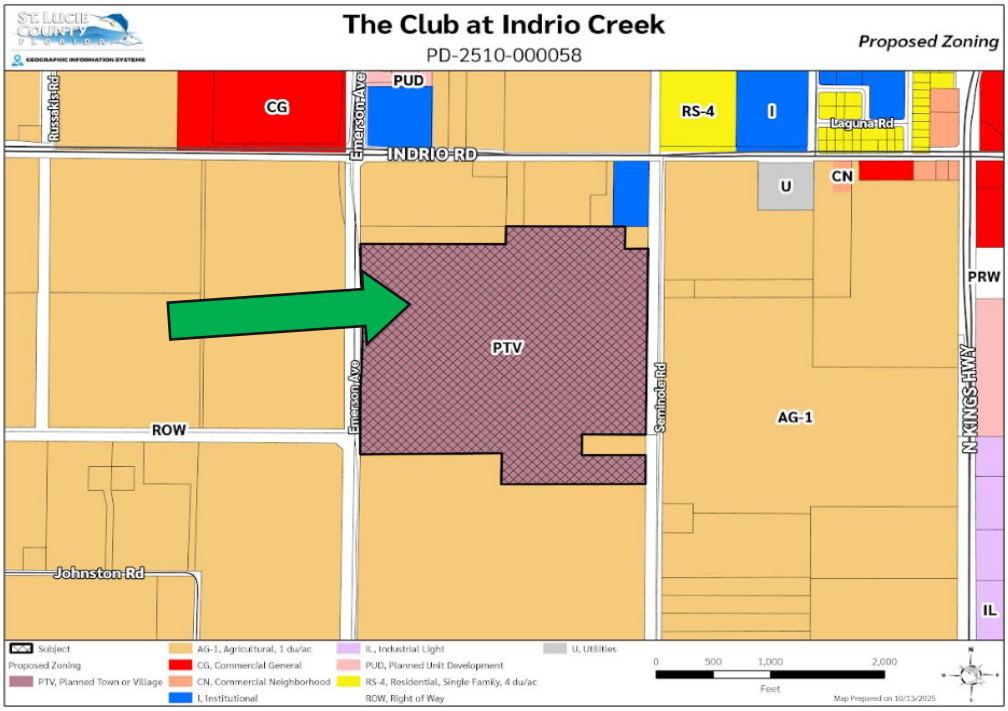


Exhibit 4. Proposed PTV Zoning Designation



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PUD PRELIMINARY DEVELOPMENT PLAN
STANDARDS OF REVIEW
SET FORTH IN LAND DEVELOPMENT CODE - SECTION 11.02.07.

Staff reports for rezoning to a planned zoning district with a Preliminary Development Plan usually initiate with the standards of review applicable to the requested amendment of the Official Zoning Atlas. In this case, the proposed Preliminary Development Plan for the Club at Indrio Creek PTV is presented first, followed by the discussion of the standards of review applicable to the rezoning request because the details of the proposed Preliminary Regulating Plan are central to determining whether the request to rezone is consistent with the guidance and standards of the Comprehensive Plan and Land Development Code.

LDC 3.01.03.EE.3. provides that the approval process for a Planned Town or Village shall be as provided in Chapter 11 of the LDC for Planned Developments, though some submittal requirements differ. LDC 11.02.07. provides that "Site plan approval shall be granted only if the applicant demonstrates the following:

A. *Consistency With Local Ordinances and Comprehensive Plan.*
B. *Effect on Nearby Properties.*
C. *Adequacy of Public Facilities.*
D. *Adequacy of Fire Protection.*

E. *Adequacy of School Facilities.*
F. *Environmental Impact.*

Each of these factors is reviewed in below. The Text of the Comprehensive Plan and the Land Development Code is provided in italics.

A. *Consistency With Local Ordinances and Comprehensive Plan. The proposed building or use is consistent with the general purpose, goals, objectives, and standards of [the LDC] , the St. Lucie County Comprehensive Plan, and the Code and Compiled Laws of St. Lucie County; and the proposed use complies with all additional standards imposed on it by the particular provisions of this Code authorizing such use and any other requirement of the Code and Compiled Laws of St. Lucie County.*

The Comprehensive Plan establishes overall goals for development in the TVC Future Land Use category as follows:

Objective 11.1.4: *To prevent suburban sprawl by restricting the development of lands outside of the Urban Service Boundary to a system of compact, mixed-use, pedestrian-friendly Town, Villages and Hamlets.*

Policy 11.1.4.1 *- TVC Development. Development within the TVC is intended to do the following:*

- *Preserve the rural character, encouraging opportunities for continued agriculture;*
- *Offset biological and ecological impacts of new development;*
- *Improve the water quality within the Indian River Lagoon;*
- *Manage water comprehensively throughout the area;*
- *Provide an interconnected system of native habitat preserves, greenways, parks, and open space;*
- *Reduce automobile trips;*
- *Balance housing with workplaces, jobs, retail and civic uses;*
- *Provide a variety of housing types to support residents of diverse ages, incomes, family sizes, and lifestyles;*
- *Create predictability and efficiency in planning and in the provision of infrastructure;*
- *Allocate infrastructure and public service costs to provide for fiscal neutrality.*

Policy 11.1.4.2 *- Settlement Principles. Neighborhoods form the basic building block for all new Towns and Villages within the TVC . The components of a Neighborhood shall be arranged to be compatible in scale and character with existing adjacent uses. Neighborhoods shall exhibit the following characteristics:*

1. *Neighborhood Size. The neighborhood size shall be scaled upon a five-minute walk radius (approximately ¼ mile, 1,320 feet, or 125 acres), as measured from the Neighborhood Center (Figure 11-5). In general, each neighborhood shall have well defined edges and range from 80 to 150 acres in size, not including the land set aside for the Countryside component. The shape or form of the neighborhood is flexible and responds to physical or geological conditions, provided that the maximum ¼ mile radius benchmark for scale is generally maintained. For example, proposed development within a Net Developable Area of 200 acres should create two distinct neighborhoods.*

2. *The Transect.* ***A Neighborhood shall contain a mix of uses including residential, retail, office, civic and recreation spaces that support the daily needs of its residents within walking distance****. Varying uses shall be organized in the Neighborhood based on the Transect, which is composed of a hierarchy of zones including the Countryside, Neighborhood Edge, Neighborhood General, and Neighborhood Center zones, and in the case of developments with multiple neighborhoods, the Neighborhood Core zone. The Transect promotes a wide cross section of uses, densities and building types and depicts their appropriate location in clearly defined zones:*

   a) Neighborhood Edge. The Neighborhood Edge is primarily a detached single family area with larger lots and less density than the other zones.

   b) Neighborhood General. The Neighborhood General is one of the larger areas in a Neighborhood, allowing some small businesses compatible with the primarily residential character of the zone. A mixture of single-family homes on various lot sizes, attached townhouses, apartments, bed and breakfast tourism homes and some live-work units is appropriate.

   c) Neighborhood Center. ***The Neighborhood Center is the recognizable nucleus in the form of a public or civic focal point. The public or civic focal point may be a publicly owned square, park, green or plaza, in combination with a school, library, museum, place of worship, community center, farmer's market or small-scale neighborhood retail uses****. The Neighborhood Center provides a natural gathering place for the community and is lined by the fronts of buildings for spatial definition as well as for the increased safety afforded by the resulting natural surveillance opportunity. The Center is compact and appropriate for multi-story attached buildings designed to accommodate a range of uses over time. Shops with offices or apartments in the upper stories, live/work units and higher density residential types are all appropriate in the Neighborhood Center. The Neighborhood Center is within walking distance of and accessible to all neighborhood residents.*

d) *Neighborhood Core. The Neighborhood Core is the densest, most active zone of the Transect, supported by at least two neighborhoods usually occurring along a major thoroughfare or at a major intersection. The Neighborhood Core has the more intense retail and office uses and may include targeted industry employment uses.*

3. *Variety of Housing Types.* ***A Neighborhood shall provide a variety of housing types and prices that support a broad range of family sizes and incomes. Housing types are defined by building types such as single-family, multi-family, townhouse, mixed-use, etc. and are distributed throughout the neighborhood*** *in relation to the principle of the Transect. The Neighborhood provides home-ownership as well as rental housing opportunities in an integrated manner. The use of accessory dwelling units, . . ., to provide an opportunity for dispersed rental housing or other accessory uses within single-family fabric is desirable. Accessory dwelling units shall be evaluated for concurrency purposes to determine availability of services when proposed as part of a Town or Village. . . . Accessory dwelling units shall not constitute a unit for the purpose of limiting density.*

4. *Civic Uses. Each Neighborhood shall contain at least one Civic building. Civic buildings shall be sited on locations of high public visibility and prominence, usually within or around public Open Spaces, or at the termination of vistas.. . . . . Land set aside for Civic Uses may be eligible for incentives under the Transfer of Development Rights (TDR) Program outlined under Objective 11.1.7.*

5. *Walkable Blocks. Blocks shall be scaled to accommodate a variety of building types and encourage pedestrian traffic. Such* ***typical block dimensions range between 300' – 500' on a block face and do not exceed 750' on any single block face. Single blocks shall not exceed a total perimeter distance of 2,500'.***

6. *Proper Building Placement.* ***Building types of like scale, massing, and uses shall face one another on a given street****. To provide a harmonious transition, differing building types may be placed back-to-back on a single block.* ***The primary entrance of every building shall directly face a street, a square, a park, a plaza, or a green.***

7. *Street Network.* ***Neighborhoods shall have an interconnected network of public streets designed to balance the needs of all users, including pedestrians, bicyclists and motor vehicles****. A hierarchy of streets shall be provided in the neighborhood so that larger streets accommodate larger buildings and wider sidewalks while smaller streets have smaller buildings and sidewalks. Streets and buildings shall be designed so the building height facing the street is proportional to the width of the street.* ***Alleys are required*** *in the mixed use areas of the neighborhood* ***to provide access for rear-loaded parking****, municipal*

services, and loading and unloading of goods, ***which allows the street to be more safely used by pedestrians and bicyclists by reducing conflicts with vehicles. Alleys are required for townhouse development.*** *In residential areas, alleys are encouraged, but not required, to accommodate parking and to provide private entrances and parking for rental units located behind single-family homes. Where alleys are used to provide rear access, buildings shall have secondary entrances, lighting and sufficient window openings to provide natural surveillance.*

8. *Mix of Uses. Neighborhoods shall support varying amounts of mixed use located within the appropriate area of the Transect within suitable building types. Different neighborhoods have diverse characters, which support varying amounts of mixed use; however,* ***every neighborhood should support residential uses, a civic site, and at least one Local Store****.*

9. ***Countryside.*** *A significant amount of Open Space is designated for the Countryside as an integral component of the settlement pattern to*

   a) support and enhance the rural character;

   b) preserve and restore native habitats;

   c) provide opportunities for sustained agriculture; and

   d) help mitigate the biological and ecological impacts of new development.

Policy 11.1.5.8 *- Transition Between Neighborhood and Countryside. The neighborhood shall be separated from the Countryside and the Flow Way System by a public right-of-way that can take the form of an avenue, street, path or trail. This right-of-way shall be fully disclosed and maintained as a public right of way and shall be constructed concurrently with the development.*

The Proposed Preliminary Regulating Plan is presented as Exhibit 5. The enumeration of the various allocations of the land are summarized in Tables 1, 2 and 3.

Exhibit 5. The Club at Indrio Creek Preliminary Regulating Plan

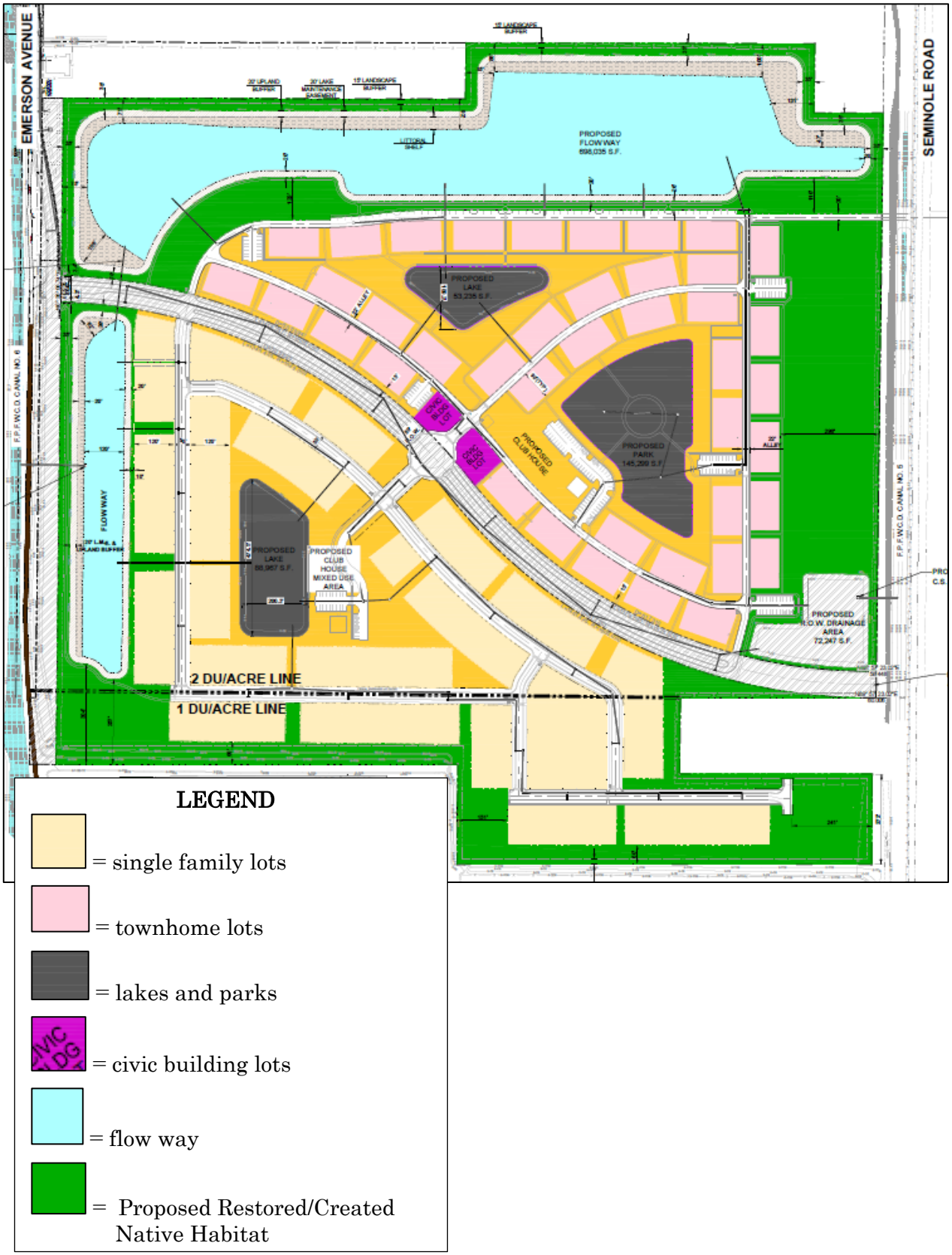


Table 1. The Club at Indrio Creek Rights-of-way

	ACRES	% of TOTAL SITE AREA
Dedicated to St. Lucie County		
East-West Spine Road	5.19	4%
Emerson Avenue	2.98	2%
Seminole Road	0	0%
Interior Streets	13.53	11%
TOTAL ROW	**21.7**	**17%**

Table 2. Proposed Residential Development Summary

	# of Dwelling Units	Lot Area acreage	% of Total Site Area
Single Family	129	20.86	16.5%
Townhomes	246	13.05	10.3%
Total Residential Lot Area	**375**	**33.91**	**26.8%**

As discussed throughout this staff report, the proposed Preliminary Regulating Plan for the Club at Indrio Creek incorporates several elements of the Towns, Villages and Countryside policy framework, including multiple residential building types, civic sites, open space areas, a flow-way system, extension of public utilities, and construction of part of the planned TVC roadway network. However, certain aspects raise questions regarding consistency with specific Comprehensive Plan policies and Land Development Code standards applicable to Planned Towns and Villages. The principal unresolved issues concern external and internal street connectivity, block dimensions, street and alley design, the mix of uses, Countryside and restored-habitat designations, density multiplier calculations, and workforce housing.

STREET NETWORK, CONNECTIVITY, and DESIGN

As provided in the Comprehensive Plan and the LDC, street connectivity and street design are foundational components in the TVC due to the dominant impact it has on the convenience of day-to-day life and walkability.[1]

1. Connection to External Street Network

The subject site is +/- 850 feet south of Indrio Road via Seminole Road and +/- 813 ft. via Emerson Avenue. Neither of these roads meets County's standards. The Applicant has proposed to construct Emerson Avenue to county-standards within an 80-ft. right-of-way, consistent with the County Right-of-Way Protection Plan and TVC Future Street Network Plan, from Indrio Rd. to the project neighborhood entrance. The proposed section includes 12-ft. travel lanes, a 6-ft sidewalk along the eastern side, and a 5-ft. bike lane on the west side. While the Traffic Impact Report states that the construction of Emerson Avenue will include a 235-ft southbound left-turn lane at the project entrance, the submitted roadway plans do not provide that left turn lane. The Preliminary Development Plan and roadway plans should be revised to consistently identify all proposed and required improvements.

The Club at Indrio Creek proposes to construct an important segment of the TVC future Street network. The proposed "Spine Road" connecting Seminole Road and Emerson Avenue is the equivalent of the new E-W Road A. However, the submitted plan limits the connection to Seminole Road to emergency access. As a result, all trips from the proposed 375 dwellings will be limited to one access to and from the site onto Emerson Avenue. While the Traffic Impact Report (TIR) for the proposed Village assumed 408 dwellings (more than now proposed), the TIR projected 3,200 daily trips, 230 AM Peak Hour trips and 293 PM Peak Hour Trips all of which would be limited to one point onto Emerson Avenue.

[1] Professional Texts, such as Planning and Urban Design Standards and 21st Century Land Development Code published by the American Planning Association; New Urbanism Best Practices Guide published by New Urban News Publications; Great Streets, published by MIT Press; Street Design – The Secret to Great Cities and Towns published by Wiley, devote substantive attention to the importance of good street design for a good civic life and connectivity for convenience and sustainability and provide multitudes of examples of the types of streets the TVC Comprehensive Plan Element and the LDC seek to achieve.

Exhibit 6. Northern boundary of subject site and proximity to Indrio Road

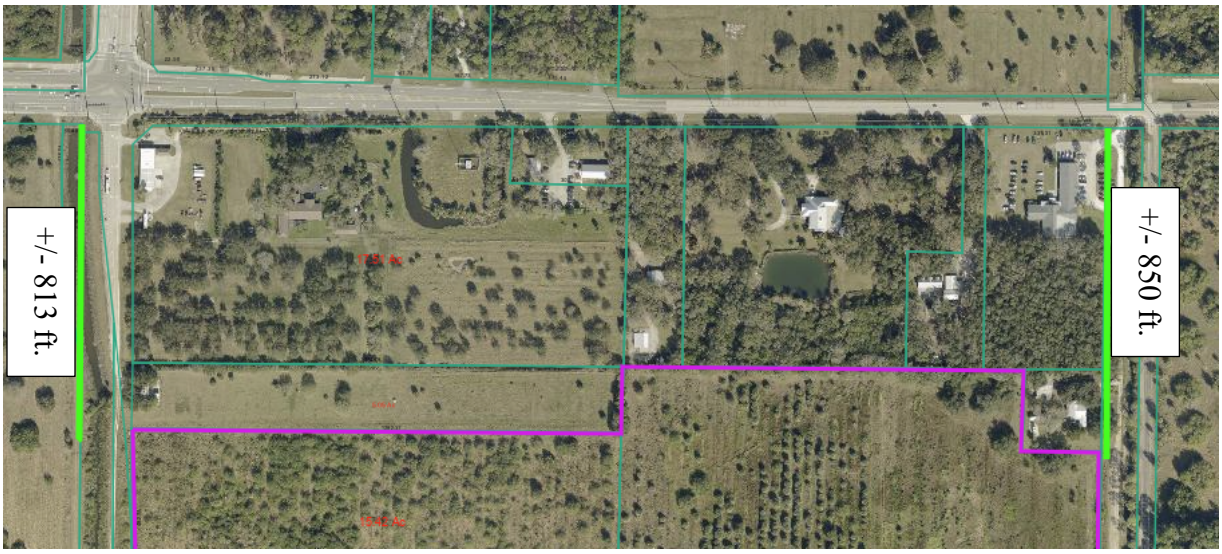
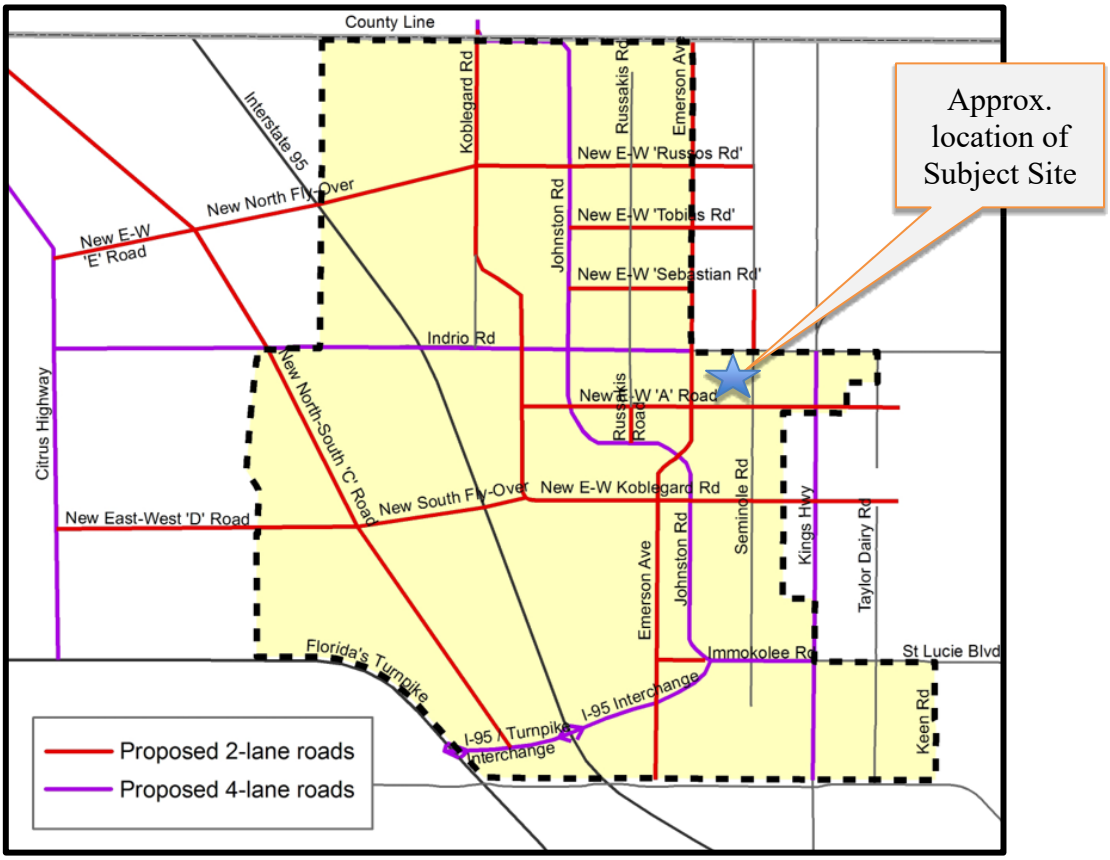


Figure 4-12 of the LDC (also Figure 3-15 in the Comprehensive Plan) provides the 2030 Street Network for the TVC and is provided as Exhibit 7.

Exhibit 7. 2030 Street Network for the TVC



The Club at Indrio Creek proposes to construct an important segment of the TVC future Street network. The proposed "Spine Road" connecting Seminole Road and Emerson Avenue is the equivalent of the new E-W Road A. However, it proposes that this new road

will not be open to traffic from Seminole Road and is to be reserved for Emergency Access only. All trips from the proposed 375 dwellings will be limited to one access to and from the site onto Emerson Avenue. While the Traffic Impact Report (TIR) for the proposed Village assumed 408 dwellings (more than now proposed), the TIR projected 3,200 daily trips, 230 AM Peak Hour trips and 293 PM Peak Hour Trips all of which would be limited to one point onto Emerson Avenue.

The Club at Indrio Creek proposes to construct Emerson Avenue for approximately 1,000 feet from Indrio Road, including a 235-ft. southbound left turn lane.

The distance between Emerson Avenue and Seminole Road is just under one-half mile. Staff finds that the current plan does not demonstrate compliance with the TVC street network requirements. The following revisions and additional information are required:

1. A vehicular connection is needed to Seminole Road for consistency with the goal of the TVC to provide a street network with a one-quarter to one-half mile street grid.

2. The connection to Seminole Road will be approximately 1,000 feet in length and may require a proportionate share contribution to improvements to Seminole or improvements to the road, as determined after further consultation with the County Engineer. Limiting that Seminole Road to emergency access only is inconsistent with the intent of the Comp. Plan and LDC regarding the street network.

3. Provision for future street connectivity to the land to the south is required for compliance with the TVC Comprehensive Plan Policies and the LDC.

4. The E-W Road to be constructed as the spine road must be constructed to Seminole Road. The Preliminary Regulating Plan appears to indicate that the road will stop short of that connection.

   These improvements are needed for compliance with the following:

   Comp. Plan Policy 11.1.4.2, provides that *"Neighborhoods shall have an interconnected network of public streets designed to balance the needs of all users, including pedestrians, bicyclists and motor vehicles. A hierarchy of streets shall be provided in the neighborhood so that larger streets accommodate larger buildings and wider sidewalks while smaller streets have smaller buildings and sidewalks."*
   Comp. Plan Policy 11.1.9.1, *Sustainable Transportation,* provides in relevant part, *"Vehicular trips shall be reduced through a combination of the following . . . Provision of an interconnected street network designed for pedestrians, cyclists, the automobile and transit."*

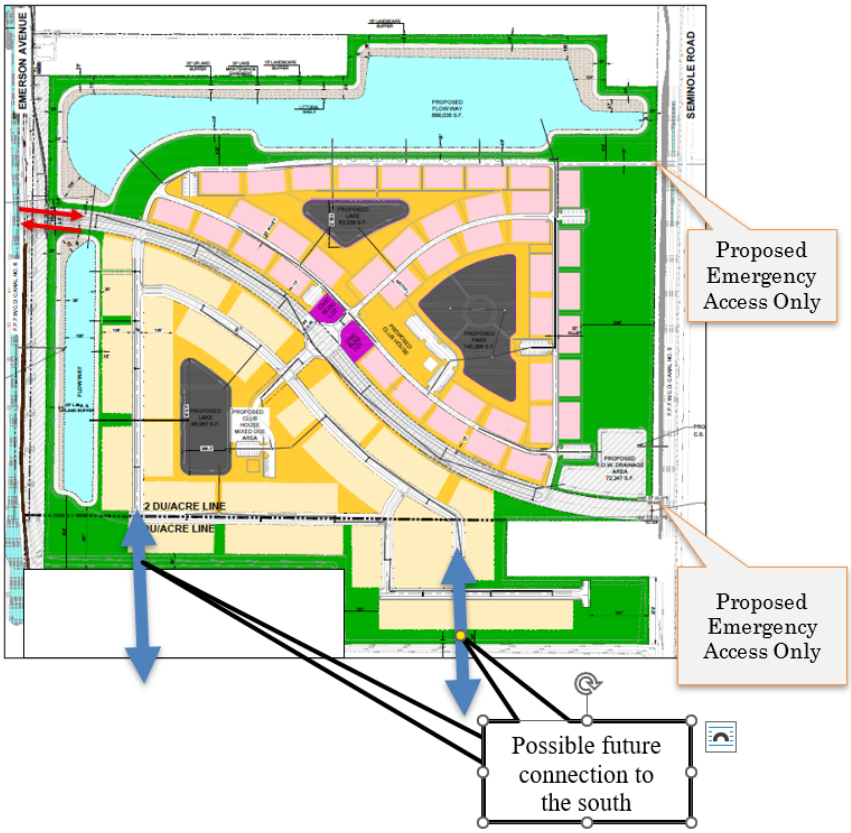
   Comp. Plan Policy 11.1.9.6 - *Internal Street Network. Neighborhoods shall construct interconnected networks of public streets in a predictable block pattern*

that encourages walking, reduces the number and length of automobile trips, provides multiple circulation routes, and conserves energy.

Comp. Plan Policy 11.1.9.7 - Interconnected Neighborhoods. **The transportation system shall be designed so that multiple streets, bicycle paths and sidewalks continue into adjacent neighborhoods and developments** to facilitate convenient movement and disperse traffic throughout the local network. **Connections to existing or future collectors shall be provided at approximately one quarter mile intervals. Dead-end streets are prohibited**, except when necessary at the edge of development to provide stub outs for future connections to adjacent, undeveloped properties.

LDC 3.01.03.EE.2.k., street design network, "Street stubs must be provided to adjacent undeveloped land to ensure an integrated street network is achieved over time, except where the adjacent land is being designated as Countryside through the PTV approval."

Exhibit 8. Indrio Creek Regulating Plan emphasizing access to external streets and neighboring properties



2. Internal Street Connectivity

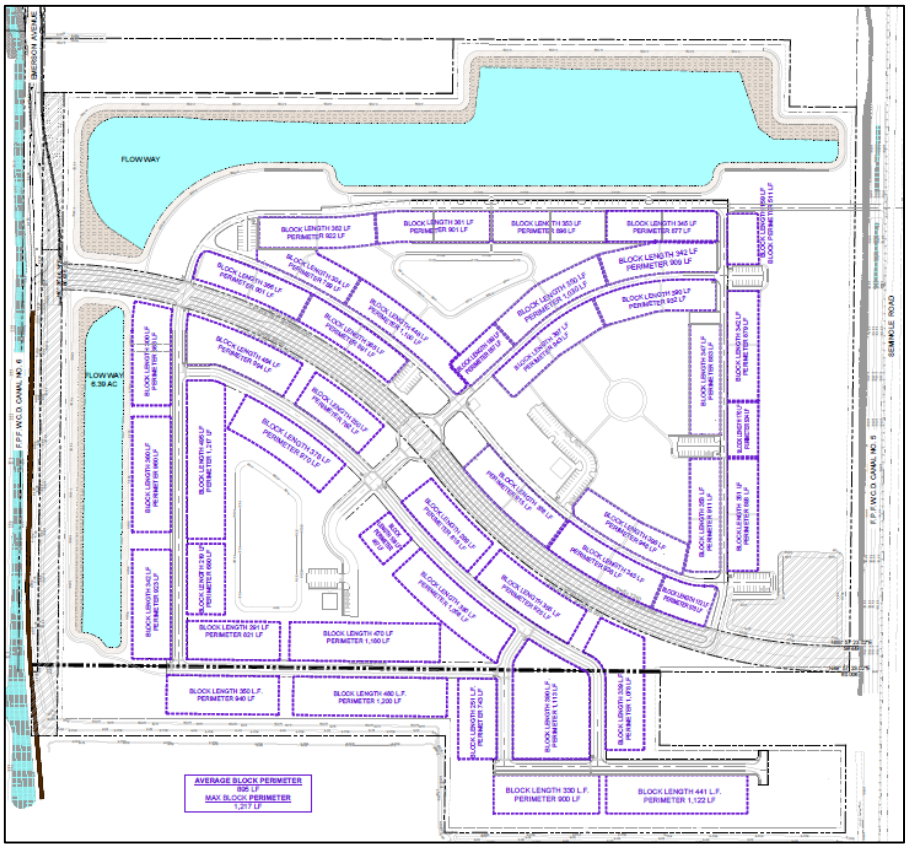
Comp. Plan Policy 11.1.4.2 .5 provides as follows:

> *"Walkable Blocks. Blocks shall be scaled to accommodate a variety of building types and encourage pedestrian traffic. Such typical block dimensions range between 300 ft. – 500 ft. on a block face and do not exceed 750 ft. on any single block face. Single blocks shall not exceed a total perimeter distance of 2,500 ft."*

Similarly, LDC Section 3.01.03.2.k. provides as follows:

> *The average perimeter of all blocks within a neighborhood may not exceed 1,500 feet. The maximum perimeter of any block may not exceed 2,400 feet. The portion of any block between intersecting streets may not exceed 500 feet without a publicly dedicated pedestrian sidewalk or trail providing access to another street. Smaller block sizes are encouraged to promote walkability. An applicant may propose minor modifications to these block size standards during the PTV rezoning process; the BOCC shall decide whether to accept, modify, or reject such modifications during the approval process based on consistency with the goals, objectives and policies of the TVC Element and the applicable site plan approval standards in Ch. XI of this Code.*

Exhibit 9. Applicant's Block Dimension illustration



The Applicant measures the proposed blocks as groups of two townhouse buildings separated by pedestrian paths, regardless of whether the areas are bound by intersecting streets. Using that methodology, the Applicant calculates an average block perimeter of 865 feet and a maximum block perimeter of 1,217 feet. While the LDC does not define "block," The 21st Century Land Development Code, published by The American Planning Association in 2008, defines *block* as "a tract of land bounded by streets, or by a combination of streets and public parks, cemeteries, railroad rights-of-way, shorelines of waterways, or boundary lines of local government." Additionally, the code provision quoted above references, "*The portion of any block between intersecting streets."* The Applicant asserts that because a pedestrian path will be provided between townhouse buildings, the distance between each pedestrian path constitutes a block.

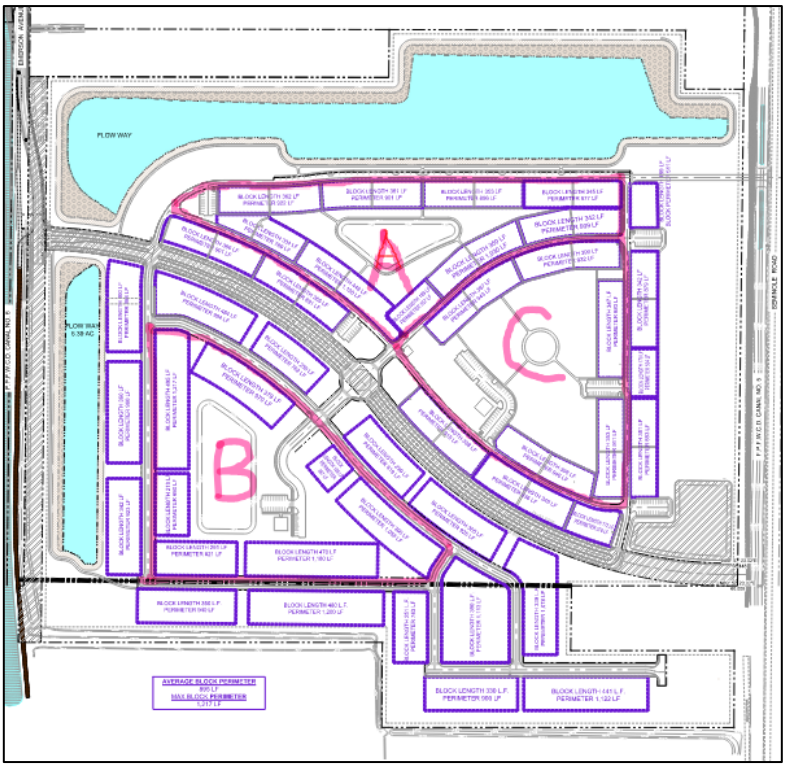
Staff does not agree that a pedestrian path between townhouse buildings independently creates a new block for purposes of the LDC block-perimeter standards. The LDC refers to the portion of a block "between intersecting streets," which indicates that blocks are generally formed by intersecting streets or comparable physical boundaries. Although a pedestrian connection may be required where the distance between intersecting streets exceeds 500 feet, the pedestrian connection does not necessarily divide the underlying street-bounded area into separate blocks.

The LDC allows an Applicant to request minor modifications to the block-size standards during the PTV rezoning process. Before the Board can evaluate any requested modification, the Applicant must submit block-perimeter calculations using a methodology consistent with the LDC, identify each block that does not meet the stated standards, quantify the requested deviation, and explain how the resulting block configuration remains consistent with the goals, objectives, and policies of the TVC Element.

Staff acknowledges that strict compliance with the block-perimeter standards may be difficult on this site and that a reasonable modification could be consistent with the TVC Element. However, the current calculations do not provide an adequate basis for evaluating or approving a modification.

Staff's approximate measurement of the three largest blocks, indicated by pink perimeters, proposed for Indrio Creek are presented in Exhibit 11.

Exhibit 10. Block Perimeter.



A = 3,771 ft.

B = 3,436 ft.

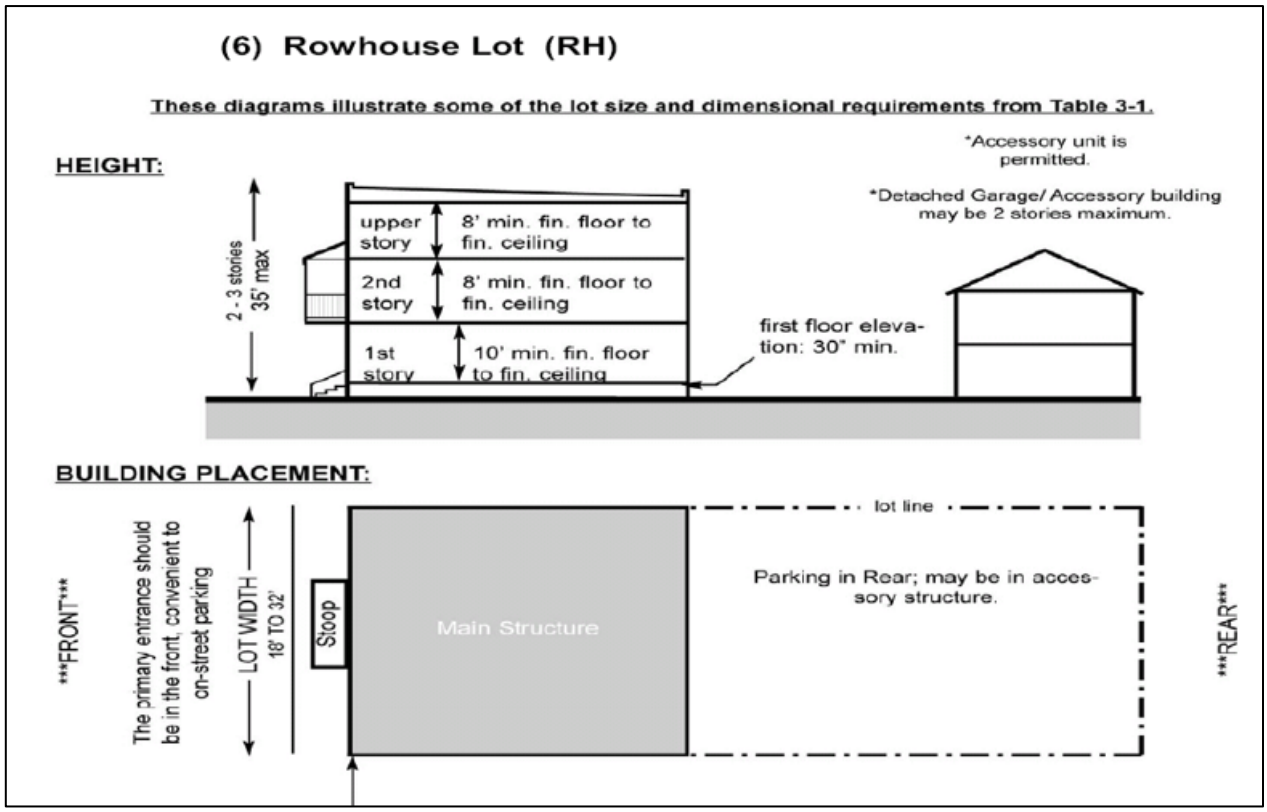
C = 2,909 ft.

One last point on internal street connectivity, LDC 3.01.03.EE.2.k. provides, "Cul-de-sacs are not permitted except where physical conditions such as freeways provide no practical alternatives for connection for through traffic. Canals may or may not be physical barriers; appropriate crossings will be considered at the time of PTV approval." The proposed plan provides for one dead-end street. While the proposed turn around would be required to be designed as a cul-de-sac, whether in the TVC or outside the TVC, whether that proposed dead end violates this section of code warrants consideration.

3. Street Design

The Comp. Plan requires alleys for townhomes. See, Comp. Plan Policy 11.1.4.2.7. In several places the LDC implies that alleys are required for townhomes, but it does not so state in a simple declarative sentence. One must parse together different sections of code and read them as a whole. For example, LDC 3.01.03.EE.2.f., Building Form and Placement, provides for the off-street parking to be located in the rear of the townhouse lot and for the primary entrance to be near the street and on-street parking. Parking can only be in the rear if there is a rear alley.

Exhibit 11. Building Form and Placement for Townhomes per the LDC



PRECEDENTS & CHARACTER EXAMPLES:





The proposed Club at Indrio Creek provides alleys to serve the townhomes. The question that arises in the context of the proposed Club at Indrio Creek is whether an alley may serve as the only vehicular access to the dwelling.

As defined in the APA's 21st Century Land Development Code, an alley "a public or private right-of-way primarily designed to provide secondary access to the side or rear of those properties whose principal frontage is on some other street." Staff believes this definition is consistent with the common understanding of the function of an alley, that the building has frontage on another street.

However, the definition of alley in the LDC--"a right-of-way privately or publicly owned, primarily for service access to the back or sides of properties—makes no reference to frontage on another street. Additionally, LDC 3.01.03.EE.2.g., expressly provides that

each building must have an entrance facing a street *or* public open space, which indicates that the proposed arrangement for the townhomes might be acceptable. Further, LDC 3.01.03.EE.2.g. provides "A continuous network of rear and side alleys and/or lanes is desirable to serve as the primary means of vehicular ingress to individual lots." Though staff believes this sentence read alone to conclude that access via an alley without another street is taking it out of context, the plain words are what they are.

However, other code provisions regarding alleys, e.g., that they are required in the Center and Core transect zones, but optional or desirable in other transect zones implies alleys are intended to be secondary access not primary access. Additionally, the streetscape standards provided in LDC 3.01.03.EE.2.j. treat alleys as an element of the street standards, just as the street edge (curb or swale), planting strip, pedestrian accommodation (trail or sidewalk) are a street standard, as distinguished from a type of street.

The alleys providing access to the majority of the townhomes in Indrio Creek are not secondary access but the only street access. The proposed townhomes front a sidewalk and common open space. The exceptions are the townhomes that front the Main Spine Road. For these +/- 53 townhomes fronting the Main Street, the alley provides access to the off-street parking located in the rear. See Exhibits 12 and 13. This proposed arrangement is inconsistent with LDC Section 4.04.04.F., TVC Specific Standards for Residential Driveways and Garages, "*In residential neighborhoods, an important walkability consideration is whether driveways, cars and on-street parking dominate the streetscape or continuous, wide, uninterrupted sidewalks and healthy street trees are provided."*

While having the townhomes front on common open space may work well, the preliminary development plan has many townhomes front on land designated to become restored or created native habitat. Created and restored native habitat requires "only native species in the canopy, understory, and groundcover in proportions similar to those found in representative naturally occurring plant communities in St. Lucie County." It may be able to accommodate a walking path for passive recreation such as walking or jogging but it is incompatible with active recreation or general play by children. It is not clear that created and restored habitat is appropriate right up to the fronts of the dwellings. It may pose a fire risk and it will be difficult to sustain the habitat in such close proximity to dwellings. The Preliminary Development Plan even shows it on the private lot side of the sidewalk.

Finally, the proposed sidewalk along the front of the homes are only 4 feet wide. Six feet is the minimum width of sidewalks in the TVC. See LDC 3.01.03.EE.2.j.

Exhibit 12. Typical Townhome Lot Layout

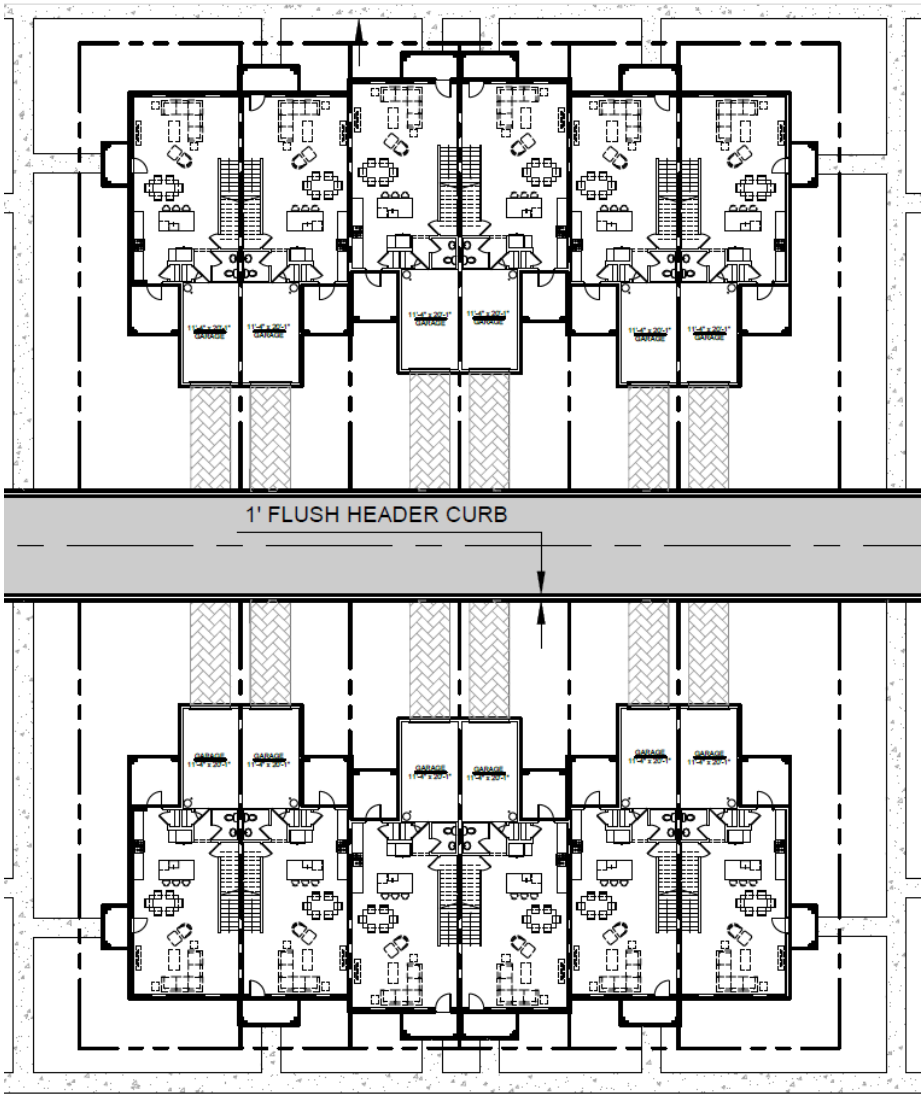
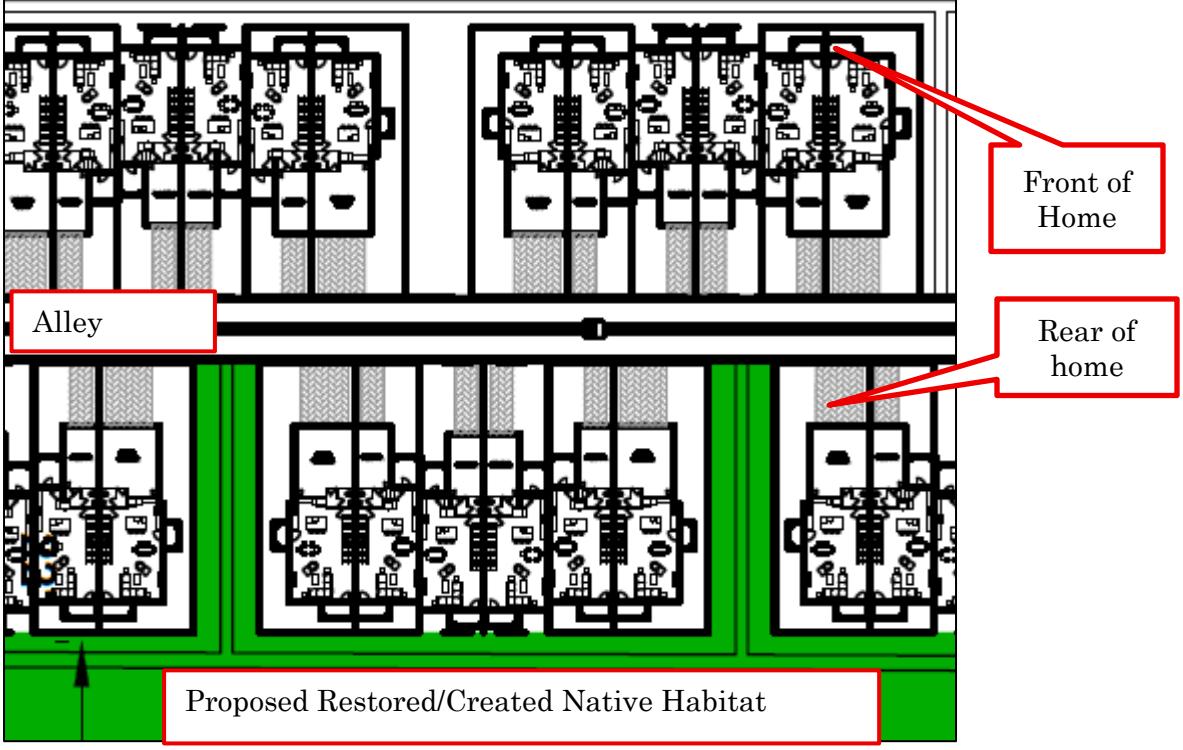
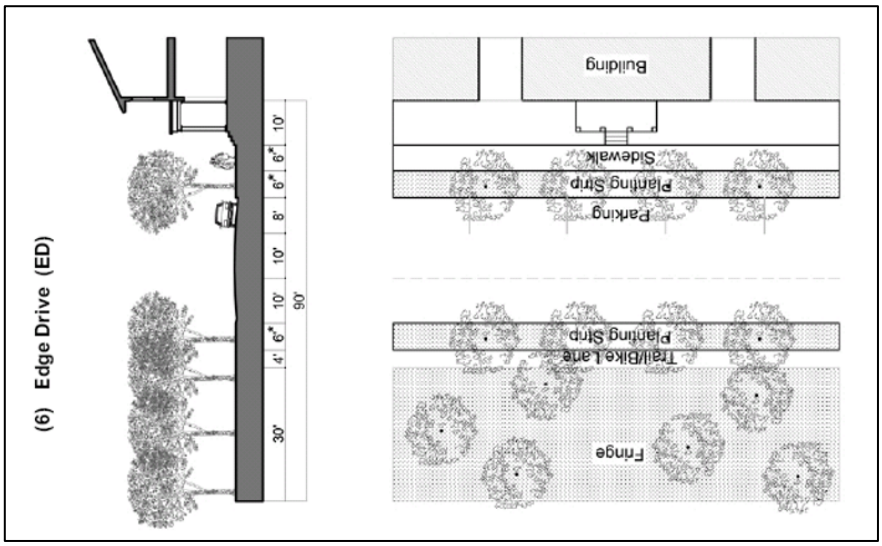


Exhibit 13. Typical Townhome Lot proposed by Applicant



Finally, the LDC calls for an Edge Street to separate the neighborhood from the Countryside. Edge Streets are single-loaded, having private lots on one side while providing visual and physical access to the Countryside on the other. The Club at Indrio Creek instead lines most of the proposed Countryside by private dwellings. As discussed elsewhere in this report, the proposed plan locates restored/created habitat directly against the private lot lines. Providing an Edge Street adjacent to the proposed restored/created native habitat is one way to provide the separation that seems necessary.

Exhibit 14. Edge Street.



A. Residential Density, Transferable Development Credits and Density Multipliers

A fundamental component of the Towns, Villages and Countryside Future Land Use framework is that the residential density allowed by the future land use category on the property prior to the adoption of the TVC remains in place and is documented in the Transferable Development Value Map. Most of the +/- 13,600 acres within the TVC previously had the AG-1 (Agricultural-1) Future Land Use category and now have a base residential density of 1 DU/A. The companion feature of the TVC is that the base density can be increased on parcels through the transfer of development rights from one parcel of land to another parcel. Additionally, to encourage certain preferred uses, such as Countryside or Restored/Created Native Habitat, a density multiplier is available. In the TVC "Countryside" includes the flow way, agricultural production, as well as community recreational areas and parks, if certain criteria are met.

The land (+/- 126 acres) on which the Club at Indrio Creek is proposed has a base residential density of 2 DU/A on +/- 109 acres and a base residential density of 1 DU/A on +/- 18 acres. The applicant proposes to achieve density of 3 DU/A through the use of transferred development rights from Countryside and Created/Restored Native Habitat.

Another fundamental aspect of development of a Planned Town or Village is that the code establishes a minimum density of 5 DU/A for the New Developable Area (Total Site less Countryside). The applicant must demonstrate compliance with this minimum independently of the gross-density calculation.

Table 4 quantifies the topics discussed above, as applied to the Club at Indrio Creek—base residential density plus the density multipliers available for certain preferred uses.

Table 3. Calculation of the number of dwelling units attainable by the Club at Indrio Creek

Land Area	Acres	Base Density (du/ac)	Multi-plier	DU	DU (rounded)
Gross Site Area	126.32				
Net Developable Area	10.02	1	-	10.02	10
Net Developable Area	46.02	2	-	92.04	92
Countryside	70.28				
Created Habitat	7.78	1	2.5	19.45	19
Created Habitat	17.58	2	2.5	87.9	88
Flow Way	23.2	2	1.75	81.2	81
Workforce Housing	6.6	2	2.5	33	33
Interior Countryside	15.12	2	1.75	52.92	53
				Total:	**376**

Staff agrees with the mechanics of the Applicant's calculations. The subject on which there has not yet been a meeting of the minds is regarding what land area constitutes

Restored/Created Native Habitat that is therefore eligible for the 2.5 density multiplier and which land areas qualify as Countryside that is eligible for the 1.75 density multiplier.

LDC 3.01.03.EE.2.o, Open Space and Countryside Standards, in sub-section (5) establishes the following standards for restored and preserved native habitat:

i. *Restored habitats are at least twenty-five (25) acres in size;*

ii. *Restored habitats are connected to the greatest extent possible to existing preserved native habitat or preserved environmentally significant land or to the Flow Way System;*

iii. *Restored habitats must include multiple upland and wetland habitat types consistent with habitat types that can be supported by the existing soil types and the proposed hydrology for the site;*

iv. *Restored habitats include only native species in the canopy, understory, and groundcover in proportions similar to those found in representative naturally occurring plant communities in St. Lucie County; and*

v. *Shallow marsh systems are encouraged. Deep water habitat and the required littoral zone and upland buffer habitat (Section 3.01.03.EE.2.p(4)(ii)and (iii)) are not eligible for restoration credit, but shallow marsh acreage beyond the requirements may be eligible for full restoration credit.*

vi. *Proposals that request an increased multiplier for transferable development rights based on creating or restoring natural habitats from former agricultural lands must be accompanied by a restoration and management plan. The Board of County Commissioners will decide whether to accept or modify such plans during the PTV approval process. The restoration and management plan must include the following:*

   1) *Identifies the area to be restored;*

   2) *Identifies the strategy that will be employed to restore the land;*

   3) *Provides an acceptable time table for completion of the restoration;*

   4) *Identifies measures that will be used to evaluate the success of the restoration, including the density and distribution of species; and*

   5) *Includes a funding strategy for monitoring and maintaining the habitat, including the ongoing maintenance and removal of exotic vegetation.*

The dark green areas on the proposed Preliminary Regulating Plan identify 25.36 acres (17.58 acres with base density of 2 DU/A area and 7.78 acres with base density of 1 DU/A area) as being dedicated to proposed and restored native habitat. Two elements of the Applicant's proposal prevent recommendation of approval regarding the component of the Plan.

1. No restoration and management plan has been submitted.
2. Some areas identified as restored and preserved habitat are two small to qualify.

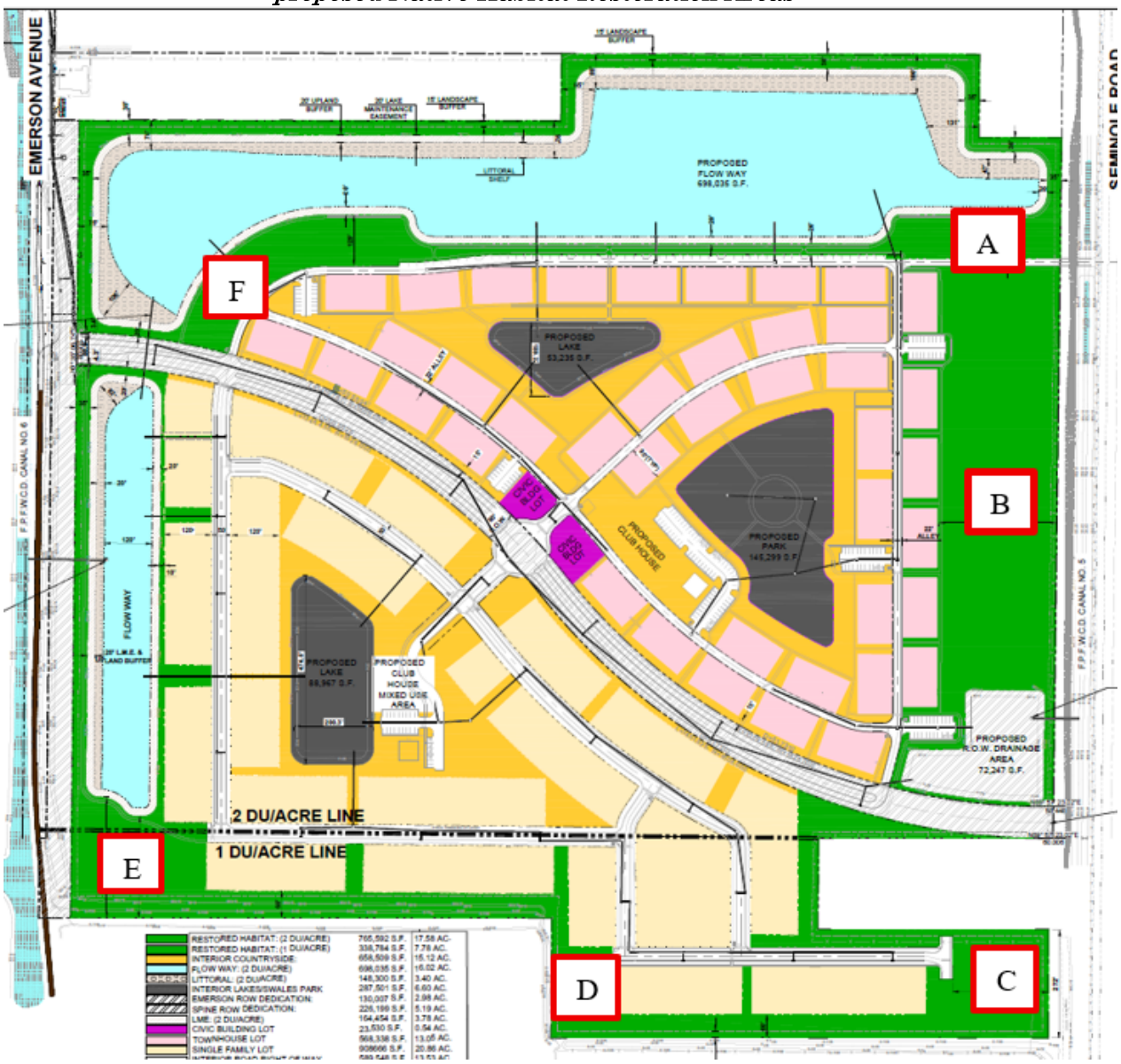
The TVC code does not expressly provide minimal dimensional criteria to qualify as restored and preserved habitat. However, LDC 3.01.03.EE.2.s., Landscaping and Natural Features, expressly provides that development in the TVC must comply with Chapter VI, Resource Protection Standards. LDC 6.00.05.D.3.b.1.c., applicable to native upland preservation provided as a form of tree mitigation, provides standards: "Habitat preservation areas shall minimize edge to interior ratio, and shall have no minimum dimension less than one hundred (100) feet, and shall not exceed a length to width ratio of three to one (3:1) unless exceeding this ratio allows for superior connections with adjacent parcels or other environmental benefits."

Additionally, LDC 3.01.03.EE.2.p. expressly provides that the flow way littoral and the flow way native upland edge vegetation do not qualify for the 2.5 multiplier as restored and preserved Native Habitat.

Staff calculations identify 10.86 acres within the 2 DU/A area and 4.26 acres in the 1 DUA area meet the dimensional standard to qualify as restored and preserved habitat. These areas are identified as **A** through **F** on Exhibit 15 and total approximately 10 acres less than that identified by the Applicant. The result of that 10-acre difference is 42 units, before consideration of whether the land area excluded by staff may qualify as Countryside and be eligible for be eligible for the 1.75 multiplier. If the land area that does not qualify as native upland habitat, instead qualifies as Countryside, the reduction in dwelling units is reduced to only +/-10 units. [Staff notes an important caveat. AS discussed previously, some of the proposed restored native habitat includes sidewalks and is proposed to be located right -up against the townhome lots. This does not appear to be an appropriate or sustainable arrangement. Therefore, the land area staff believes can qualify as restored habitat will likely decrease.

The question remaining is to what extent staff should recommend additional flexibility regarding these minimum standards—the 100– ft minimum dimension and the 1:3 maximum width-to-length ratio. For example, some of the proposed perimeter landscape buffers are adjacent to proposed flow way upland buffer and flow way littorals. If the combined width of those different elements is equal to or exceeds 100 feet, should that portion of the buffer, that is not the flow way littoral or flow way native upland edge vegetation, should it count as restored and preserved native habitat? Staff would appreciate receiving input from the Planning and Zoning Commission on this question.

Exhibit 15. Preliminary Regulating Plan and proposed Native Habitat Restoration Areas



C. Flow Way

Development of a Village must provide a Flow Way. The natural resources standards applicable to the flow way are more ambitious than the requirements applicable to stormwater management areas outside of the TVC. Pursuant to LDC 3.01.03.EE.2.p., flow way standards include:

1. A pedestrian and bicycle trail system must be provided and maintained along at least one side of the system.[2]

2. A vegetated and functional littoral zone shall be established as part of the Flow Way System.

   (a) As a minimum, 20 sq. ft. of vegetated littoral zone per linear foot of shoreline shall be established as part of the water management system.

   (b) This area of vegetated littoral zone habitat shall be located such that no less than 50% of the total shoreline of the Flow Way System is buffered by littoral zone habitat.

   (c) Littoral zone habitat shall be a minimum width of 20 feet and a minimum of 25% of the shoreline shall be designed as a wide littoral zone habitat a minimum of 60 feet in width.

   (d) Average water depth over the littoral shelf should range between 2 to 18 inches at the control elevation. The littoral shelf should be contoured to create areas with shallow depressions that should dry down or retain 2 to 6 inches of water when the water level is one foot below the control elevation (see Figure 3-15), except for points of inflow which may be deeper.

   (e) A native upland vegetative buffer shall be provided and maintained around the Flow Way System. The habitat may consist of preserved or planted vegetation, but shall include canopy, understory, and ground cover species only. The edge habitat shall begin at the upland limit of the Flow Way System. As a minimum, 20 sq. ft. of edge habitat shall be provided for each linear foot of shoreline. This upland edge habitat shall be located such that no less than 50% of the total shoreline is buffered by a minimum width of 20 feet of upland habitat.

The level of detail provided for the Preliminary Development Plan is insufficient to confirm compliance with some flow way standards, but the proposed typicals for the littoral zones and native upland buffers around the lakes do not comply with the applicable standards and must be revised.

B. Workforce Housing

Planned Towns and Villages are required to provide workforce housing as part of the new neighborhoods. The requirements are summarized in Table 5.

2

Table 4. Summary of Permitted Density and Workforce Housing Requirements in the PTV Zoning District

Parameter or Measure	Standard
Minimum % of total dwelling units	8% 4 % affordable to households with 80% to 100% of AMI and 4% affordable to households with 100 to 120% of AMI.
Period of Affordability	8 years
Location of WF Units	Dispersed throughout the neighborhood
Tenure	Rental and home-owner units in same proportion as market-rate units
Size of unit	Mix of # of bedrooms must be proportionate to mix of # of bedrooms in market rate units.
Housing Type	Not specified
Phasing/Timing	Approximately the same schedule as market-rate units

C. LOT AND DWELLING TYPES

The Club at Indrio Creek proposes two differently sized detached single-family lots, a Villas Lot and two townhome lots. The "Lot Typicals" for are summarized in Table 6 and Exhibits 8A, 8B and 8C.

The front setbacks for the proposed Villas do not appear to comply with comply with LDC 4.04.04.F. which requires the garage to be recessed at least 10 feet from the front façade of the dwelling. The 10-ft. garage setback may be measured from the front porch. Additionally staff notes, regarding the 10-ft rear setback for the Villas, a 3- foot rear setback is proposed when the lot adjoins a lake.

Setbacks from the property line have been an essential component of zoning codes since the first was adopted by New York City in about 1916, in order to reduce risk from fire and disease and increase light and airflow to the dwellings and privacy for the inhabitants.

The proposed 10-ft. minimum rear yard is less than the minimum 15-ft. rear yard required in the County's conventional zoning districts. The County's conventional zoning code permits grade level accessory structures to be built to the rear or side lots lines, but any accessory structure more than 30-inches above grade must comply with the otherwise applicable setback. Similarly, the proposed 5-ft side setbacks may be considered narrow for detached

single-family dwellings. For example, when the air conditioning unit and possible pool equipment is located there, if the side yard is fenced, it is difficult to even get a lawn mower through. Increasingly, the Board of County Commissioners is expressing preference for setbacks that provide for more space, and air flow between dwellings. Additionally, staff notes the requirement for single-family and two-family lots that one tree be planted for each 2,500 sq. ft. of lot area. Very narrow side and rear setbacks leave not room for the planting of those trees. The Villas lots is also marked with a 10-ft utility easement across the front, further restricting the lot area where a tree can be planted.

Table 5. Detached Single-Family Residential Lots

	Lot Width	Lot Depth	Lot Area in Sq. Ft.	Front	Side	Rear
Townhome	32	90	2880			
Townhome	22	90	1980			
Villas	25	120	3000	22	5	10
Single Family	50	120	6000	22 for garage; 6 for porch	5	10
Single Family	60	120	7,200	22 for garage; 6 for porch	5	10

The TVC permits an Accessory Dwelling Unit (ADU) that does not count towards density. ADUs are desirable because they provide a mechanism to scatter rental housing in an otherwise detached single-family neighborhood without drastically impacting the feel of the neighborhood as being single-family. ADUs can accommodate extended family, provide an income stream to the homeowner, or allow an elderly person who needs assistance to remain in his or her own home. Inquiries by property owners about the ability to add an ADU to accommodate a family member is a frequent question the County's Planners of the Day receive to which we must respond that it is not possible.

The proposed Indrio Creek lots likely preclude inclusion of an ADU. The future owner of a single-family lot may be able to provide a small ADU as the second floor of a garage (so long as the homeowner covenants and restrictions do not prohibit it). Small ADUs might also be accommodated as the second floor of the rear-loaded garages serving the townhouses, if

planned for from the start. Depending on the size of the dwellings constructed on the lots and the interests of the lot buyers, if additional flexibility is built into the building and parking configuration on the lots, future owners might be able to accommodate an accessory dwelling unit. Additionally, no lots are likely to be able to accommodate a detached garage or workshop.

That completes the discussion of the first standard of review for the proposed Preliminary Development Plan—whether the proposed plan complies with the Comprehensive Plan and the Land Development Code. Now the next standards will be reviewed.

B. Effect on Adjacent Properties

"1. The proposed building or use will not have an undue adverse effect upon nearby property, the character of the neighborhood, traffic conditions, parking, utility facilities, and other matters affecting the public health, safety, and general welfare.

2. All reasonable steps have been taken to minimize any adverse effect of the proposed building or use on the immediate vicinity through building design, site design, landscaping, and screening.

3. The proposed building or use will be constructed, arranged, and operated so as not to interfere with the development and use of neighboring property, in accordance with applicable district regulations."

The proposed Club at Indrio Creek with the necessary off-site infrastructure improvements, is not expected to have an undue adverse effect upon nearby property. The development will increase the amount of people, housing and traffic in this corner of the county, but perimeter landscaping, . . .

The extension of regional water and wastewater lines to this currently unserved area and the improvement of Emerson and Seminole may encourage the urbanization of other nearby land. However, the County Comp. Plan and LDC expressly provide for this type of development

C. Adequacy of Public Facilities.

1. Water and Wastewater

The subject property is within the Urban Services Boundary and the St. Lucie County Utility Services Area. A 16-inch potable water line and a 16-inch sanitary sewer force main exist on the northwest corner of Emerson Avenue and Indrio Road.

The adopted Level of Services for potable water for residential land use is 110 gallons per capita per day (g/c/d) and for wastewater is 110 g/pd. Assuming the dwellings in Indrio Groves are occupied by the median household size in St. Lucie County of 2.50, 375 households will demand 103,125 gallons of water per day and require treatment capacity for the same amount of wastewater per day.

The current design capacity of the Holiday Pines water plant is 288,000 gallons per day (gpd) with current daily flows of 225,000 gpd. Additional capacity is available from the interconnect with the Fort Pierce Utilities Authority (FPUA). The current design capacity of the Holiday Pines wastewater treatment plant is 600,000 gallons per day (gpd) and the current daily flows to the plant are 150,000 gpd. The District is in the design and permitting phase to add 600,000 gpd of additional wastewater treatment capacity for the Holiday Pines Plant. Finally, additional wastewater capacity is available to St. Lucie County Utilities via an interconnect with FPUA facilities.

Expansion of the County's capacity to produce and distribute potable water and to collect and treat sanitary wastewater for the North County Planning Area are acknowledged in the County's 5-Year Capital Improvement Program. Future expenditures of $43,6544,619 are anticipated for the new 2 million gpd water plant on Taylor Dairy Road and future expenditures of $10,000,000 are anticipated to expand the Holiday Pines Wastewater Treatment Plant

2. Fire Protection and Emergency Medical Services

Fire protection and Emergency Medical Services are available via dispatch from St. Lucie County Fire District Station 7, located at 4900 Fort Pierce Blvd., less than one mile northeast of the subject site. Planning is underway for Station No. 7 to be relocated to Taylor Dairy Road, south of Indrio Road. That location is less than two miles away.

Currently the County does not have an adopted Level of Service (LOS) for emergency response, in terms of, for example, average response time within the Urban Services Boundary or average response time outside the USB.

St. Lucie County's emergency medical needs are largely fulfilled by three area hospitals: Lawnwood Regional Medical Center and Heart Institute with approximate automobile travel times from the subject site being about 20 minutes. Additionally, given the North County location of the Indrio Groves site, Indian River Memorial Hospital, Inc. is also an option, also with average automobile travel times in the range of 20 to 30 minutes.

The residential development proposed by Indrio Groves will increase demand for fire protection, public safety, and emergency medical services and facilities.

3. Transportation

The availability and limitations of the surrounding road network were discussed in detail previously. Nonetheless, the Applicant's Transportation Impact Report finds that the traffic from the project will not cause a failure in the level of service (LOS) on the nearby roadways. That TIR has been accepted by the County's Third-Party Reviewer.

St. Lucie County has not yet adopted a LOS for transit service and no transit services currently serve the area. Despite its remote location, staff included as a Condition of Approval that potential locations for transit stops be identified on Final Site Plans.

D. Adequacy of Fire Protection.

Addressed above under Adequate Public facilities.

E. Adequacy of School Facilities.

With 375 projected dwelling units, the proposed Indrio Creek will demand school capacity. The ultimate number of school students originating from the development will depend in part on the ultimate mix of unit types and their respective number of bedrooms.

The St. Lucie County School District facility planning methodology assumes each single-family dwelling will generate 0.405 students and each multifamily dwelling (including townhouses) will generate 0.207 students (70% K-8 and 30% high school). Therefore, Indrio Creek can be expected to generate some 72 K-8 students and 31 high school students at build out.

Lakewood Elementary School (Pre-K through 5th grade) is the closest elementary school, located within one-half mile of the subject site. As of April of 2025, Lakewood Park Elementary School had capacity to enroll an additional 313 students (students from less than 1,000 dwellings). The approved Preliminary Development Plan for the Indrio and I-95 PTV Zoning District has also allocated land area for a future K-8 school site, on Johnston Road. At this time, when that school might be constructed is completely unknown.

Existing High Schools are further away. The distance to Westwood Academy exceeds +/- 6.2 miles and can be expected to be a ten to 15 minute drive, according to Google Maps. Lincoln Park Academy is +/- 8 miles away and should take about 15 minutes via a private automobile. Fort Pierce Central High School is 11 or 12 miles away and the one-drive should be about 25 minutes. It is worth noting that there is no "second bus" or "activity bus" from the St. Lucie County High Schools for students who participate in after-school sports or other extracurricular activities, such as student government, service clubs, band or theater. If a student remains after the regular school day, he or she must find his or her own way home.

F. Environmental Impact

The St. Lucie County Environmental Resources Department (ERD) has reviewed the application materials including the Applicant's Environmental Assessment prepared by Loxahatchee Holdings, LP dated August 2025, prepared to support the request to re-zone and the Preliminary Development Plan. The review by ERD is underway. It has noted

the lack of compliance with landscaping, flow way and native habitat restoration standards.

AMENDMENT OF ZONING ATLAS STANDARDS OF REVIEW SET FORTH IN LAND DEVELOPMENT CODE SECTION 11.06.03

Section 11.06.03 of the St. Lucie County Land Development Code (LDC) establishes the standards for reviewing proposed amendments to the Zoning Atlas. In reviewing such an application, the Planning and Zoning Commission and the Board of County Commissioners shall consider the following factors:

A. Whether the proposed rezoning conflicts with any applicable portions of the St. Lucie County Land Development Code:

This factor was addressed in the context of the review of the proposed Preliminary Development Plan, earlier in the staff report.

B. Whether the proposed amendment is consistent with all elements of the St. Lucie County Comprehensive Plan:

This factor was largely addressed earlier in the report in the context of the consistency between the proposed Preliminary Development Plan and the Comprehensive Plan.

C. Whether and the extent to which the proposed zoning is inconsistent with the existing and proposed land uses:

The proposed Indrio Creek PTV Zoning District with a proposed 3 DU/A provides for substantially more intensity and density than the existing uses to the north, east, west and south. Across Emerson Avenue is outside the USB and should be expected, therefore to remain rural for a longer period into the future. However, the Comprehensive Plan and the LDC expressly provide for development of a Village inside the Urban Services Boundary. Additionally, the Plan largely locates the flow way, restored habitat and other countryside along the property boundaries which buffer adjacent properties.

Table 6. Future Land Use, Zoning and Existing Land Use on Adjacent Properties

Location		Future Land Use designation	Zoning Districts	Existing Land Use
Subject Property		TVC (up to 1 DU/A (partial) and up to 2 DU/A (partial))	AG-1 (Agricultural–1 DU/A)	Agriculture
Adjacent Parcels	**North**	TVC (2 DU/A)	AG-1 (1 DU/A)	Agriculture and Estate Lot residential
	South	TVC (Towns, Villages & Countryside)	AG-1	Agriculture
	East	TVC (Towns, Villages and Countryside)	AG-1	Agriculture and Estate Lot residential
	West	TVC	AG-1	Agriculture

D. Whether there have been any changed conditions that require an amendment.

No change has occurred that requires the rezoning. One change that has occurred and is occurring is the increased development interest and activity in the TVC. This increased activity also does not mandate the amendment of the Zoning Atlas but provides examples of other amendments to the Official Zoning Atlas that have been approved or are under review in the TVC. Table 11 summarizes development application activity in the TVC.

Table 7. Pending and Approved Development Projects in the TVC

	Project Name	Application Type	Project Description	Status
1	Publix at Indrio Commons	Major Site Plan	Retail Center including 48,387 sq. ft. supermarket, 10,800 sq. ft. other retail, & 4,500 sq. ft. fast food.	Approved in August 2019
2	Indrio & I-95 PTV (Planned Town or Village)	Rezoning to PTV and Preliminary Development Plan	Planned Village with 1,878 SF dwellings, 805 multi-family dwellings, 1,000,000 sq. ft. of commercial including 88,000 sq. ft. of retail, school, fire station, gas station, other civic sites, with associated amenities and infrastructure	Approved
3	Indrio Woods	Rezoning to PUD	274 apartments with associated amenities and infrastructure	Approved
4	Indrio Woods	Final Site Plan	229 multi-family units on 35.58 acres	Approved
5	4540 N. Kings Hwy.	Rezoning to PUD and Preliminary Development Plan	191 dwellings (detached single-family, townhouses and apartments) on 36.65 acres	Approved
6	4540 N. Kings Hwy	Final Site Plan	165 dwellings on 36.65 acres	Under review
7	Bedner Farms	Rezoning to PRW, Preliminary Development Plan & LDC Text Amendment	Up to 1,090 single-family, townhouses and apartments, and 420,000 sq. ft. of commercial space	Approved
8	Bedner Farms Commercial	PRW Site Plan	420,000 SF of commercial	Under review
9	Bedner Farms Northwest	PRW Site Plan	305 single-family dwellings on 67 acres	Approved
10	Bedner Farms East, Phase 1	PRW Site Plan	157 single-family and 154 townhouses on +/-45.15 acres	Approved
11	2098 Johnston	Rezoning to PUD	74 single-family lots on 41.18 acres	Approved

	Project Name	Application Type	Project Description	Status
12	Alco Groves Mine	CUP, Site Plan, & Mining Permit	Mining of +/-311 acres for ten-year period	Under review
13	Sexton Place	Rezoning to PTV	505 dwellings on 235.49 acres	Under review
14	Indrio Groves	Rezoning to Hamlet PUD	+/- 2,978 dwellings, school site, County Park, fire station site, etc. on 1,027.11 acres	Tabled
15	SLC Water Plant	Minor Site Plan	County water treatment plant on 37.99 acres	Approved
16	Indrio Crossings	Rezoning to PR/W and extension of USB	85 dwellings and 323,223 sq. ft. of commercial on 85.29 acres	Under Review
17	Rocking Horse Ranch	Rezoning to PUD	160 dwellings on 159 acres	Approved April 2021
18	Treasure Coast Land Ventures, IIC property	Rezoning to PCS	+/-77.6 acres	Approved May 2008
19	Indrio 77, LLC property	Rezoning to PCS	+/-79 acres	Approved Feb. 2008
20	Treasure Coast Auto Vault	Major Site Plan	+/-95,000 sq. ft. contractor trade and private warehouse space with 20,000 sq. ft. of covered parking	Approved
21	Bhasin Industrial	Major Site Plan	+/-178,000 sq. ft. industrial warehouse	Approved
22	Meadowood Phase 2	PUD Adjustment	Forty-seven single-family homes, walking trails and conservation lands	Approved
23	Cabo Rio	Rezoning to PR/W	146-space RV Park with for condo-lot ownership with associated amenities and infrastructure	Approved; under construction
24	Isram Hamlet PUD	Rezoning to PUD	1,628 dwellings and 12 acres of commercial	Under review

E. Whether and the extent to which the proposed amendment would result in demands on public facilities, and whether or to the extent to which the proposed amendment would exceed the capacity of such public facilities, including but not limited to transportation facilities, sewage facilities, water supply, parks, drainage, schools, solid waste, mass transit, and emergency medical facilities.

The availability and demand created by the proposed rezoning on public facilities including water and wastewater, schools, fire and emergency response, discussed in depth in regard to the proposed Preliminary Development Plan. Parks, drainage, solid waste and public transit will be addressed here.

1. Parks

The Comprehensive Plan Recreation Element strives to support an adequate and equitable distribution of parks, recreation, and open spaces throughout the county to provide a range of activities for residents and visitors. The St. Lucie County +/- 156 -acre Regional Park on Emerson Avenue is located about 2 miles north of the subject site The Comprehensive Plan Level of Service (LOS) standards for parks and recreation are as follows:

- Community parks: 5.0 acres/1000 residents in unincorporated area;
- Regional parks: 2.5 acres/1000 population county-wide; and
- Resource-based parks: 21.2 acres/1000 population county-wide.

Based on U.S. Census Bureau data for 2024, with average household size in St. Lucie County of 2.5 persons the residents of the Club at Indrio Creek will generate the need for +/-4.7 acres of community parks, 2.3 acres of Regional Parks, and 19.8 acres of Resource-based parks.

2. Drainage

The Indrio Groves Hamlet proposes +/- 23 acres of flow way plus 2 additional lakes to receive and treat stormwater run-off before it is discharged to the FPFWCD Canal No. 6 in which it will ultimately flow to the Indian River Lagoon. The proposed drainage system will be required to meet the standards promulgated by St. Lucie County, SFWMD, and FFPWCD.

Summary

The St. Lucie County Concurrency requirements for public facilities and services as well as impact fees levied on new construction are intended to assure that adequate public facilities and services are available at the time those impacts are experienced and that the costs of the impacts of new development are born by the development. Further analysis will be required prior to Final Site Plan approval, accounting for timing of other nearby development and capital improvement schedules.

F. Whether and the extent which the proposed amendment would result in significant adverse impacts on the natural environment:

The subject site was largely cleared long ago for agricultural production. See ERD Report included in agenda materials.

G. Whether and the extent to which the proposed amendment would adversely affect property values in the area.

The proposed zoning change is not anticipated to have an adverse impact on property values in the area. The re-zoning to PTV may contribute to a rise in real estate values in the area.

H. Whether and the extent to which the proposed amendment would result in an orderly and logical development pattern specifically identifying any negative effects of such patterns.

The proposed PTV can contribute to an orderly and logical pattern on the subject site and is reasonably consistent with the vision for a TVC Village, subject to resolution of the details on restoration of habiat and flow way standards.

The proposed density is substantially higher than the existing density in the surrounding countryside. However, the land area is within the USB and reasonably proximate to existing water and wastewater lines, an elementary school and a supermarket.

I. Whether the proposed amendment would conflict with the public interest and is in harmony with the purpose and intent of this Code.

The proposed Zoning Atlas amendment would not conflict with the public interest and is generally in harmony with the purpose and intent of the St. Lucie County Land Development Code.

J. Any other matters that may be deemed appropriate by the Planning and Zoning Commission or the Board of County Commissioners, in review and consideration of the proposed amendment.

The Planning and Zoning Commission may raise other matters regarding this proposed amendment to the Official Zoning Atlas.

SUMMARY OF ANALYSIS:

Based upon the analysis contained in this report, the application materials for the proposed rezoning from AG-1 (Agricultural – 1) to the PTV (Planned Towns and Villages) and the Preliminary Regulating Plan do not demonstrate sufficient compliance with the St. Lucie County Comprehensive Plan and Land Development Code. Refinements to the proposed Preliminary Development Plan regarding external connectivity and off-site improvements to support the transportation demands generated by the project, are required for comprehensive consistency with adopted policy. Additionally, the input of the Planning and Zoning

Commission is sought regarding street design and eligibility for density multipliers for created and restored native habitat.

COMMUNITY PARTICIPATION MEETING:

The Applicant hosted a Community Meeting at the Summer Crush Vineyard on Johnston Road. It was attended by approximately 8 owners of nearby real property, the Applicant and County staff.

PUBLIC NOTICE:

In accordance with requirements in LDC Section 11.00.03., on July 3, 2026 notice of the public hearing was published in the St. Lucie News Tribune, on July 1, 2026, notice was mailed to owners of real property located within 500 feet of the subject property (18 properties); and on July 1, 2026, the sign erected on Emerson Avenue was updated with the date of the July 16, 2026 hearing.

PROCEDURE

The LDC has always provided for administrative approval of Final Development Plans for land located within the PTV (Planned Town or Village), PRW (Planned Retail/Workplace) or PCS (Planned Country Subdivision) Zoning Districts, that is, TVC Zoning Districts, that are in substantial conformity with the Preliminary Development Plan approved by the Board. Pursuant to Ordinance 2025-014, effective July 17, 2025, Final Development Plans that are in substantial conformity with the approved Preliminary Development Plan are Minor Site Plans and administrative approval is available County-wide.

Pursuant to LDC 11.02.02.C.7., the Planning and Development Services Director may determine that "any development of land, where the proposed development should be more thoroughly considered and reviewed because of its location or potential impact on public facilities, natural resources and public safety" should be designated a Major Site Plan that requires review and approval by the Board of County Commissioners at a regular meeting.

STAFF RECOMMENDATION:

Based on the analysis contained in this report, staff finds that the application, as currently submitted, does not demonstrate compliance with all applicable provisions of the St. Lucie County Comprehensive Plan and Land Development Code.

Staff recommends that the Planning and Zoning Commission receive the Applicant's presentation, staff's presentation, and public comment; provide input regarding the identified interpretation and modification issues; and continue the public hearing to a date certain. The continuance would allow the Applicant to submit a revised Preliminary Development Plan and supporting documentation addressing the deficiencies identified in this report.

Staff is not recommending approval or denial at this time. Staff will provide a final recommendation after the revised plans and supporting information have been reviewed.

Required Plan Revisions and Potential Conditions of Approval:

Based on the analysis contained in this report, staff finds that the application, as currently submitted, does not demonstrate compliance with all applicable provisions of the St. Lucie County Comprehensive Plan and Land Development Code.

Staff recommends that the Planning and Zoning Commission receive the Applicant's presentation, staff's presentation, and public comment; provide input regarding the identified interpretation and modification issues; and continue the public hearing to a date certain. The continuance would allow the Applicant to submit a revised Preliminary Development Plan and supporting documentation addressing the deficiencies identified in this report.

Staff is not recommending approval or denial at this time. Staff will provide a final recommendation after the revised plans and supporting information have been reviewed.

1. The Preliminary Regulating Plan shall demonstrate compliance with the standards in LDC 3.01.03.EE.2.p. applicable to flow ways, including provision of a pedestrian and bicycle trail system along at least one side of the flow way system (LDC 3.01.03.EE.2.p.(3)), the width and design of littoral zones and native upland edge vegetation (LDC 3.01.03.EE. 2.p.(4)), and navigability by non-motorized craft such as canoes and kayaks (LDC 3.01.03.EE.2.p.(5)).

   Notwithstanding the foregoing, the references to transect zones in LDC Sections 3.01.03.EE.2.p.(2)ii. and 3.01.03.EE.2.p.(3)ii. shall not be applicable. Further, LDC 3.01.03.EE.2.p(6)i(1), (4) and (5) and LDC 3.01.03.EE.2.p(6)ii. shall not be applicable. LDC 3.01.03.EE.2.p(6)i(2) and (3) shall be applicable.

   A minimum of twenty (20) square ft. of vegetated and functional littoral zone and twenty (20) square ft. of upland buffer shall be established per linear foot of shoreline as part of the Flow Way System, per LDC 3.01.03.EE.2.p. The upland buffer shall be located such that no less than fifty percent (50%) of the total shoreline is buffered by a minimum width of twenty (20) ft. of upland habitat. A minimum twenty-five percent (25%) of shoreline shall be designed as a wide littoral zone habitat at least sixty (60) feet in width. The littoral zone established shall consist entirely of native vegetation and shall be maintained as part of the water management system.

The two additional stormwater treatment lakes identified on the plan shall provide no less than ten feet of littoral zone and 10 feet of native upland buffer per linear foot of shoreline.

A Lake Management Plan is required and a single entity, acceptable to the County, shall be responsible for the long-term operation, maintenance and compliance monitoring.

2. As required by LDC 7.01.04.B. 9.c. regarding dedication of the land devoted to common open space, prior to the Final Development Plan being stamped approved, the Developer shall provide for the phased conveyance of the land to be used for common space to a public or acceptable private agency that will, upon acceptance, agree to maintain the common open space and any buildings, structures or improvements that have been placed on it. The schedule for the phased conveyance of any such lands to be used for common open space shall be a specific condition of approval for the Final Site Plan.

3. A finalized landscape plan consistent with LDC 7.09.00 shall be provided to and approved by ERD.

4. A finalized tree mitigation plan consistent with LDC 6.00.05 shall be provided to and approved by ERD.

5. The Preliminary Regulating Plan must acknowledge and address the 9% workforce housing required pursuant to LDC 7.01.04.B.2. The types, location, and phasing of workforce housing (no less than 4 percent of the dwelling units must be affordable to households with incomes between 80% and 100% of Area Median Income and no less than 4% must be affordable to households earning between 100% and 120% of the Area Median Income), the period of affordability (8 years), and that the mix of unit sizes (number of bedrooms), tenure, distribution within the community, and timing of construction of workforce dwellings will be roughly commensurate with the market rate units.

6. Vehicular access shall be provided to Seminole Road, such access shall not be limited to emergency access only and shall be via a standard road including a sidewalk.

7. Provide a proposed Habitat Restoration and Maintenance Plan for the proposed Restored/Created Native Habitat.

8. Provide for all sidewalks to be 6 feet in width.

RESOLUTION 2026-XXX

File Number: PD-2510-000058

A RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS OF ST. LUCIE COUNTY GRANTING A CHANGE IN ZONING FROM THE AG-1 (AGRICULTURAL-1) ZONING DISTRICT TO THE PTV (PLANNED TOWN OR VILLAGE) ZONING DISTRICT; FURTHER GRANTING A PRELIMINARY PLANNED TOWN OR VILLAGE ON 126.32 ACRES (MORE OR LESS) AND LOCATED APPROXIMATELY 900 FEET SOUTH OF INDRIO ROAD, BETWEEN EMERSON AVENUE AND SEMINOLE ROAD, IN ST. LUCIE COUNTY, FLORIDA

WHEREAS, the Board of County Commissioners of St. Lucie County, Florida, based upon acceptable evidence, including but not limited to the staff report, has made the following determinations:

ZONING ATLAS AMENDMENT

1) Fort Pierce Holdings, LP presented a petition for a Change in Zoning from AG-1 (Agricultural – 1, 1 du/acre) Zoning District to the PTV (Planned Town or Village) Zoning District and Preliminary Planned Village Regulating Plan approval for the project known as The Club at Indrio Creek PTV, a residential subdivision of +/- 126.32 acres located approximately 900 feet south of Indrio Road, between Emerson Avenue and Seminole Road.

2) On July 16, 2026, the St. Lucie County Planning and Zoning Commission held a public hearing on the petition, after publishing a notice of such hearing in the St. Lucie News Tribune at least 10 days prior to the hearing and notifying by mail all owners of property within 500 feet of the subject property at least 10 days prior to the hearing, and the posting of a sign on the subject site at least 10 days prior to the hearing, and recommended that the Board of County Commissioners ***approve/deny*** the hereinafter described request for the property described in Part "A".

3) On _____, _____, this Board held a public hearing on the petition after publishing a notice of such hearing in the St. Lucie News Tribune, notifying by mail all owners of the property within 500 feet of the subject property, and the posting of a sign on the property, all notice completed at least 10 days prior to the hearing.

4) Based on the analysis presented in the staff report and presented at the public hearings, the proposed zoning change ***is/is not*** consistent with the St. Lucie County Comprehensive Plan and has satisfied the requirements of Section 11.02.07. of the St. Lucie County Land Development Code.

PRELIMINARY REGULATING PLAN

5) Fort Pierce Holdings, LP, presented a petition for a Preliminary Plan Town or Village Regulating Plan to be known as The Club at Indrio Creek PTV on +/- 126.32-acres to develop a planned town with the following mix of uses:

129 Single-family homes
246 Multi-family homes
Two civic building lots

6) On July 16, 2026, the St. Lucie County Planning and Zoning Commission held a public hearing on the petition, after publishing a notice of such hearing in the St. Lucie News Tribune at least 10 days prior to the hearing and notifying by mail all owners of property within 500 feet of the subject property at least 10 days prior to the hearing, and erection of a sign on the property at least 10 days prior to the hearing, and recommended that the Board of County Commissioners approve the hereinafter described request for the property described in Part "A".

7) On _____, _____, this Board held a public hearing on this petition after publishing a notice of such hearing in the St. Lucie News Tribune at least 10 days prior to the hearing, notifying by mail all owners of property within 500 feet of the subject property at least 10 days prior to the hearing, erection of a sign on the property at least 10 days prior to the hearing.

8) The St. Lucie County Development Review Committee (DRC) has reviewed the Preliminary Plan Town Regulating Plan and found it to generally meet all technical requirements and to be consistent with the Future Land Use Map and the St. Lucie County Comprehensive Plan, subject to the conditions set forth in Part "C" of this Resolution.

9) The proposed project, in adherence with the presented conditions of approval, will not have an undue adverse effect on adjacent property, the character of the neighborhood, traffic conditions, parking, utility facilities, or other matters affecting the public health, safety, and general welfare. The Planned Village design provides for a walkable neighborhood with an interconnected street network to facilitate traffic movement. The applicant has funded and constructed water and sewer lines out to the subject property to support utilities being brought to this future development area.

10) All reasonable steps have been taken to minimize any adverse effect of the proposed buildings or use on the immediate vicinity through building design, site design, landscaping, and screening.

11) The proposed development will be constructed, arranged, and operated so as not to interfere with the development and use of neighboring property, in accordance with applicable district regulations. The proposed development is consistent with the Towns, Villages, and Countryside (TVC) development standards, which take into the account incremental development of the entire TVC Overlay Zone.

12) The proposed project will be served by St. Lucie County Water and Sewer District for potable water and wastewater.

NOW, THEREFORE, BE IT RESOLVED by the Board of County Commissioners of St. Lucie County, Florida:

ZONING ATLAS AMENDMENT

A. The property on which the Zoning Atlas Amendment, or change in zoning, from AG-1 (Agricultural – 1) to PTV (Planned Town or Village) is being granted is described as follows:

Legal Description:

BEING THE SOUTH 1/2 OF THE NORTHWEST 1/4 OF THE SOUTHWEST 1/4, LESS CANAL RIGHT-OF WAY; LESS THE EAST 43 FEET OF THE WEST 48 FEET THEREOF; AND LESS EMERSON AVENUE; AND ALSO LESS THE NORTH 170.00 FEET; BEING THE WEST 1/2 OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4; BEING THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4, LESS CANAL RIGHT-OF-WAY AND LESS THE EAST 43 FEET OF THE WEST 48 FEET THEREOF; ALL IN SECTION 14, TOWNSHIP 34 SOUTH, RANGE 39 EAST, AND BEING THAT PART OF THE NORTH 230 FEET OF THE NORTHEAST 1/4 OF THE NORTHWEST 1/4, OF SECTION 23, TOWNSHIP 34 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA, LYING WEST OF THE SOUTHERLY EXTENSION OF THE EAST LINE OF THE WEST 1/2 OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 14, TOWNSHIP 34 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA; AND BEING THE NORTH 6.18 ACRES OF THE NORTHWEST 1/4 OF THE NORTHWEST 1/4, LESS CANAL RIGHT-OF-WAY AND LESS THE EAST 40 FEET OF THE WEST 48 FEET THEREOF IN SECTION 23, TOWNSHIP 34 SOUTH, RANGE 39 EAST. ST. LUCIE COUNTY, FLORIDA.

TOGETHER WITH

THE NORTH 3/4 OF THE NORTH 1/2 OF THE NORTHEAST 1/4 OF THE NORTHWEST 1/4 LESS THE NORTH 230 FEET, SECTION 23, TOWNSHIP 34 SOUTH, RANGE 39 EAST, ALL IN ST. LUCIE COUNTY, FLORIDA, LESS RIGHTS-OF-WAY FOR CANALS AND PUBLIC ROADS AS EXISTING.

TOGETHER WITH

THE SOUTH HALF (1/2) OF THE NORTHEAST QUARTER (1/4) OF THE SOUTHWEST QUARTER (1/4) OF SECTION 14, TOWNSHIP 34 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA; LESS AND EXCEPT RIGHTS OF WAY FOR PUBLIC ROADS AND DRAINAGE CANALS. LESS AND EXCEPT THE NORTH 208.71 FEET OF THE EAST 208.71 FEET, THEREOF.

TOGETHER WITH

THE EAST (1/2) OF THE SOUTHEAST QUARTER (1/4) OF THE SOUTHWEST (1/4) OF SECTION 14, TOWNSHIP 34 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA. LESS AND EXCEPTING ALL EXISTING RIGHTS OF WAY FOR PUBLIC ROADS AND DRAINAGE CANALS.

CONTAINING: 127.029 ACRES, MORE OR LESS

Parcel ID Numbers: 1323-211-0005-000-8 1314-313-0000-000-8
1314-323-0002-000-3 1314-331-0001-000-1
1314-341-0000-000-5 1314-342-0001-000-5

B. The St. Lucie County Planning and Development Services Director shall be authorized to amend the Official Zoning Map to change the zoning of the property herein described, from AG-1 (Agricultural – 1, 1 du/acre) to PTV (Planned Town or Village) and to make notation of the reference to the date of adoption of this resolution.

PRELIMINARY PLANNED TOWN REGULATING PLAN

C. Pursuant to 11.02.07. of the St. Lucie County Land Development Code, the Planned Town Preliminary Regulating Plan for the project known The Club at Indrio Creek PTV is hereby ***approved/denied***, for the subject property described in Part “A” above and as shown on the Regulating Plan drawings for the project prepared by Haley Ward, Inc. dated June 29, 2026, and date stamped received by the St. Lucie County Planning & Development Services Department on June 29, 2026 as attached and incorporated herein as Exhibit “C” subject to the following conditions:

1. The Preliminary Regulating Plan shall demonstrate compliance with the standards in LDC 3.01.03.EE.2.p. applicable to flow ways, including provision of a pedestrian and bicycle trail system along at least one side of the flow way system (LDC 3.01.03.EE.2.p.(3)), the width and design of littoral zones and native upland edge vegetation (LDC 3.01.03.EE. 2.p.(4)), and navigability by non-motorized craft such as canoes and kayaks (LDC 3.01.03.EE.2.p.(5)).

   Notwithstanding the foregoing, the references to transect zones in LDC Sections 3.01.03.EE.2.p.(2)ii. and 3.01.03.EE.2.p.(3)ii. shall not be

applicable. Further, LDC 3.01.03.EE.2.p(6)i(1), (4) and (5) and LDC 3.01.03.EE.2.p(6)ii. shall not be applicable. LDC 3.01.03.EE.2.p(6)i(2) and (3) shall be applicable.

A minimum of twenty (20) square ft. of vegetated and functional littoral zone and twenty (20) square ft. of upland buffer shall be established per linear foot of shoreline as part of the Flow Way System, per LDC 3.01.03.EE.2.p. The upland buffer shall be located such that no less than fifty percent (50%) of the total shoreline is buffered by a minimum width of twenty (20) ft. of upland habitat. A minimum twenty-five percent (25%) of shoreline shall be designed as a wide littoral zone habitat at least sixty (60) feet in width. The littoral zone established shall consist entirely of native vegetation and shall be maintained as part of the water management system.

The two additional stormwater treatment lakes identified on the plan shall provide no less than ten feet of littoral zone and 10 feet of native upland buffer per linear foot of shoreline.

A Lake Management Plan shall be submitted to ERD and subject to ERD's approval. A single entity, acceptable to the County, shall be named the responsible party for the long-term operation, maintenance and compliance monitoring.

2. As required by LDC 7.01.04.B.9.c. regarding dedication of the land devoted to common open space, prior to the Final Development Plan being stamped approved, the Developer shall provide for the phased conveyance of the land to be used for common space to a public or acceptable private agency that will, upon acceptance, agree to maintain the common open space and any buildings, structures or improvements that have been placed on it. The schedule for the phased conveyance of any such lands to be used for common open space shall be a specific condition of approval for the Final Regulating Plan.

3. A finalized landscape plan consistent with LDC 7.09.00. shall be provided to and approved by ERD.

4. A finalized tree mitigation plan consistent with LDC 6.00.05. shall be provided to and approved by ERD.

5. The Preliminary Regulating Plan must acknowledge and address the 9% workforce housing required pursuant to LDC 7.01.04.B.2. The types, location, and phasing of workforce housing (no less than 4 percent of the dwelling units must be affordable to households with incomes between

80% and 100% of Area Median Income and no less than 4% must be affordable to households earning between 100% and 120% of the Area Median Income), the period of affordability (8 years), and that the mix of unit sizes (number of bedrooms), tenure, distribution within the community, and timing of construction of workforce dwellings will be roughly commensurate with the market rate units.

6. Vehicular access shall be provided to Seminole Road, such access shall not be limited to emergency access only and shall be via a standard road including a sidewalk.

7. A Habitat Restoration and Maintenance Plan for the proposed Restored/Created Native Habitat shall be submitted to ERD and subject to the approval of ERD.

8. Provide for all sidewalks to be no less than 6 feet in width.

D. The conditions set forth in Part “C” are an integral non-severable part of the Regulating Plan approval granted by this Resolution. If any condition set forth in Part “G” is determined to be invalid or unenforceable for any reason and the developer declines to comply voluntarily with that condition, the Regulating Plan approval granted by this resolution shall become null and void.

E. A Concurrency Deferral Affidavit for future phases, a copy which is attached to this Resolution as Exhibit “B”, was signed by the applicant on September 24, 2025.

F. A copy of this Resolution shall be mailed to the owner of record as identified on the application.

G. This Resolution shall be recorded in the Public Records.

H. ADOPTION

After motion and second, the vote on this resolution was as follows:

Jaime Fowler, Chair	XXX
Larry Leet, Vice-Chair	XXX
Erin Lowry, Commissioner	XXX
James Clasby, Commissioner	XXX
Cathy Townsend, Commissioner	XXX

PASSED AND DULY ADOPTED this _____, _____.

BOARD OF COUNTY COMMISSIONERS
ST. LUCIE COUNTY, FLORIDA

BY_____
Chair

ATTEST:

_____
DEPUTY CLERK

APPROVED AS TO FORM AND
CORRECTNESS:

_____
COUNTY ATTORNEY

EXHIBIT "A"

LOCATION MAP

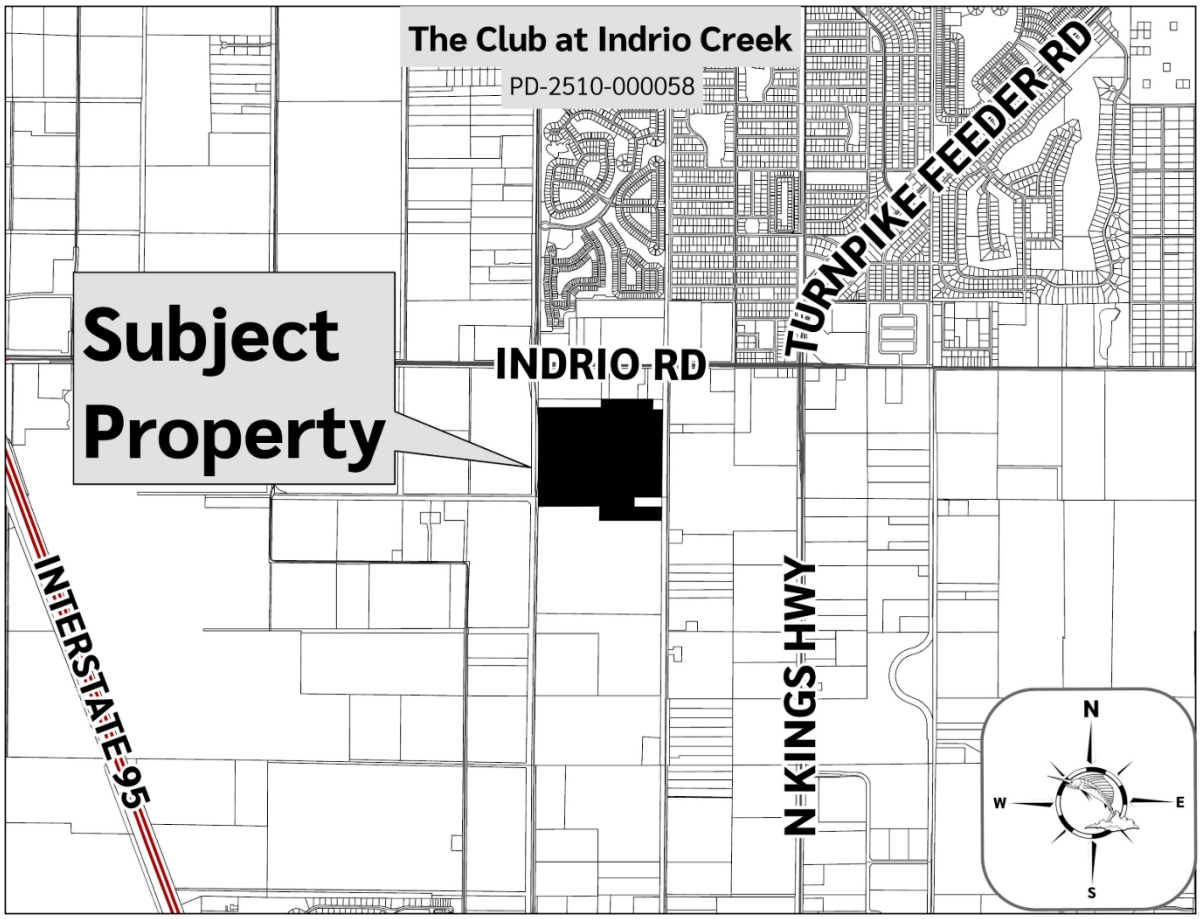


EXHIBIT B

CONCURRENCY DEFERRAL AFFIDAVIT
FUTURE TRACT DEVELOPMENT

St. Lucie County

Concurrency Deferral Affidavit

I, Bradley Currie (Auth Agent) (Name), residing or doing business at 10250 SW Village Pkwy, Ste 201 (Street), Port St. Lucie (City), FL (State), 34987 (Zip), (772) 462-2455 (Phone) have applied for a Planned Development - Preliminary (PTV) (Type of Development Order) from St. Lucie County, Florida,

for the following project: The Club at Indrio Creek (Name of Proposed Development).

I do hereby affirm that in connection with my application for the above project, I have elected to defer the certificate of capacity and reservation of capacity in public facilities for the above property until a later time, but no later than the application for a final development order for the same property.

I understand and acknowledge that the above listed property will be subject to the certificate of capacity before any final development order can be issued, and that St. Lucie County can make no guarantee that adequate public facilities will be available when I apply for the final development order.

I further acknowledge that according to Section 5.08.01 of the St. Lucie County Land Development Code, no final development approval can be granted until capacity in those facilities is available at that time. The issuance of a preliminary development order without a certificate of capacity creates no vested or other rights to develop the subject property.

Signed: _____ Applicant Date: September 24, 2025

STATE OF FLORIDA

COUNTY OF St Lucie

The foregoing instrument was acknowledged before me this 24th day of September, 20 25, by Bradley Currie (Auth Agent) who is personally known to me or who has produced _____ as identification.

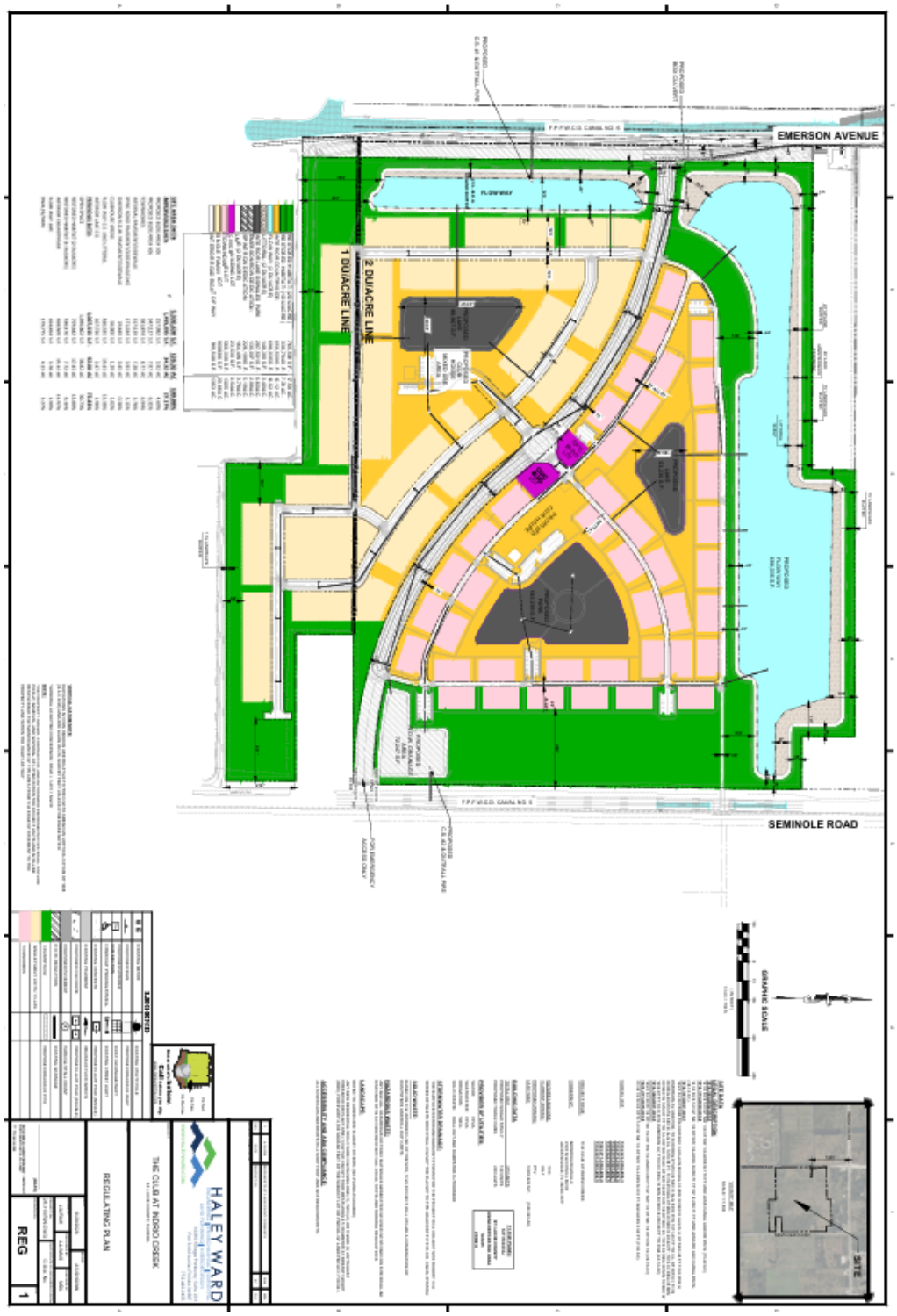
_____ Signature of Notary Renée S Rizzuti Type or Print Name of Notary

HH 225720 Commission Number (Seal)

Renée S. Rizzuti
Notary Public
State of Florida
Comm# HH225720
Expires 6/4/2026

Page 1 of 1
Revised: April 1, 2008

EXHIBIT C
PTV PRELIMINARY REGULATING PLAN



SUGGESTED MOTIONS: The Club at Indrio Creek PTV

MOTION TO CONTINUE:

AFTER CONSIDERING THE TESTIMONY PRESENTED DURING THE PUBLIC HEARING, INCLUDING STAFF COMMENTS, AND THE STANDARDS OF REVIEW AS SET FORTH IN SECTION 11.02.07., ST. LUCIE COUNTY LAND DEVELOPMENT CODE, AT THE SUGGESTION OF STAFF, I HEREBY MOVE THAT THE PLANNING AND ZONING COMMISSION CONTINUE THIS PUBLIC HEARING UNTIL ITS AUGUST 20, 2026 MEETING, TO ENABLE THE APPLICANT AND THE STAFF TO WORK TOGETHER TO MAKE REFINEMENTS TO THE PROPOSED PLAN THAT MAY RESULT IN A STAFF RECOMMENDATION OF APPROVAL.

MOTION TO APPROVE:

AFTER CONSIDERING THE TESTIMONY PRESENTED DURING THE PUBLIC HEARING, INCLUDING STAFF COMMENTS, AND THE STANDARDS OF REVIEW AS SET FORTH IN SECTION 11.02.07., ST. LUCIE COUNTY LAND DEVELOPMENT CODE, I HEREBY MOVE THAT THE PLANNING AND ZONING COMMISSION RECOMMEND THAT THE ST. LUCIE COUNTY BOARD OF COUNTY COMMISSIONERS **GRANT APPROVAL** FOR THE PETITION OF FORT PIERCE HOLDINGS, LP FOR AN AMENDMENT TO THE OFFICIAL ZONING ATLAS FROM THE AG-1 ZONING DISTRICT TO THE PTV ZONING DISTRICT AND PRELIMINARY REGULATING PLAN TO DEVELOP A VILLAGE, BECAUSE.....

[CITE REASON(S) WHY – PLEASE BE SPECIFIC]

MOTION TO DENY:

AFTER CONSIDERING THE TESTIMONY PRESENTED DURING THE PUBLIC HEARING, INCLUDING STAFF COMMENTS, AND THE STANDARDS OF REVIEW AS SET FORTH IN SECTION 11.02.07., ST. LUCIE COUNTY LAND DEVELOPMENT CODE, I HEREBY MOVE THAT THE PLANNING AND ZONING COMMISSION RECOMMEND THAT THE BOARD OF COUNTY COMMISSIONERS **DENY** FOR THE PETITION OF FORT PIERCE HOLDINGS, LP FOR AN AMENDMENT TO THE OFFICIAL ZONING ATLAS FROM THE AG-1 ZONING DISTRICT TO THE PTV ZONING DISTRICT AND PRELIMINARY REGULATING PLAN TO DEVELOP A VILLAGE, BECAUSE.....

[CITE REASON(S) WHY – PLEASE BE SPECIFIC]

PLAN SNAPSHOT REPORT PD-2510-000058 FOR ST LUCIE COUNTY

Plan Type:	Planned Development	**Project:**	The Club at Indrio Creek (PR-001368-2025)	**App Date:**	10/01/2025
Work Class:	Preliminary	**District:**	1	**Exp Date:**	10/01/2027
Status:	Fees Paid	**Square Feet:**	0.00	**Completed:**	NOT COMPLETED
Valuation:	$0.00	**Assigned To:**	Szedlmayer, Irene	**Approval Expire Date:**	

Description: On Behalf of the Owner, Haley Ward is requesting approval of a rezoning application to rezone the subject parcels from Agricultual-1 (AG-1) to Planned Town or Village (PTV). The intent of this application is to allow for the development of 408 units (single-family and multi-family) as a Village. Additional features of this project include a clubhouse/amenity center, outdoor civic park spaces, a flow way spanning from the North end of the site to the South, as well as greenways for pedestrian connectivity. The six (6) subject properties are 127.03 acres total and are located south of Indrio Road between Emerson Avenue and Seminole Road.

Parcel:		**Address:**		**Zone:**	
	131431300000008		4575 Seminole Rd Fort Pierce, FL 34951 Main		ROW(ROW)
	132321100050008				AG-1(AG-1)
	131434100000005				
	131434200010005				
	131433100010001				
	131432300020003 Main				

Agent
Brad Currie
Business: (772) 462-2455

Applicant
Michelle Sullivan
10250 SW Village Parkway, Suite 201
Port St. Lucie, FL 34987
Business: (772) 462-2455

Agent
Patricia Sesta
10250 SW Village Parkway, Suite 201
Port St. Lucie, FL 34987
Business: (772) 462-2455

Agent
Dante Fraiegari
Mobile: (727) 514-0788

Applicant
Jared Bensky
Home: (772) 462-2455
Business: (772) 462-2455

Agent
Connor Kennedy
10250 SW Village Pkwy Suite 201 Suite 201
Port St. Lucie, FL 34987
Business: (772) 462-2455

Plan Custom Fields

Project Name	The Club at Indrio Creek	Acres	15.42	Future Land Use Designation	Towns, Villages, & Countryside (TVC)
Zoning District	Agricultural - 1 (AG-1)	Legal Description	14 34 39 S 1/2 OF NW 1/4 OF SW 1/4-LESS N 170 FT AND LESS CANAL AND RD RS/W (15.42 AC)	Existing Use of Property	GRZNG SLD CP
Project Category	Residential	Type of Use Proposed	Residential	Description of Specific Use if "Other":	
Current Zoning of Property	Agricultural-1 (AG-1)	Proposed Zoning	Planned Town or Village (PTV)	Current Future Land Use	Towns, Villages, & Countryside (TVC)
Acreage of the Area to be Rezoned	127.03	In Conflict	This rezoning application is not requesting any deviation from the LDC.	Changed Conditions	The site is currently undeveloped. Adjacent properties are being developed with a mix of uses, warranting the need for more homes. This rezone would allow the development of a Village.
Need for Rezoning	Per Policy 1.1.1.3, Agricultural-1 (AG-1) is		not a permitted zoning district within the Towns,		Villages, & Countryside (TVC) Future Land Use.

Change Consistent	Per Policy 1.1.1.3, Planned Town or Village (PTV) is a permitted zoning district within the Towns, Villages, & Countryside (TVC) Future Land Use.	Existing Land Use	Per Policy 1.1.1.3, Planned Town or Village (PTV) is a permitted zoning district within the Towns, Villages, & Countryside (TVC) Future Land Use.	Public Facilities	A concurrency deferral affidavit has been included as part of this submittal. There are no known negative impacts to the public facilities listed above.
Affects Environment	Please refer to the Environmental Assessment (EA) included as part of this submittal.	Orderly and Logical	The TVC land development regulations are a highly prescriptive form-based code that guides the intensity and design of development through the application of the transect zones and lot/street types offered.	Adversely Affect	There is no reason to believe the proposed rezoning will adversely impact property values in the area.
Applicant's Interest	The applicant is the owner of the subject properties.	Other Information	N/A	Please acknowledge here	Yes

Attachment File Name	Added On	Added By	Attachment Group	Notes
Signature_Michelle_Sullivan_10/1/2025.jpg	10/01/2025 14:42	Sullivan, Michelle		Uploaded via CSS
ERDv1.3 The Club at Indrio Creek PD-2510-000058 DRL.docx	10/23/2025 15:15	Ingram, Brian	Available Online	
DRC comments.pdf	10/24/2025 9:06	Nelson, Melody	Available Online	FPUA comments
DRC Report.Draft.10.30.25.Club at Indrio Creek.pdf	10/30/2025 1:09	Szedlmayer, Irene	Development Review Committee (DRC)	
ERDv2.1 The Club at Indrio Creek PD-2510-000058 DRL.docx	01/30/2026 10:08	Ingram, Brian	Available Online	
ERDv3 The Club at Indrio Creek PD-2510-000058 DRL.docx	05/12/2026 15:47	Ingram, Brian	Available Online	
School Planning & Capacity Worksheet 2024.pdf	05/18/2026 14:00	Szedlmayer, Irene	Development Review Committee (DRC)	

HALEY WARD

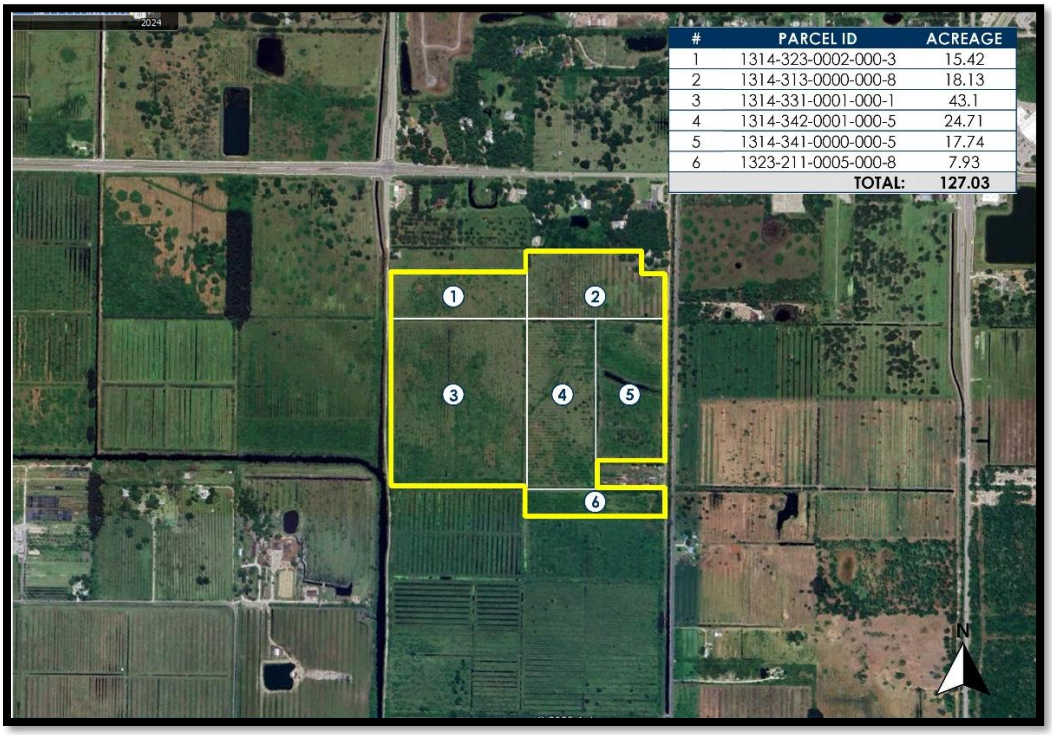
LETTER OF JUSTIFICATION
The Club at Indrio Creek
Rezoning Application
September 29, 2025

REQUEST

On Behalf of the Owner, Haley Ward is requesting approval of a rezoning application to rezone the subject parcels from Agricultual-1 (AG-1) to Planned Town or Village (PTV). The intent of this application is to allow for the development of 408 single-family and multi-family residential units as a Village. Additional features of this project include a clubhouse/amenity center, outdoor civic park spaces, a flow way spanning from the North end of the site to the South, as well as greenways for pedestrian connectivity. The six (6) subject properties are 127.03 acres total and are located south of Indrio Road between Emerson Avenue and Seminole Road. The subject parcels are noted below:

Parcel ID	Parcel Address	Acreage	Current FLU	Current Zoning
1314-331-0001-000-1	Emerson Ave	43.1	TVC	AG-1
1314-342-0001-000-5	Seminole Rd	24.71	TVC	AG-1
1314-313-0000-000-8	Seminole Rd	18.13	TVC	AG-1
1314-341-0000-000-5	Seminole Rd	17.74	TVC	AG-1
1314-323-0002-000-3	Emerson Ave	15.42	TVC	AG-1
1323-211-0005-000-8	Seminole Rd	7.93	TVC	AG-1
	TOTAL ACRES:	**127.03**		

AERIAL



10250 SW VILLAGE PARKWAY, SUITE 201, PORT ST. LUCIE, FL 34987 772.462.2455 | HALEYWARD.COM

SITE CHARACTERISTICS & PROJECT HISTORY

The subject properties have a Future Land Use Designation of Towns, Villages, & Countryside (TVC) and are located in the Agricultural - 1 (AG-1) Zoning district.

To the north of the subject parcels lie single-family residences. The properties have a Future Land Use Designation of Towns, Villages, & Countryside (TVC) and are located in the Agricultural - 1 (AG-1) Zoning district.

To the east of the subject parcels lies the right-of-way for Seminole Road followed by undeveloped agricultural land. These properties have a Future Land Use Designation of Towns, Villages, & Countryside (TVC) and are located in the Agricultural - 1 (AG-1) Zoning district.

To the south of the subject parcels lie undeveloped agricultural land. These properties have a Future Land Use Designation of Towns, Villages, & Countryside (TVC) and are located in the Agricultural - 1 (AG-1) Zoning district.

To the west of the subject parcels lies the right-of-way for Emerson Road followed by undeveloped agricultural land. These properties have a Future Land Use Designation of Towns, Villages, & Countryside (TVC) and are located in the Agricultural - 1 (AG-1) Zoning district.

PLANNED TOWN OR VILLAGE (PTV)

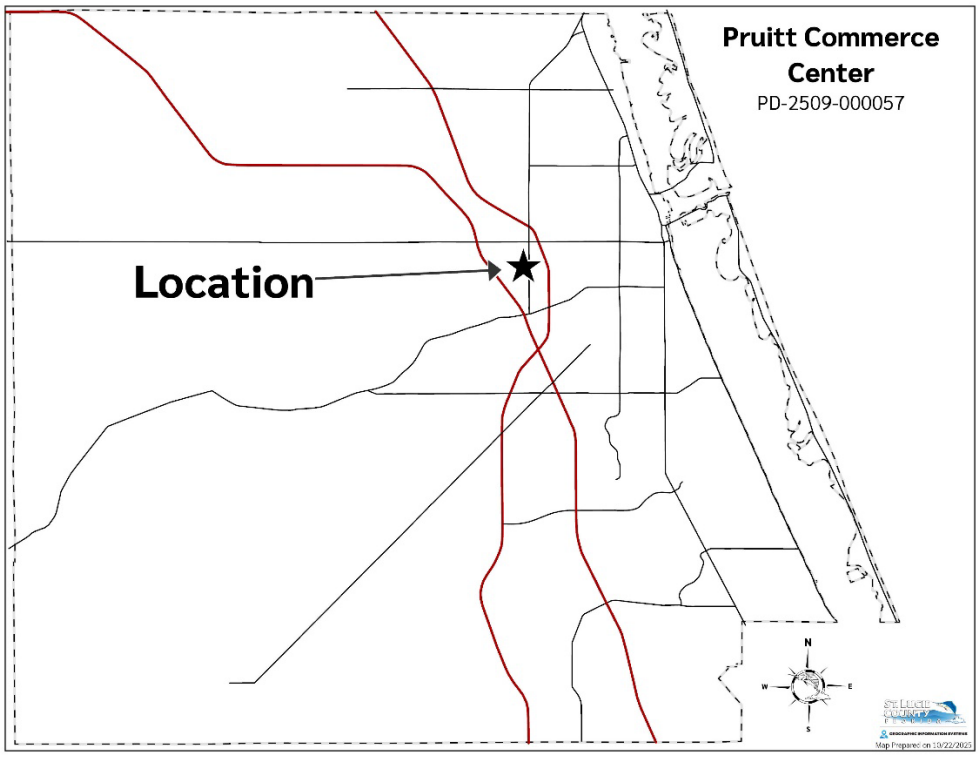
It is the intent of this application to rezone the properties to a PTV as permitted under the TVC Future Land Use. The proposed development follows the regulations outlined for a Village per St. Lucie County Land Development Regulations Section 3.01.03.EE. A regulating plan have been included as part of this submittal. The regulating plan outlines the transect zones, lot types and street types as noted per PTV code.

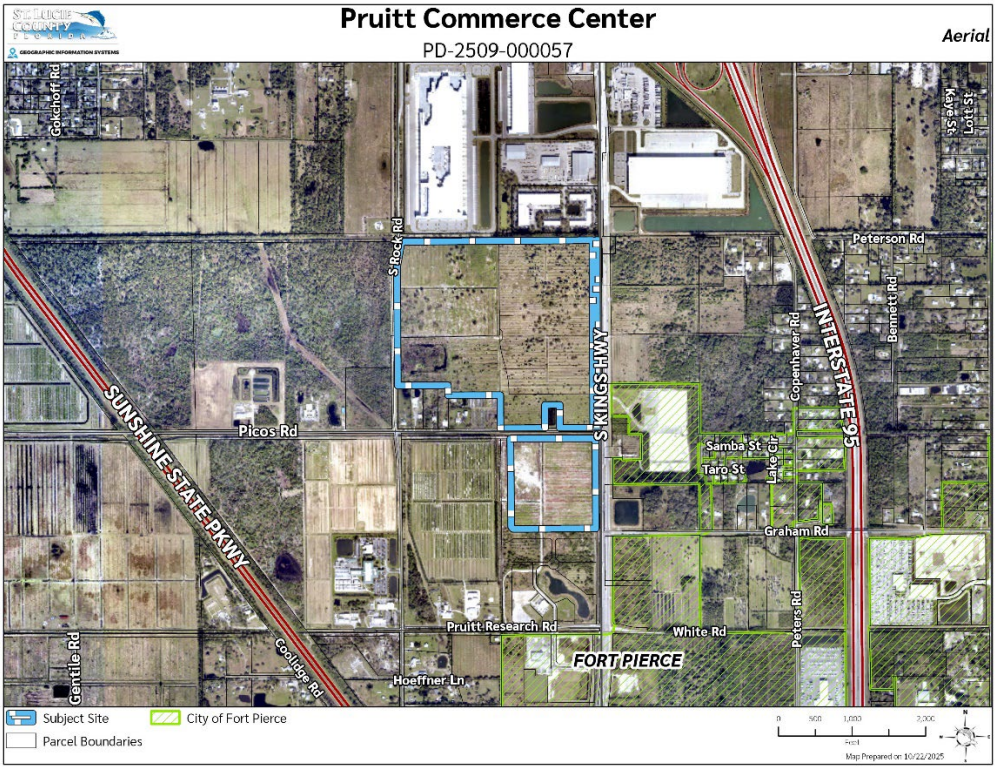
DENSITY / DENSITY MULTIPLIERS

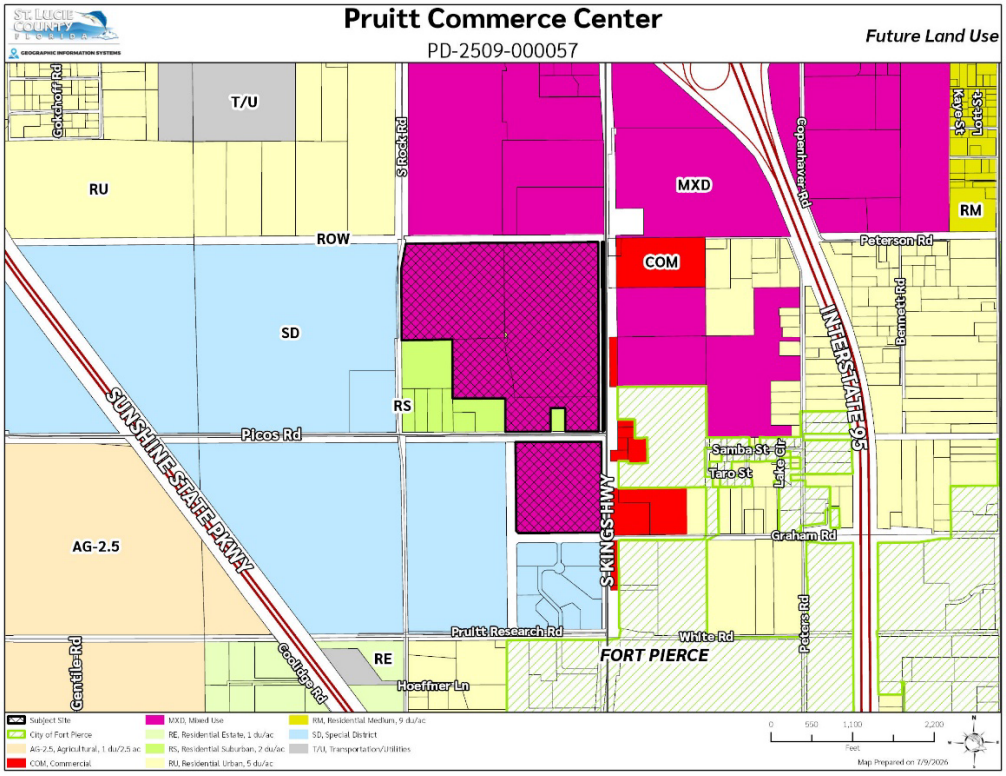
The Transferable Development Value Map, Comp. Plan Figure 11-3, Transferable Development Value Map assigns a 2 du/acre Development Value for the majority of the site. The southern portion of the site is assigned a Development Value of 1 du/acre. Our office contacted SLC Planning staff and SLC GIS to determine the exact boundary between 1 and 2 du/acre through GIS layers. This map has been included as part of this submittal and is shown on the regulating plan.

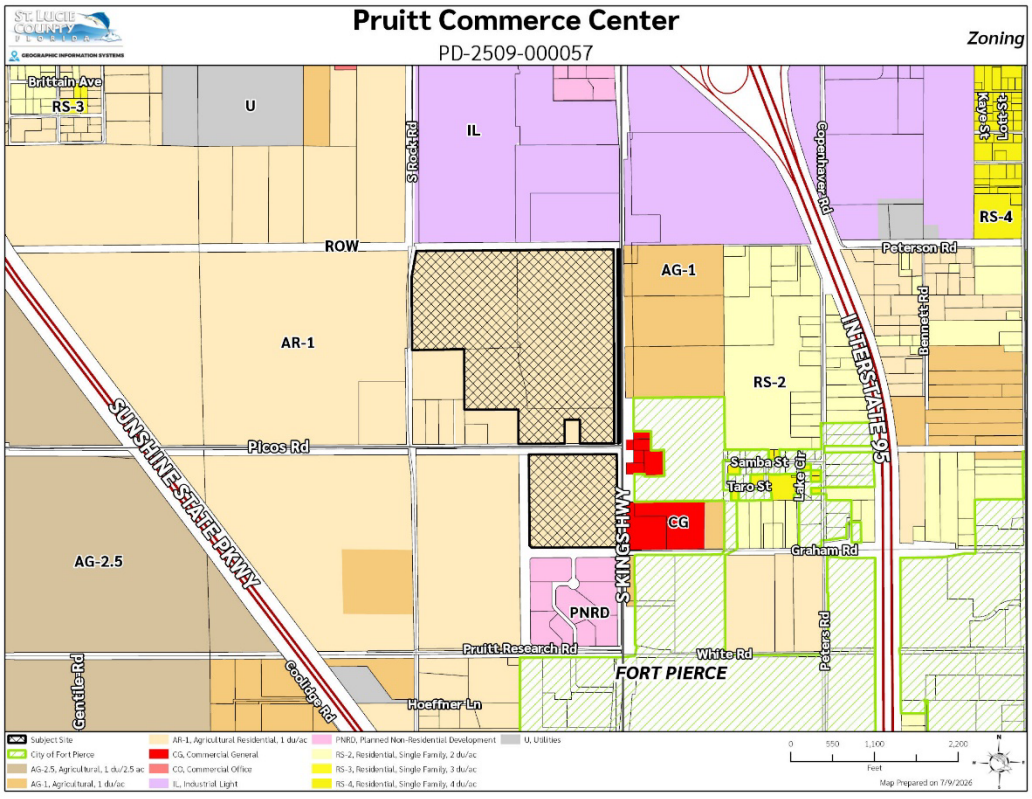
408 units are being proposed on the127-acre site for a density of 3.2 du/acre. The density has been achieved by density multipliers for restored habitat, workforce housing, and countryside. Please refer to the density calculation spreadsheet included as part of this submittal which was created in collaboration with SLC Planning Staff.

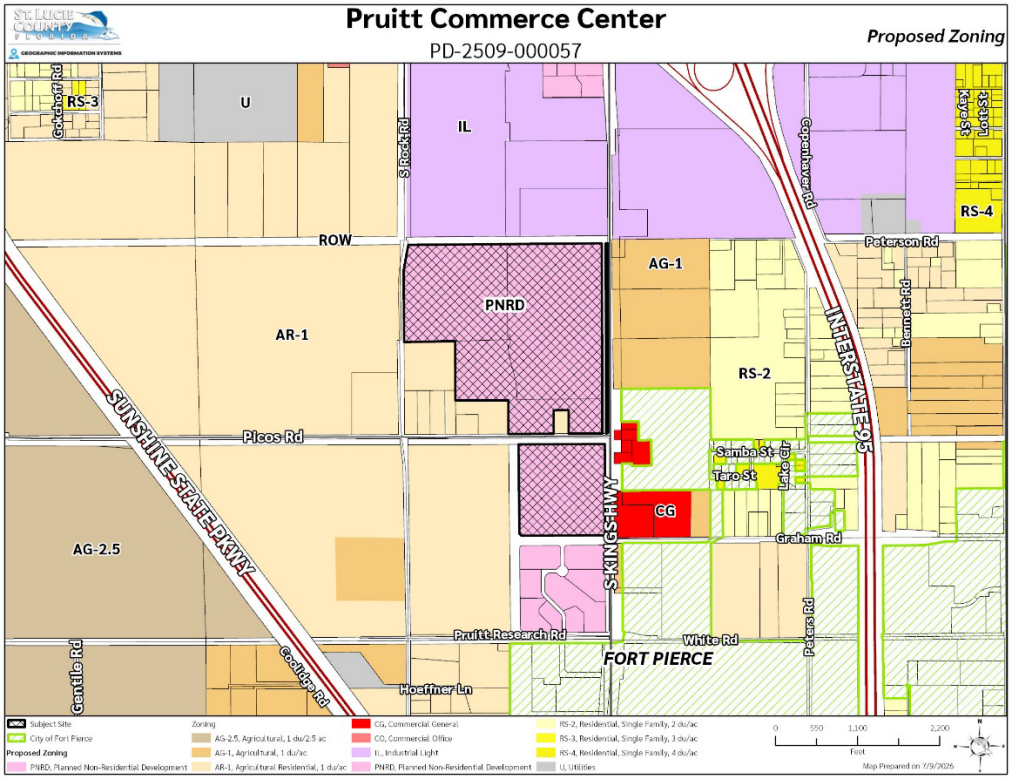
Based on the above and attached information, the applicant respectfully requests the approval of the rezone application and proposed regulating plan with the development outlined above.

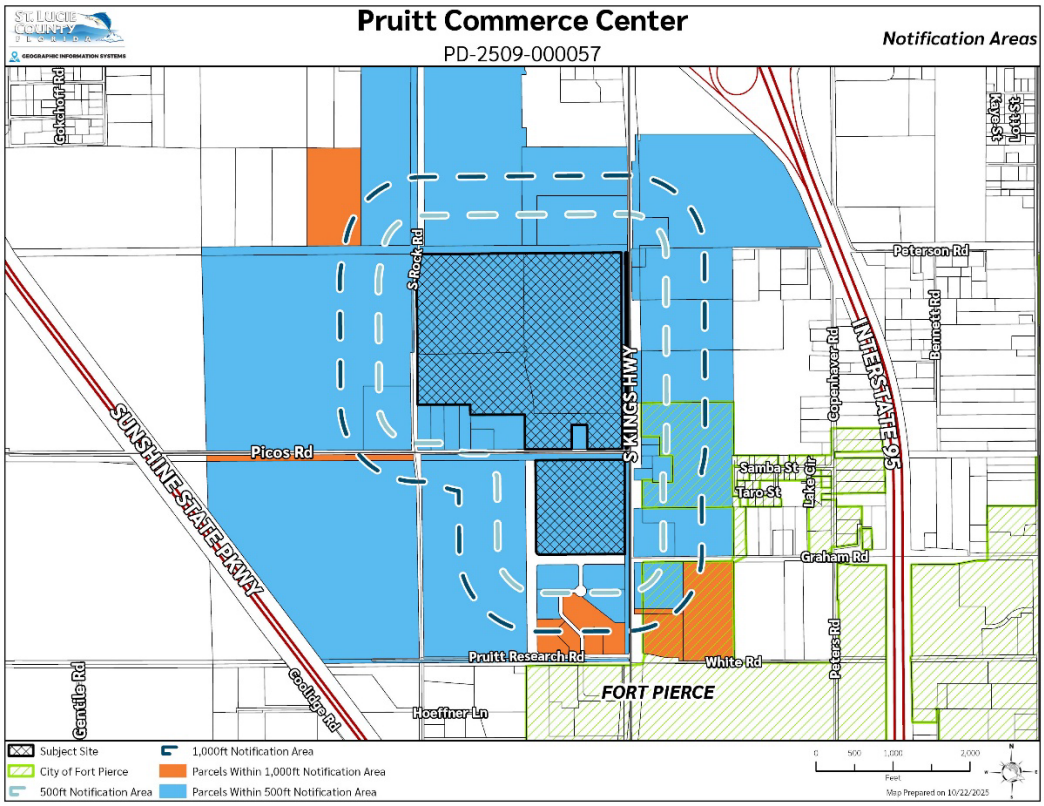

Pruitt Commerce Center
PD-2509-000057
Location
N
W
E
S
Map Prepared on 10/22/2025

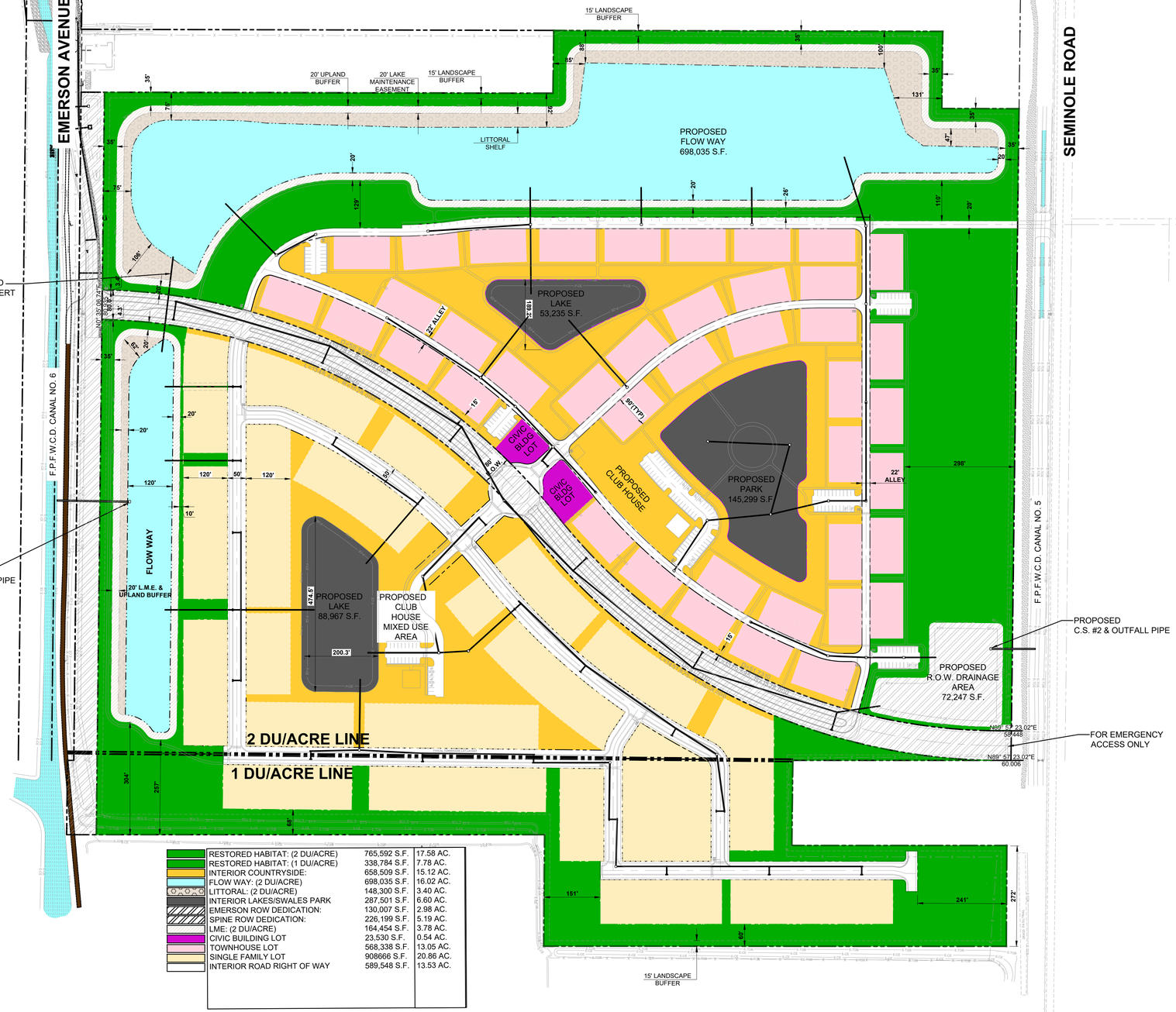

Pruitt Commerce Center
PD-2509-000057
Aerial
Gokchorf Rd
S Rock Rd
S KINGS HWY
SUNSHINE STATE PKWY
INTERSTATE 95
Peterson Rd
Bennett Rd
Copenhaver Rd
Kaye St
Picos Rd
Samba St
Taro St
Lake Cir
Graham Rd
Peters Rd
Pruitt Research Rd
White Rd
FORT PIERCE
Gentile Rd
Coolidge Rd
Hoeffner Ln
Subject Site
Parcel Boundaries
City of Fort Pierce
0
500
1,000
2,000
Feet
N
Map Prepared on 10/22/2025


Pruitt Commerce Center
PD-2509-000057
Future Land Use
T/U
RU
ROW
SD
RS
AG-2.5
RE
MXD
COM
RM
Picos Rd
Peterson Rd
Graham Rd
White Rd
Pruitt Research Rd
Hoefmer Ln
Coolidge Rd
Gentile Rd
S Rock Rd
Copenhaver Rd
Bennett Rd
Peters Rd
Samba St
Taro St
Lyra Cir
Kaye St
Lola St
SUNSHINE STATE PKWY
INTERSTATE 95
S KINGS HWY
FORT PIERCE
Subject Site
City of Fort Pierce
AG-2.5, Agricultural, 1 du/2.5 ac
COM, Commercial
MXD, Mixed Use
RE, Residential Estate, 1 du/ac
RS, Residential Suburban, 2 du/ac
RU, Residential Urban, 5 du/ac
RM, Residential Medium, 9 du/ac
SD, Special District
T/U, Transportation/Utilities
0 550 1,100 2,200
Feet
Map Prepared on 7/9/2026


Pruitt Commerce Center
PD-2509-000057
Zoning
Bristain Ave
RS-3
U
IL
ROW
AR-1
AG-2.5
AG-1
RS-2
RS-4
CG
PNRD
Picos Rd
Peterson Rd
Graham Rd
White Rd
Pruitt Research Rd
Hoefmer Ln
Coolidge Rd
Gentile Rd
S Rock Rd
Copenhaver Rd
Bennett Rd
Peters Rd
Samba St
Taro St
Lyra Cir
Kaye St
Lola St
SUNSHINE STATE PKWY
INTERSTATE 95
S KINGS HWY
FORT PIERCE
Subject Site
City of Fort Pierce
AG-2.5, Agricultural, 1 du/2.5 ac
AG-1, Agricultural, 1 du/ac
AR-1, Agricultural Residential, 1 du/ac
CG, Commercial General
CO, Commercial Office
IL, Industrial Light
PNRD, Planned Non-Residential Development
RS-2, Residential, Single Family, 2 du/ac
RS-3, Residential, Single Family, 3 du/ac
RS-4, Residential, Single Family, 4 du/ac
U, Utilities
0 550 1,100 2,200
Feet
Map Prepared on 7/9/2026


Pruitt Commerce Center
PD-2509-000057
Proposed Zoning
RS-3
U
IL
RS-4
ROW
AG-1
PNRD
AR-1
RS-2
CG
AG-2.5
Picos Rd
Samba St
Taro St
Graham Rd
Pruitt Research Rd
White Rd
FORT PIERCE
Hoeffner Ln
S Rock Rd
Peterson Rd
Bamett Rd
Peters Rd
Gentile Rd
Coolidge Rd
Gokhan Rd
Lake Cir
Subject Site
City of Fort Pierce
Proposed Zoning
PNRD, Planned Non-Residential Development
Zoning
AG-2.5, Agricultural, 1 du/2.5 ac
AG-1, Agricultural, 1 du/ac
AR-1, Agricultural Residential, 1 du/ac
CG, Commercial General
CO, Commercial Office
IL, Industrial Light
PNRD, Planned Non-Residential Development
RS-2, Residential, Single Family, 2 du/ac
RS-3, Residential, Single Family, 3 du/ac
RS-4, Residential, Single Family, 4 du/ac
U, Utilities
0 550 1,100 2,200
Feet
Map Prepared on 7/9/2025

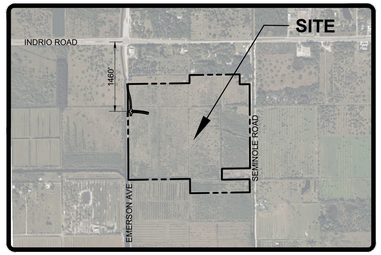

Pruitt Commerce Center
PD-2509-000057
Notification Areas
Picos Rd
Samba St
Taro St
Graham Rd
Pruitt Research Rd
White Rd
FORT PIERCE
Hoeffner Ln
S Rock Rd
Peterson Rd
Bamett Rd
Peters Rd
Gentile Rd
Coolidge Rd
Gokhan Rd
Lake Cir
Subject Site
City of Fort Pierce
500ft Notification Area
1,000ft Notification Area
Parcels Within 1,000ft Notification Area
Parcels Within 500ft Notification Area
0 500 1,000 2,000
Feet
Map Prepared on 10/22/2025



GRAPHIC SCALE

150 0 75 150 300 450

(IN FEET)
1 inch = 150 ft.



VICINITY MAP
SCALE: 1:1,500

RESTORED HABITAT: (2 DU/ACRE)	765,592 S.F.	17.58 AC.
RESTORED HABITAT: (1 DU/ACRE)	338,784 S.F.	7.78 AC.
INTERIOR COUNTRYSIDE:	658,509 S.F.	15.12 AC.
FLOW WAY: (2 DU/ACRE)	698,035 S.F.	16.02 AC.
LITTORAL: (2 DU/ACRE)	148,300 S.F.	3.40 AC.
INTERIOR LAKES/SWALES PARK	287,501 S.F.	6.60 AC.
EMERSON ROW DEDICATION:	130,007 S.F.	2.98 AC.
SPINE ROW DEDICATION:	226,199 S.F.	5.19 AC.
LME: (2 DU/ACRE)	164,454 S.F.	3.78 AC.
CIVIC BUILDING LOT	23,530 S.F.	0.54 AC.
TOWNHOUSE LOT	568,338 S.F.	13.05 AC.
SINGLE FAMILY LOT	908666 S.F.	20.86 AC.
INTERIOR ROAD RIGHT OF WAY	589,548 S.F.	13.53 AC.

SITE AREA DATA	5,502,630 S.F.	126.32 AC	100.00%
IMPERVIOUS DATA	**1,495,095 S.F.**	**34.32 AC**	**27.17%**
PROPOSED BLDG AREA 50s	257,982 S.F.	5.92 AC	4.69%
PROPOSED BLDG AREA 60s	347,127 S.F.	7.97 AC	6.31%
TOWNHOMES	381,874 S.F.	8.77 AC	6.94%
INTERNAL PAVEMENT/SIDEWALK	317,129 S.F.	7.28 AC	5.76%
SPINE ROAD PAVEMENT/SIDEWALK/LAKE	171,334 S.F.	3.93 AC	3.11%
EMERSON R.O.W. PAVEMENT/SIDEWALK	19,649 S.F.	0.45 AC	0.36%
CLUBHOUSE AREAS	56,000 S.F.	1.29 AC	1.02%
FLOW WAY C.E. AND LITTORAL	846,335 S.F.	19.43 AC	15.38%
INTERIOR LAKE C.E.	107,726 S.F.	2.47 AC	1.96%
PERVIOUS DATA	**4,007,535 S.F.**	**92.00 AC**	**72.83%**
OPEN SPACE	1,690,802 S.F.	38.82 AC	30.73%
RESTORED HABITAT (2 DU/ACRE)	759,442 S.F.	17.43 AC	13.80%
RESTORED HABITAT (1 DU/ACRE)	336,176 S.F.	7.72 AC	6.11%
INTERIOR COUNTRYSIDE	658,509 S.F.	15.12 AC	11.97%
FLOW WAY LME	164,454 S.F.	3.78 AC	2.99%
SWALES/PARK	179,775 S.F.	4.13 AC	3.27%

VERTICAL DATUM NOTE:
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*GENERAL ACCEPTED CONVERSION: NAVD + 1.475 = NGVD

NOTE:
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SITE DATA

LEGAL DESCRIPTION

1314-323-0002-000-3
14 34 39 S 1/2 OF NW 1/4 OF SW 1/4-LESS N 170 FT AND LESS CANAL AND RD RS/W (15.42 AC)
1314-313-0000-000-8
14 34 39 S 1/2 OF NE 1/4 OF SW 1/4-LESS N 208.71 FT OF E 208.71 FT AND LESS RD AND CANAL RS/W-(18.13 AC)
1314-331-0001-000-1
14/23 34 39 FROM SW COR SEC 14 RUN N 89 DEG 30 MIN 19 SEC E ALG S LI OF SEC 48 FT TO E R/W LI EMERSON AV AND POB, TH N 00 DEG 07 MIN 22 SEC E ALG SD E R/W 1311.43 FT TO C/L OF DITCH, TH N 89 DEG 49 MIN 59 SEC E ALG C/L 1218.78 FT, TH S 45 DEG 07 MIN 23 SEC E 46.22 FT, TH S 00 DEG 35 MIN 00 SEC W 1472.61 FT TO S LI OF N 6.18 AC OF NW 1/4 OF NW 1/4 OF SEC 23, TH S 89 DEG 30 MIN 19 SEC W 1239.97 FT TO E R/W EMERSON AV, TH N 00 DEG 10 MIN 00 SEC E 200.88 FT TO POB (43.14 AC)
1314-342-0001-000-5
14/23 34 39 W 1/2 OF SE 1/4 OF SW 1/4 AND N 230 FT OF NW 1/4 OF NE 1/4 OF NW 1/4 (24.72 AC)
1323-211-0005-000-8
23 34 39 N 3/4 OF N 1/2 OF NE 1/4 OF NW 1/4-LESS N 230 FT AND LESS E 90 FT (7.93 AC)

PARCEL ID #: **1314-323-0002-000-3**, **1314-313-0000-000-8**, **1314-331-0001-000-1**, **1314-342-0001-000-5**, **1323-211-0005-000-8**, **1314-341-0000-000-5**

PROJECT NAME: THE CLUB AT INDRIO CREEK

OWNERSHIP: BRINDHAVANAM LLC
4528 SHILOH MILL BLVD
JACKSONVILLE, FL 32246-1877

FUTURE LAND USE:	TVC
CURRENT ZONING:	AG-1
PROPOSED ZONING:	PTV
LAND SIZE:	5,502,629 S.F. (126.323 AC)

BUILDING DATA

TOTAL UNIT	375 UNITS
PROPOSED SINGLE FAMILY	129 UNITS
PROPOSED TOWNHOMES	246 UNITS

F.I.R.M. PANEL:
12111C0070J
ST. LUCIE COUNTY
UNINCORPORATED AREA
120285
ZONE X

PROVIDER OF UTILITIES:

WATER:	FPUA
WASTEWATER:	FPUA
IRRIGATION:	WELL
SOLID WASTE:	ROLL OUT AND DUMPSTER AUTHORIZED

STORMWATER DRAINAGE:

THE SURFACE WATER MANAGEMENT SYSTEM FOR THE PROJECT WILL COLLECT SITE RUNOFF IN A SERIES OF INLETS WHICH WILL CONVEY THE RUNOFF TO THE ADJACENT F.P.F.W.C.D. CANAL SYSTEM.

SOLID WASTE:

BASED ON THE INTENDED USE OF THE SITE, THIS PROJECT WILL UTILIZE A COMBINATION OF DUMPSTERS AND ROLL OUT CARTS.

HAZARDOUS WASTE:

ANY AND ALL HAZARDOUS OR TOXIC MATERIALS GENERATED OR USED OR STORED ON SITE SHALL BE DISPOSED OF IN ACCORDANCE WITH ALL LOCAL, STATE AND FEDERAL REGULATIONS.

LANDSCAPE:

REFER TO LANDSCAPE PLAN BY OTHERS. (NO PLANS AVAILABLE)
ANY NEW RESIDENTIAL STRUCTURE CONTAINING ONE (1), TWO (2), OR THREE (3) UNITS MUST PRESERVE OR PLANT ONE (1) NATIVE CANOPY TREE MEASURING 2.5" DIAMETER AT BREAST HEIGHT (DBH), FOR EVERY 2,500 SQUARE FEET OF THE SUBJECT LOT OR PARCEL OF LAND PER LDC 7.09.04.I.

ACCESSIBILITY AND ADA COMPLIANCE:

ALL SIDEWALKS AND RAMPS WILL MEET FDOT AND ADA REQUIREMENTS.

LEGEND

M	EXISTING METER		EXISTING UTILITY POLE
	PROPOSED SIGN		PROPOSED DRAINAGE INLET
	PROPOSED MITERED END SECTION		EXIST. DRAINAGE INLET
	HANDICAP PARKING SYMBOL		EXISTING STREET LIGHT
	EXISTING CONCRETE		PROPOSED LIGHT POLE (SINGLE)
	EXISTING PAVEMENT		DRAINAGE FLOW ARROW
	PROPOSED CONCRETE		PROPOSED LIGHT POLE (DOUBLE)
	PROPOSED PAVEMENT	#	PARKING STALL COUNT
	R.O.W. DEDICATION		EXISTING DRAINAGE
	COUNTRYSIDE		PROPOSED DRAINAGE PIPE
	SINGLE FAMILY UNITS / VILLAS		
	TOWNHOMES		

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REV.	DATE	DESCRIPTION	BY	CHK
1	6-16-2026	RESPONSE TO ST. LUCIE COUNTY COMMENTS	RAH	MDL

DRAWING ISSUE STATUS

HALEY WARD
ENGINEERING | ENVIRONMENTAL | SURVEYING
LAND PLANNING | INTERIOR DESIGN
10250 Village Parkway, Suite 201
Port Saint Lucie, Florida 34987
772.462.2455
WWW.HALEYWARD.COM

PROJECT
THE CLUB AT INDRIO CREEK
ST. LUCIE COUNTY, FLORIDA

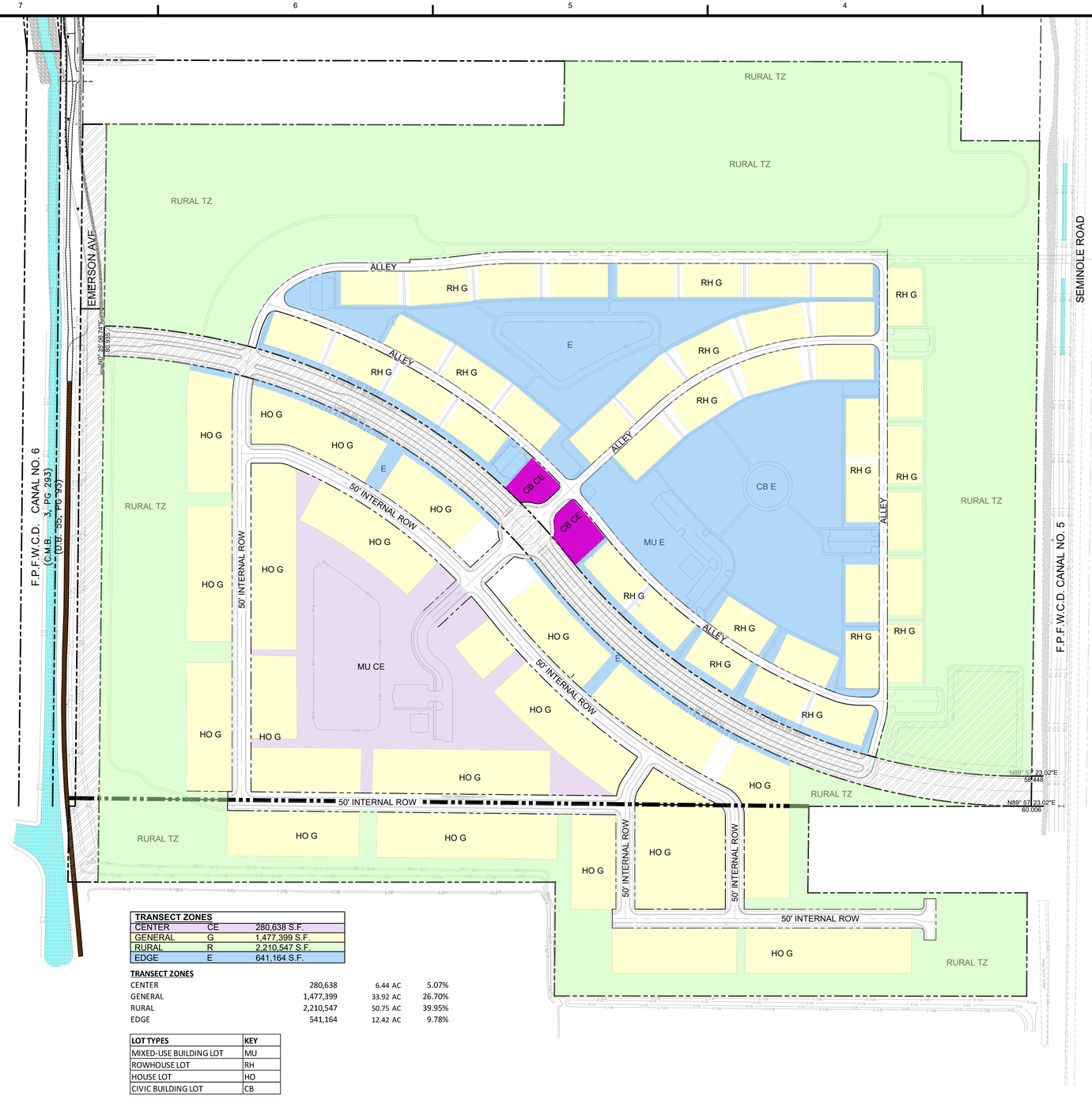
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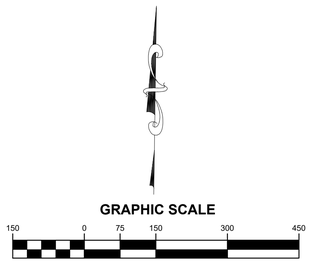
DATE	6/29/2026
SCALE	AS SHOWN
DRAWN BY	JJL/RAH
DESIGNED BY	JJL/MAS
CHECKED BY	MDL
PROJECT No.	25-113 R29.DWG
CERTIFICATE OF AUTHORIZATION No.	C.O.A. No.
DRAWING No.	REG
REV.	1

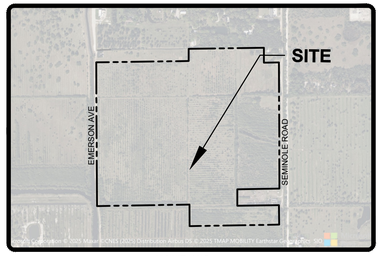
(DATE)

10250 SW VILLAGE PARKWAY - SUITE 201
PORT SAINT LUCIE, FL 34987
772-462-2455

FILE LOCATION: P:\PL\2013167-FORT_PIERCE_HOLDINGS_GP_INC\25-113 - MOVED 2013167 INDRIO CREEK - SEMINOLE ROAD - 127-ACRE\ENGINEERING\AUTOCAD\DWG\25-113 R29.DWG, 2026.06.29, 10:30 AM







VICINITY MAP
SCALE: 1:1,000

TRANSECT ZONES		
CENTER	CE	280,638 S.F.
GENERAL	G	1,477,399 S.F.
RURAL	R	2,210,547 S.F.
EDGE	E	641,164 S.F.

TRANSECT ZONES

CENTER	280,638	6.44 AC	5.07%
GENERAL	1,477,399	33.92 AC	26.70%
RURAL	2,210,547	50.75 AC	39.95%
EDGE	541,164	12.42 AC	9.78%

LOT TYPES	KEY
MIXED-USE BUILDING LOT	MU
ROWHOUSE LOT	RH
HOUSE LOT	HO
CIVIC BUILDING LOT	CB

VERTICAL DATUM NOTE:
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REV.	DATE	DESCRIPTION	BY	CHK.
1	6-16-2026	RESPONSE TO ST. LUCIE COUNTY COMMENTS	RAH	MDL

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PROJECT
THE CLUB AT INDRIO CREEK
ST. LUCIE COUNTY, FLORIDA

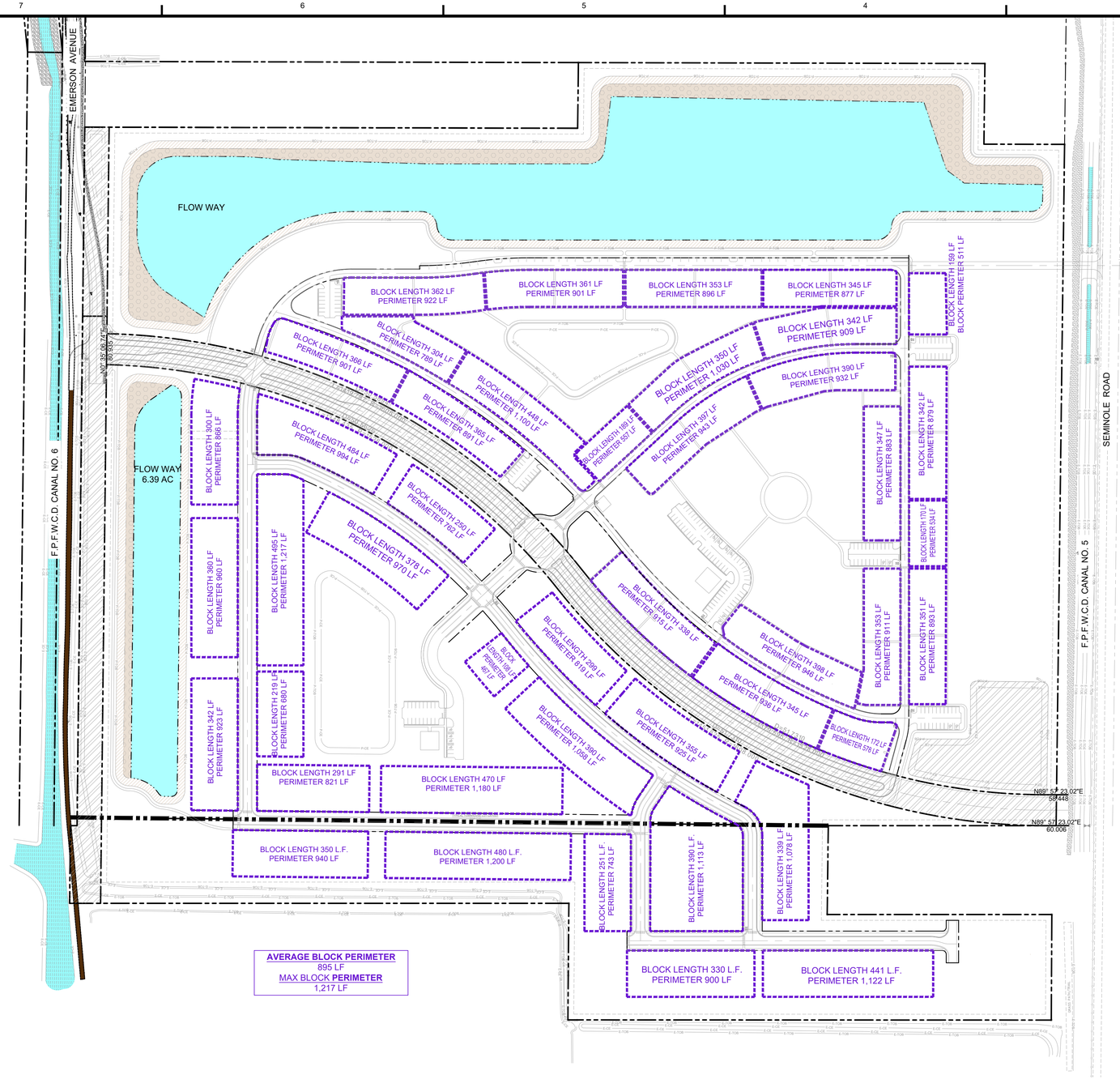
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TRANSECT ZONES

DATE	6/29/2026
SCALE	AS SHOWN
DRAWN BY	JJL/RAH
DESIGNED BY	JJL/MAS
CHECKED BY	MDL
PROJECT No.	25-113 R29.DWG
CERTIFICATE OF AUTHORIZATION No.	C.O.A. No.
DRAWING No.	TRANS
REV.	1

(DATE)

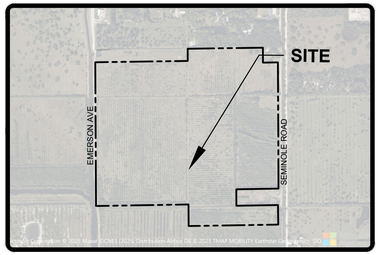
10250 SW VILLAGE PARKWAY - SUITE 201
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FILE LOCATION: P:\FL\2013167-FORT_PIERCE_HOLDINGS_GP_INC\25-113 - MOVED 2013167 INDRIO CREEK - SEMINOLE ROAD - 127-ACRE\ENGINEERING\AUTOCAD\DWGS\25-113 R29.DWG, 2026.06.29, 12:07 PM



AVERAGE BLOCK PERIMETER
895 LF
MAX BLOCK **PERIMETER**
1,217 LF





VICINITY MAP
SCALE: 1:1,000

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REV.	DATE	DESCRIPTION	BY	CHK
1	2-16-2026	RESPONSE TO ST. LUCIE COUNTY COMMENTS	RAH	MDL

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PROJECT
THE CLUB AT INDRIO CREEK
ST. LUCIE COUNTY, FLORIDA

TITLE
BLOCK PLAN

DATE	SCALE
6/29/2026	AS SHOWN

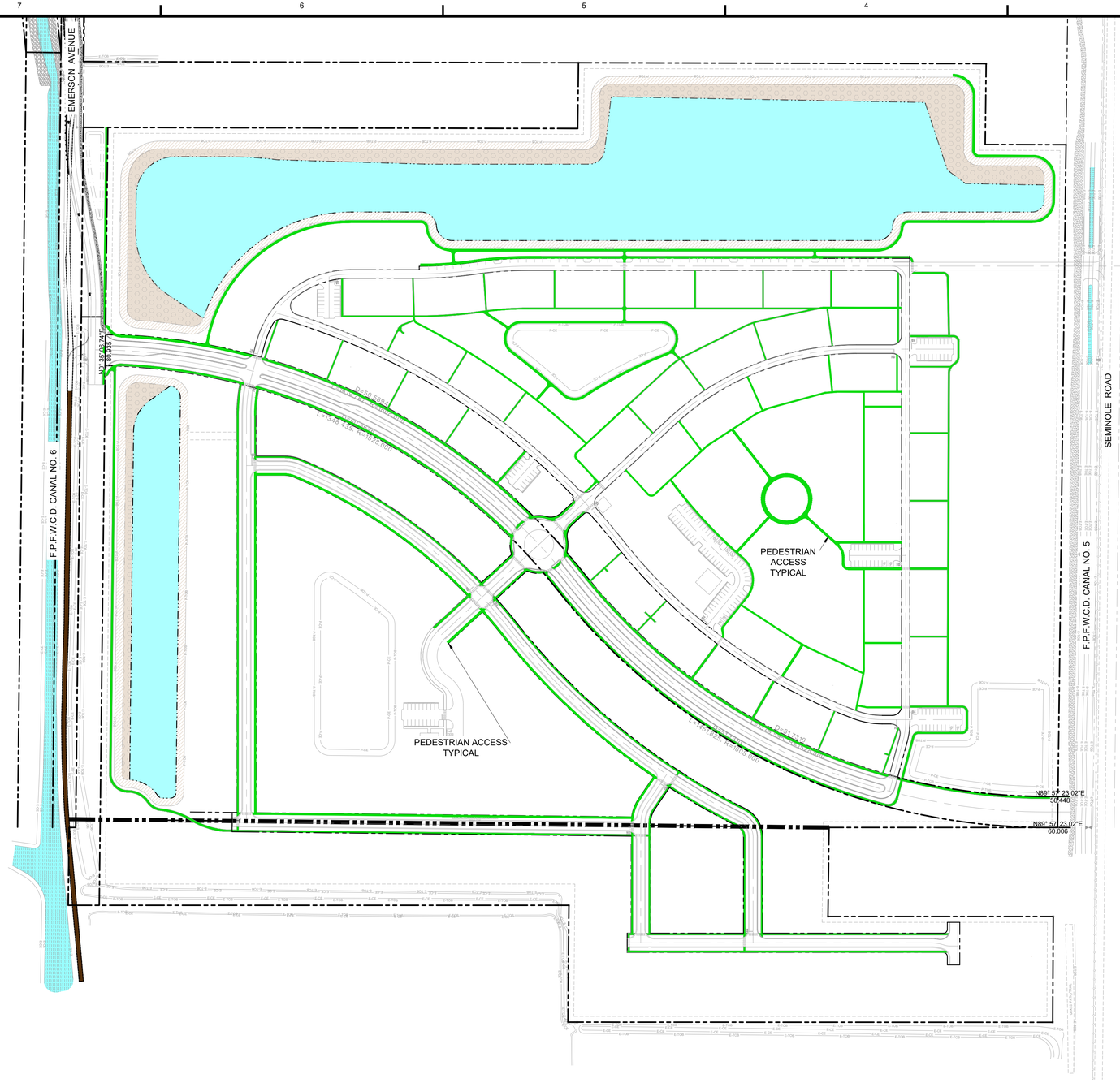
DRAWN BY	DESIGNED BY	CHECKED BY
JJL/RAH	JJL/MAS	MDL

PROJECT No.	CERTIFICATE OF AUTHORIZATION No.
25-113 R29.DWG	C.O.A. No.

(DATE)
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772-462-2455

DRAWING No. **BLOCK** REV. **1**

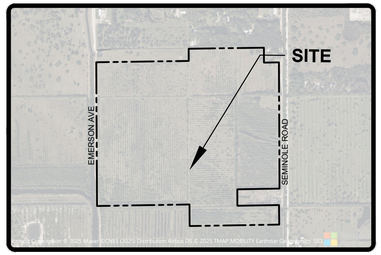
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GRAPHIC SCALE

150 0 75 150 300 450

(IN FEET)
1 inch = 150 ft.



VICINITY MAP
SCALE: 1:1,000

VERTICAL DATUM NOTE:
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REV.	DATE	DESCRIPTION	BY	CHK.
1	6-16-2026	RESPONSE TO ST. LUCIE COUNTY COMMENTS	RAH	MDL

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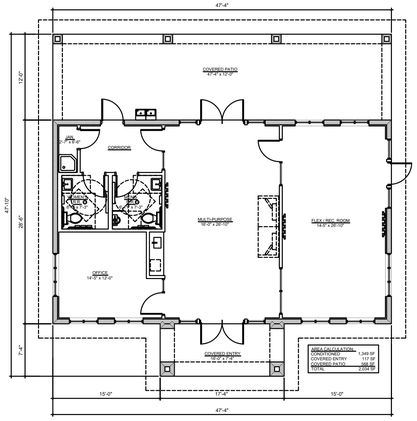
PROJECT
THE CLUB AT INDRIO CREEK
ST. LUCIE COUNTY, FLORIDA

TITLE
PEDESTRIAN PATH PLAN

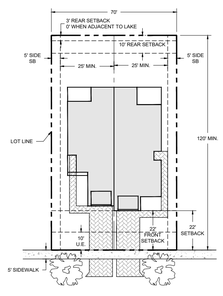
DATE 6/29/2026		SCALE AS SHOWN	
DRAWN BY RAH	DESIGNED BY RAH/MS	CHECKED BY MDL	
PROJECT No. 25-113 R29.DWG		CERTIFICATE OF AUTHORIZATION No. C.O.A. No.	
(DATE)		DRAWING No. PED	REV. 1

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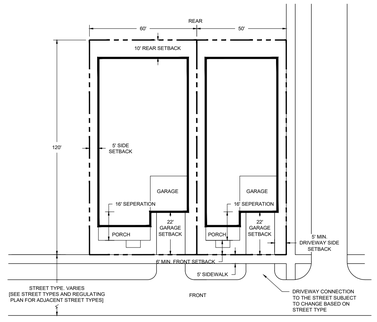
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CLUBHOUSE LAYOUT
SCALE: 1"=10'



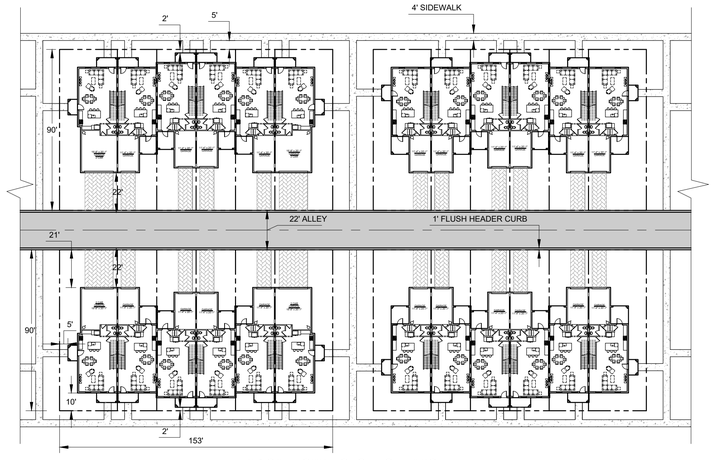
VILLAS
SCALE: 1"=40'



SINGLE FAMILY LOT (SF) 50' MIN. - 60' MAX.
SCALE: 1"=40'

*16' RECESSED GARAGE REQUIRED FOR 50' & 60' WIDE LOTS OR CONSISTENT WITH TVC TEXT LANGUAGE.

NOTES:
1.) TO PROVIDE A VARIED STREETSCAPE 50' AND 60' LOTS ARE INTERMIXED WITHIN THE NEIGHBORHOOD.
2.) GARAGE DOORS AND DRIVEWAYS SHALL NOT COMPRISE MORE THAN 50% OF THE LOT WIDTH.



TYPICAL TOWNHOUSE LOT LAYOUT
SCALE: 1"=40'

REV.	DATE	DESCRIPTION	BY	CHK.
1	6-16-2026	RESPONSE TO ST. LUCIE COUNTY COMMENTS	RAH	MDL

DRAWING ISSUE STATUS

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PROJECT

THE CLUB AT INDRIO CREEK
ST. LUCIE COUNTY, FLORIDA

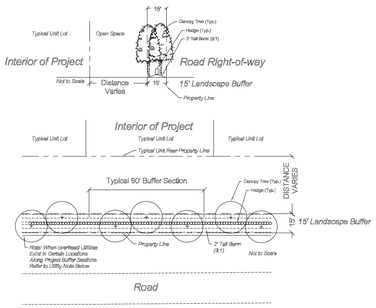
TITLE

LOT TYPICALS

DATE 6/29/2026		SCALE AS SHOWN
DRAWN BY JJL/RAH	DESIGNED BY JJL/MAS	CHECKED BY MDL
PROJECT No. 25-113 R29.DWG		CERTIFICATE OF AUTHORIZATION No. C.O.A. No.
(DATE)	DRAWING No. LOT TYP	REV. 1

10250 SW VILLAGE PARKWAY - SUITE 201
PORT SAINT LUCIE, FL 34987
772-462-2455

FILE LOCATION: P:\FL\2013167-FORT_PIERCE_HOLDINGS_GP_INC\25-113 - MOVED 2013167 INDRIO CREEK - SEMINOLE ROAD - 127-ACRES\ENGINEERING\AUTOCAD\DWGS\25-113 R29.DWG, 2026.06.29, 10:39 AM



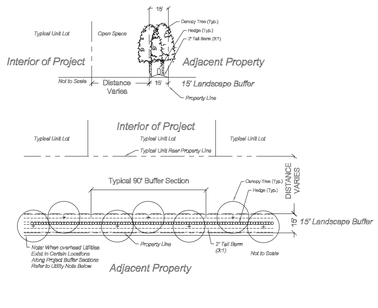
15' Perimeter Landscaping Buffer Adjacent to Road Right of Way

Trees
Required: (1 Tree/30 l.f.) - 90 l.f./30 = 3 Trees

Shrubs
Required: Continuous Hedge 2' O.C. = 45 Shrubs

7.09.03.E.2.l - Planting Under Utility Lines
Note: Small trees shall be utilized to meet code section 7.09.03.E.2.l.

No tree shall be planted where it could, at mature height, conflict with overhead power lines. Larger trees (trees with a mature height of thirty (30) feet or more) shall be planted no closer than a horizontal distance of thirty (30) feet from the nearest overhead power line. Medium trees (trees with a mature height between twenty (20)—thirty (30) feet) shall be off-set at least twenty (20) feet horizontally from the nearest overhead power line. Small trees (trees with a mature height of less than twenty (20) feet) shall not be required to meet a minimum off-set, except that no tree, regardless of size shall be planted within five (5) feet of any existing or proposed utility pole, guy wire, pad mounted electrical transformer or other utility transmission/ collection structure or equipment.



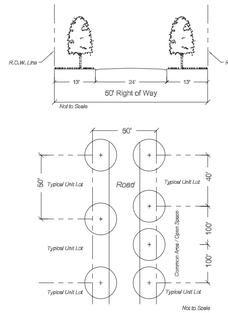
15' Perimeter Landscaping Buffer Adjacent to Another Property

Trees
Required: (1 Tree/30 l.f.) - 90 l.f./30 = 3 Trees

Shrubs
Required: Continuous Hedge 2' O.C. = 45 Shrubs

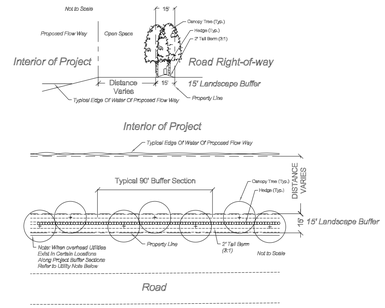
7.09.03.E.2.l - Planting Under Utility Lines
Note: Small trees shall be utilized to meet code section 7.09.03.E.2.l.

No tree shall be planted where it could, at mature height, conflict with overhead power lines. Larger trees (trees with a mature height of thirty (30) feet or more) shall be planted no closer than a horizontal distance of thirty (30) feet from the nearest overhead power line. Medium trees (trees with a mature height between twenty (20)—thirty (30) feet) shall be off-set at least twenty (20) feet horizontally from the nearest overhead power line. Small trees (trees with a mature height of less than twenty (20) feet) shall not be required to meet a minimum off-set, except that no tree, regardless of size shall be planted within five (5) feet of any existing or proposed utility pole, guy wire, pad mounted electrical transformer or other utility transmission/ collection structure or equipment.



Road Right-of-way Street Trees
Trees (Each Lot)
Required - 1 Tree/each lot = 1 Street Tree

Trees (Sections without Lots)
Required - 1 Tree/100' of Road Frontage = 1 Tree



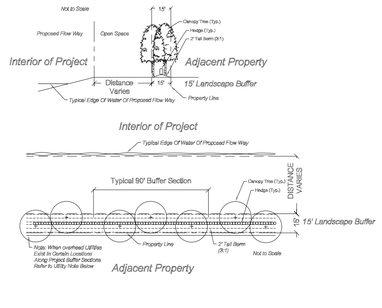
15' Perimeter Landscaping Buffer Adjacent to Road Right of Way
Adjacent To Proposed Flow Way

Trees
Required: (1 Tree/30 l.f.) - 90 l.f./30 = 3 Trees

Shrubs
Required: Continuous Hedge 2' O.C. = 45 Shrubs

7.09.03.E.2.l - Planting Under Utility Lines
Note: Small trees shall be utilized to meet code section 7.09.03.E.2.l.

No tree shall be planted where it could, at mature height, conflict with overhead power lines. Larger trees (trees with a mature height of thirty (30) feet or more) shall be planted no closer than a horizontal distance of thirty (30) feet from the nearest overhead power line. Medium trees (trees with a mature height between twenty (20)—thirty (30) feet) shall be off-set at least twenty (20) feet horizontally from the nearest overhead power line. Small trees (trees with a mature height of less than twenty (20) feet) shall not be required to meet a minimum off-set, except that no tree, regardless of size shall be planted within five (5) feet of any existing or proposed utility pole, guy wire, pad mounted electrical transformer or other utility transmission/ collection structure or equipment.



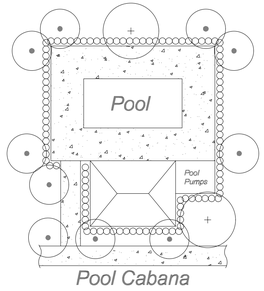
15' Perimeter Landscaping Buffer Adjacent to Another Property
Adjacent To Proposed Flow Way

Trees
Required: (1 Tree/30 l.f.) - 90 l.f./30 = 3 Trees

Shrubs
Required: Continuous Hedge 2' O.C. = 45 Shrubs

7.09.03.E.2.l - Planting Under Utility Lines
Note: Small trees shall be utilized to meet code section 7.09.03.E.2.l.

No tree shall be planted where it could, at mature height, conflict with overhead power lines. Larger trees (trees with a mature height of thirty (30) feet or more) shall be planted no closer than a horizontal distance of thirty (30) feet from the nearest overhead power line. Medium trees (trees with a mature height between twenty (20)—thirty (30) feet) shall be off-set at least twenty (20) feet horizontally from the nearest overhead power line. Small trees (trees with a mature height of less than twenty (20) feet) shall not be required to meet a minimum off-set, except that no tree, regardless of size shall be planted within five (5) feet of any existing or proposed utility pole, guy wire, pad mounted electrical transformer or other utility transmission/ collection structure or equipment.



Not to Scale

Perimeter Landscaping Adjacent to Pool Cabana & Deck
Notes:
1. Only required for Front and side facades.
2. Sidewalk connections to the building may be removed from shrub calculations.
3. Two (2) Palms may be used in place of one (1) tree.
4. Trees / Palms may be planted up to 30' away from building facade, or in dry retention areas for water quality enhancement if building and sidewalk area have conflicts and do not allow for planting in that area (utilities, ADA ramps, etc.).
5. The design of the building, pool, and pool deck layout are subject to change.

Building Foundation

Trees
Required: (1 Tree/30 l.f.) - 60 l.f./30 = 2 Trees

Shrubs
Required: Continuous Hedge 2' O.C. = 30 Shrubs

Pool Deck

Trees
Required: (1 Tree/30 l.f.) - 150 l.f./30 = 5 Trees

Shrubs
Required: Continuous Hedge 2' O.C. = 75 Shrubs

REV.	DATE	DESCRIPTION	BY	CHK.
1	6-16-2026	RESPONSE TO ST. LUCIE COUNTY COMMENTS	RAH	MDL

DRAWING ISSUE STATUS

HALEY WARD
ENGINEERING | ENVIRONMENTAL | SURVEYING
LAND PLANNING | INTERIOR DESIGN
10250 Village Parkway, Suite 201
Port Saint Lucie, Florida 34987
772.462.2455
WWW.HALEYWARD.COM

PROJECT
THE CLUB AT INDRIO CREEK
ST. LUCIE COUNTY, FLORIDA

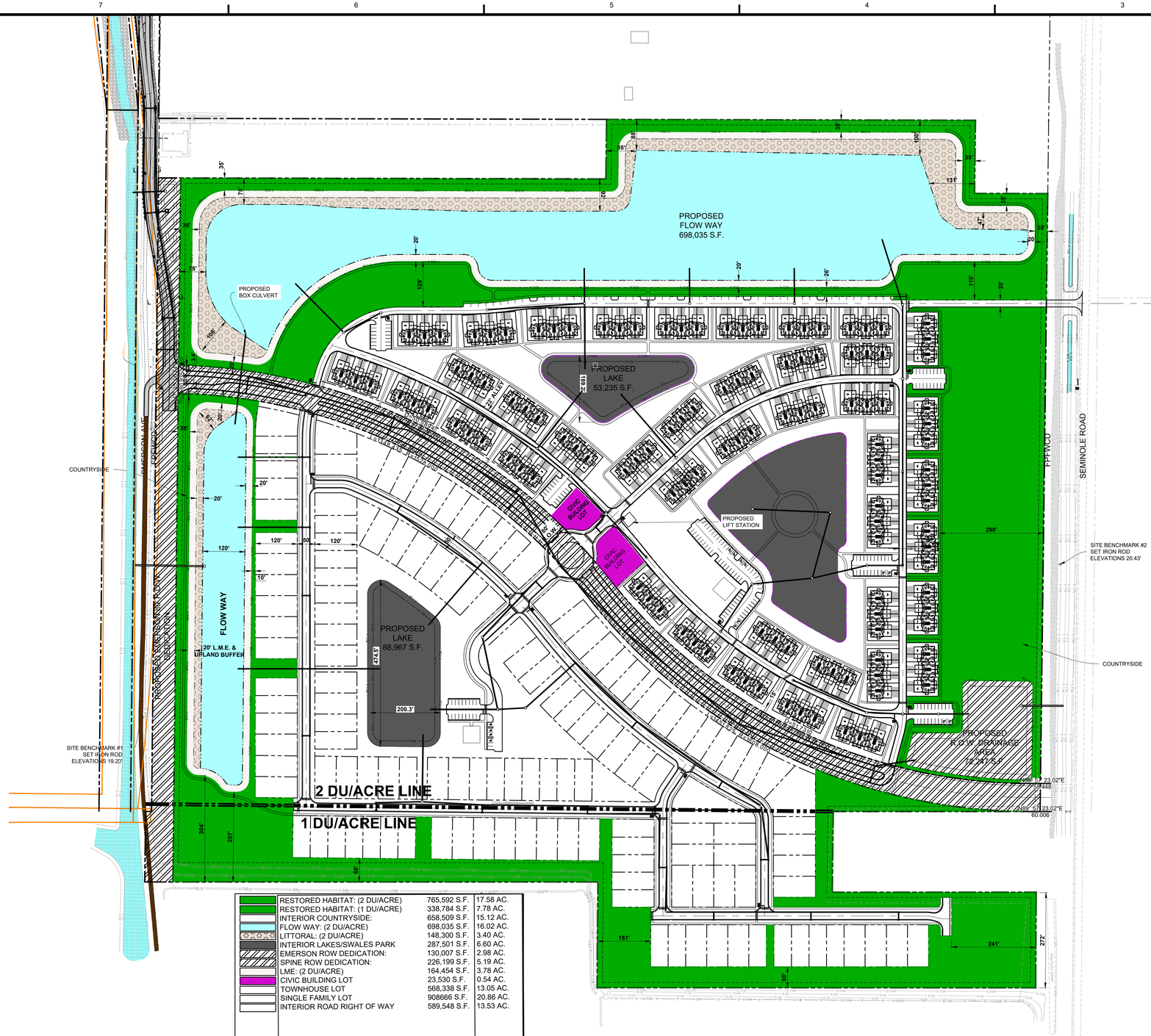
TITLE
LANDSCAPE TYPICALS

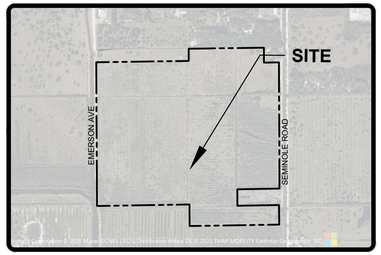
DATE	6/29/2026
SCALE	AS SHOWN
DRAWN BY	JJL/RAH
DESIGNED BY	JJL/MAS
CHECKED BY	MDL
PROJECT No.	25-113 R29.DWG
CERTIFICATE OF AUTHORIZATION No.	C.O.A. No.
DRAWING No.	LP TYP
REV.	1

(DATE)

10250 SW VILLAGE PARKWAY - SUITE 201
PORT SAINT LUCIE, FL 34987
772-462-2455

FILE LOCATION: P:\FLD\31687-FORT_PIERCE_HOLDINGS_GP_(INC)\25-113 - MOVED 2013167 INDRIO CREEK - SEMINOLE ROAD - 127 ACRES\ENGINEERING\AUTOCAD\DWGS\25-113 R29.DWG, 2026.06.29, 10:30 AM





VICINITY MAP
SCALE: 1:1,000

RESTORED HABITAT: (2 DU/ACRE)	765,592 S.F.	17.58 AC.
RESTORED HABITAT: (1 DU/ACRE)	338,784 S.F.	7.78 AC.
INTERIOR COUNTRYSIDE:	658,509 S.F.	15.12 AC.
FLOW WAY: (2 DU/ACRE)	698,035 S.F.	16.02 AC.
LITTORAL: (2 DU/ACRE)	148,300 S.F.	3.40 AC.
INTERIOR LAKES/SWALES PARK	287,501 S.F.	6.60 AC.
EMERSON ROW DEDICATION:	130,007 S.F.	2.98 AC.
SPINE ROW DEDICATION:	226,199 S.F.	5.19 AC.
LME: (2 DU/ACRE)	164,454 S.F.	3.78 AC.
CIVIC BUILDING LOT	23,530 S.F.	0.54 AC.
TOWNHOUSE LOT	568,338 S.F.	13.05 AC.
SINGLE FAMILY LOT	908666 S.F.	20.86 AC.
INTERIOR ROAD RIGHT OF WAY	589,548 S.F.	13.53 AC.

SITE DATA

LEGAL DESCRIPTION

1314-323-0002-000-3
14 34 39 S 1/2 OF NW 1/4 OF SW 1/4-LESS N 170 FT AND LESS CANAL AND RD RS/W (15.42 AC)
1314-313-0000-000-8
14 34 39 S 1/2 OF NE 1/4 OF SW 1/4-LESS N 208.71 FT OF E 208.71 FT AND LESS RD AND CANAL RS/W- (18.13 AC)
1314-331-0001-000-1
14/23 34 39 FROM SW COR SEC 14 RUN N 89 DEG 30 MIN 19 SEC E ALG S LI OF SEC 48 FT TO E R/W LI EMERSON AV AND POB, TH N 00 DEG 07 MIN 22 SEC E ALG SD E R/W 1311.43 FT TO C/L OF DITCH, TH N 89 DEG 49 MIN 59 SEC E ALG C/L 1218.78 FT, TH S 45 DEG 07 MIN 23 SEC E 46.22 FT, TH S 00 DEG 35 MIN 00 SEC W 1472.61 FT TO S LI OF N 6.18 AC OF NW 1/4 OF NW 1/4 OF SEC 23, TH S 89 DEG 30 MIN 19 SEC W 1239.97 FT TO E R/W EMERSON AV, TH N 00 DEG 10 MIN 00 SEC E 200.86 FT TO POB (43.14 AC)
1314-342-0001-000-5
14/23 34 39 W 1/2 OF SE 1/4 OF SW 1/4 AND N 230 FT OF NW 1/4 OF NE 1/4 OF NW 1/4 (24.72 AC)
1323-211-0005-000-8
23 34 39 N 3/4 OF N 1/2 OF NE 1/4 OF NW 1/4-LESS N 230 FT AND LESS E 90 FT (7.93 AC)

PARCEL ID #: **1314-323-0002-000-3**, **1314-313-0000-000-8**, **1314-331-0001-000-1**, **1314-342-0001-000-5**, **1323-211-0005-000-8**

PROJECT NAME: THE CLUB AT INDRIO CREEK

OWNERSHIP: BRINDHAVANAM LLC
4528 SHILOH MILL BLVD
JACKSONVILLE, FL 32246-1877

FUTURE LAND USE: TVC
ZONING: AG-1
LAND SIZE: 5,533,381 S.F. (127.03 AC)

F.I.R.M. PANEL:
12111C0070J
ST. LUCIE COUNTY
UNINCORPORATED AREA
120285
ZONE X

BUILDING DATA

GROSS SQUARE FOOTAGE	408 UNITS
PROPOSED SINGLE FAMILY	212 UNITS
40'S	110 UNITS
50'S	102 UNITS
PROPOSED TOWNHOMES	196 UNITS

PROVIDER OF UTILITIES:
WATER: FPUA
WASTEWATER: FPUA
IRRIGATION: N/A
SOLID WASTE: ROLL OUT AND DUMPSTER AUTHORIZED

STORMWATER DRAINAGE:
THE SURFACE WATER MANAGEMENT SYSTEM FOR THE PROJECT WILL COLLECT SITE RUNOFF IN A SERIES OF INLETS WHICH WILL CONVEY THE RUNOFF TO OFFSITE DRAINAGE AREA

SOLID WASTE:
BASED ON THE INTENDED USE OF THE BUILDING, THIS PROJECT WILL UTILIZE A DUMPSTER AREA FOR SOLID WASTE AND RECYCLABLE ITEMS.

HAZARDOUS WASTE:
ANY AND ALL HAZARDOUS OR TOXIC MATERIALS GENERATED OR USED OR STORED ON SITE SHALL BE DISPOSED OF IN ACCORDANCE WITH ALL LOCAL, STATE AND FEDERAL REGULATIONS.

LANDSCAPE:
REFER TO LANDSCAPE PLAN BY OTHERS. (NO PLANS AVAILABLE)

ACCESSIBILITY AND ADA COMPLIANCE:
ALL SIDEWALKS AND RAMPS WILL MEET FDOT AND ADA REQUIREMENTS.

ZONING CODE FOR: AG-1 (AGRICULTURAL - 1)

	YARD SETBACKS FRONT	REAR	SIDE	CORNER	BUILDING COVERAGE	BUILDING HEIGHT
PER CODE	50'	30'	20'	30'	20(j)% MAX.	80(j)' MAX.
PROPOSED	55'	40	X	X	X%	X'

ENVIRONMENTAL SITE ASSESSMENT STATEMENT

DESCRIPTION	FOUND (YES/NO)	AGENCY CONTACT INFORMATION	MANAGEMENT PLAN (YES/NO)	RELOCATION PLAN (YES/NO)
WETLANDS	--			
RARE HABITAT	--			
THREATENED SPECIES	--			
ENDANGERED SPECIES	--			
SPECIES OF SPECIAL CONCERN	--			
INVASIVE/EXOTIC VEGETATION	--			

NOTE: PLEASE REFER TO THE ENVIRONMENTAL ASSESSMENT COMPLETED BY XX ON DATED.

VERTICAL DATUM NOTE:
ELEVATIONS SHOWN HEREON ARE RELATIVE TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (N.A.V.D.88) AND ARE GIVEN IN U.S. SURVEY FEET UNLESS OTHERWISE NOTED.
*GENERAL ACCEPTED CONVERSION: NAVD + 1.475 = NGVD

NOTE:
THE PROPERTY OWNER, CONTRACTOR, AND AUTHORIZED REPRESENTATIVES SHALL PROVIDE PICKUP, REMOVAL, AND DISPOSAL OF LITTER WITHIN THE PROJECT LIMITS AND SHALL BE RESPONSIBLE FOR MAINTENANCE OF THE AREA FROM THE EDGE OF PAVEMENT TO THE PROPERTY LINE WITHIN THE RIGHT-OF-WAY

LEGEND

EXISTING METER		EXISTING UTILITY POLE	
PROPOSED SIGN		PROPOSED DRAINAGE INLET	
PROPOSED MITERED END SECTION		EXIST. DRAINAGE INLET	
HANDICAP PARKING SYMBOL		EXISTING STREET LIGHT	
EXISTING CONCRETE		PROPOSED LIGHT POLE (SINGLE)	
EXISTING PAVEMENT		DRAINAGE FLOW ARROW	
PROPOSED CONCRETE		PROPOSED LIGHT POLE (DOUBLE)	
PROPOSED PAVEMENT	(#)	PARKING STALL COUNT	
RESTORED HABITAT		EXISTING DRAINAGE	
R.O.W. DEDICATION		PROPOSED DRAINAGE PIPE	
COUNTRYSIDE			

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REV.	DATE	DESCRIPTION	BY	CHK.

DRAWING ISSUE STATUS

HALEY WARD
ENGINEERING | ENVIRONMENTAL | SURVEYING
LAND PLANNING | INTERIOR DESIGN
10250 Village Parkway, Suite 201
Port Saint Lucie, Florida 34987
772.462.2455
WWW.HALEYWARD.COM

PROJECT
THE CLUB AT INDRIO CREEK
ST. LUCIE COUNTY, FLORIDA

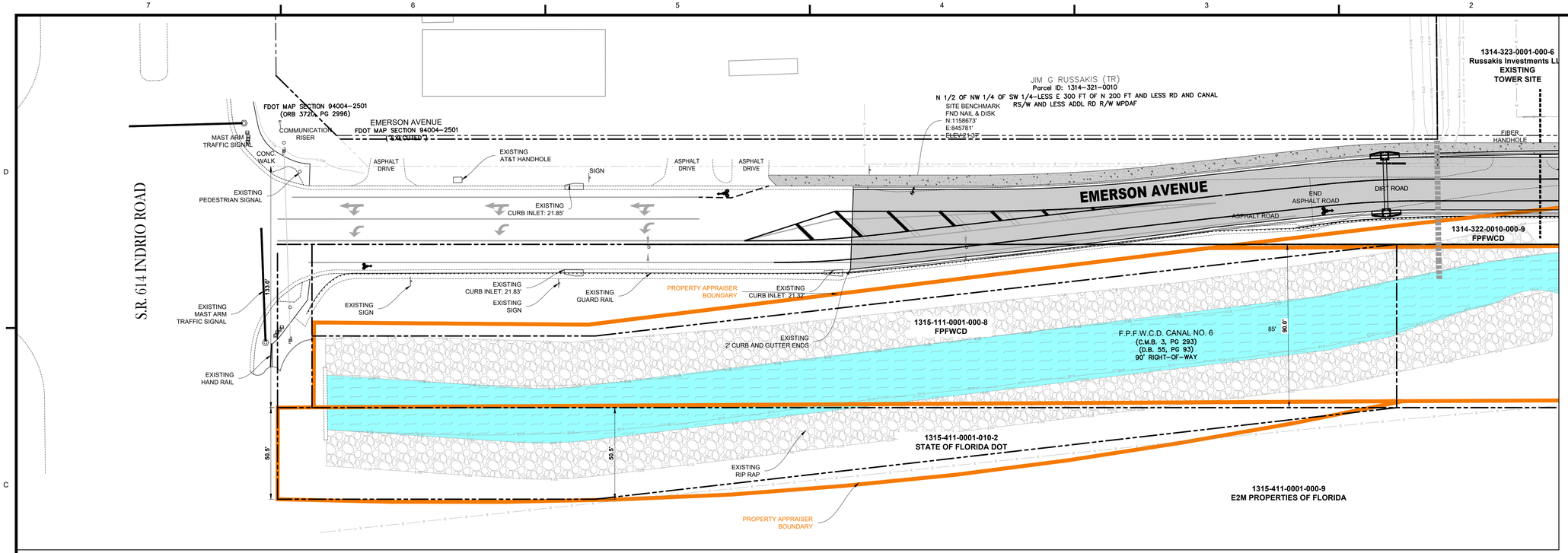
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PRELIMINARY ENGINEERING PLAN

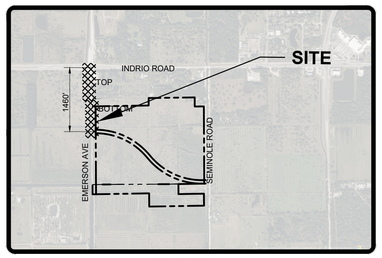
DATE	6/29/2026
SCALE	AS SHOWN
DRAWN BY	JJL/RAH
DESIGNED BY	JJL/MAS
CHECKED BY	MDL
PROJECT No.	25-113 R29.DWG
CERTIFICATE OF AUTHORIZATION No.	C.O.A. No.
DRAWING No.	PEP
REV.	

(DATE)

10250 SW VILLAGE PARKWAY - SUITE 201
PORT SAINT LUCIE, FL 34987
772-462-2455

FILE LOCATION: P:\FLI\2013\167-FORT_PIERCE_HOLDINGS_,GP_INC\25-113 - MOVED 2013\167 INDRIO CREEK - SEMINOLE ROAD - 137-ACRES\ENGINEERING\AUTOCAD\DWG\25-113 R29.DWG, 2026.06.29, 10:31 AM



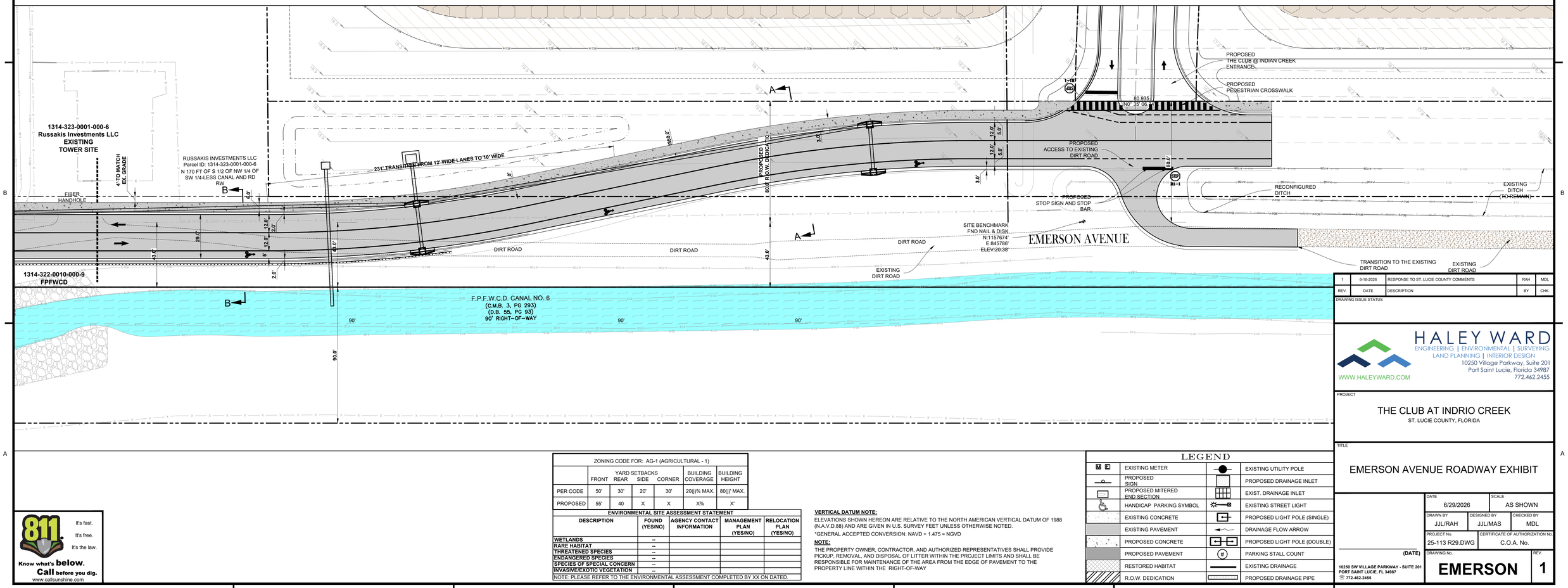


VICINITY MAP
SCALE: NTS

GRAPHIC SCALE

30 0 15 30 60 90

(IN FEET)
1 inch = 30 ft.



ZONING CODE FOR: AG-1 (AGRICULTURAL - 1)						
	YARD SETBACKS				BUILDING COVERAGE	BUILDING HEIGHT
	FRONT	REAR	SIDE	CORNER		
PER CODE	50'	30'	20'	30'	20(j)% MAX.	80(j)' MAX.
PROPOSED	55'	40	X	X	X%	X'

ENVIRONMENTAL SITE ASSESSMENT STATEMENT				
DESCRIPTION	FOUND (YES/NO)	AGENCY CONTACT INFORMATION	MANAGEMENT PLAN (YES/NO)	RELOCATION PLAN (YES/NO)
WETLANDS	--			
RARE HABITAT	--			
THREATENED SPECIES	--			
ENDANGERED SPECIES	--			
SPECIES OF SPECIAL CONCERN	--			
INVASIVE/EXOTIC VEGETATION	--			

NOTE: PLEASE REFER TO THE ENVIRONMENTAL ASSESSMENT COMPLETED BY XX ON DATED.

VERTICAL DATUM NOTE:
ELEVATIONS SHOWN HEREON ARE RELATIVE TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (N.A.V.D.88) AND ARE GIVEN IN U.S. SURVEY FEET UNLESS OTHERWISE NOTED.
*GENERAL ACCEPTED CONVERSION: NAVD + 1.475 = NGVD

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LEGEND

EXISTING METER		EXISTING UTILITY POLE	
PROPOSED SIGN		PROPOSED DRAINAGE INLET	
PROPOSED MITERED END SECTION		EXIST. DRAINAGE INLET	
HANDICAP PARKING SYMBOL		EXISTING STREET LIGHT	
EXISTING CONCRETE		PROPOSED LIGHT POLE (SINGLE)	
EXISTING PAVEMENT		DRAINAGE FLOW ARROW	
PROPOSED CONCRETE		PROPOSED LIGHT POLE (DOUBLE)	
PROPOSED PAVEMENT	#	PARKING STALL COUNT	
RESTORED HABITAT		EXISTING DRAINAGE	
R.O.W. DEDICATION		PROPOSED DRAINAGE PIPE	

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REV.	DATE	DESCRIPTION	BY	CHK.
1	6-16-2026	RESPONSE TO ST. LUCIE COUNTY COMMENTS	RAH	MDL

DRAWING ISSUE STATUS

HALEY WARD
ENGINEERING | ENVIRONMENTAL | SURVEYING
LAND PLANNING | INTERIOR DESIGN
10250 Village Parkway, Suite 201
Port Saint Lucie, Florida 34987
772.462.2455
WWW.HALEYWARD.COM

PROJECT
THE CLUB AT INDRIO CREEK
ST. LUCIE COUNTY, FLORIDA

TITLE
EMERSON AVENUE ROADWAY EXHIBIT

DATE	SCALE
6/29/2026	AS SHOWN

DRAWN BY	DESIGNED BY	CHECKED BY
JJL/RAH	JJL/MAS	MDL

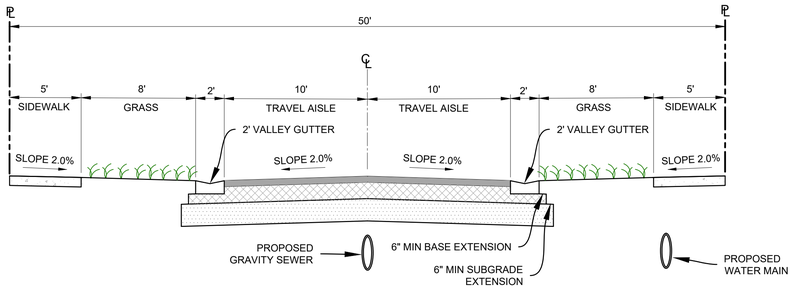
PROJECT No.	CERTIFICATE OF AUTHORIZATION No.
25-113 R29.DWG	C.O.A. No.

(DATE)

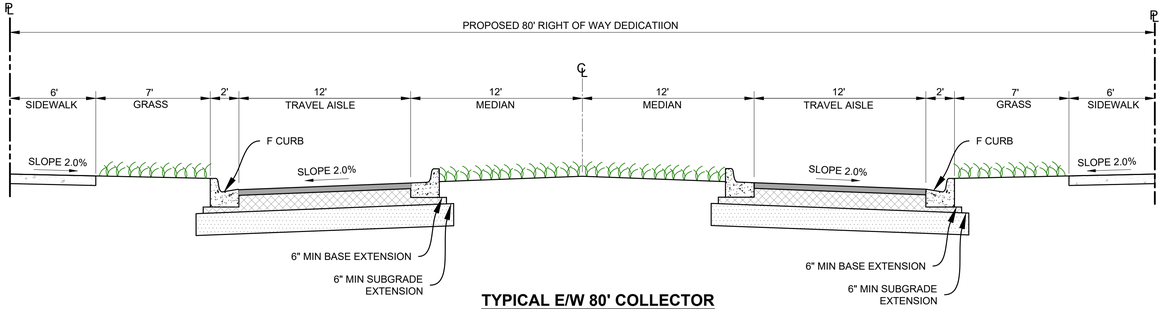
10250 SW VILLAGE PARKWAY - SUITE 201
PORT SAINT LUCIE, FL 34987
772-462-2455

DRAWING No. **EMERSON** REV. **1**

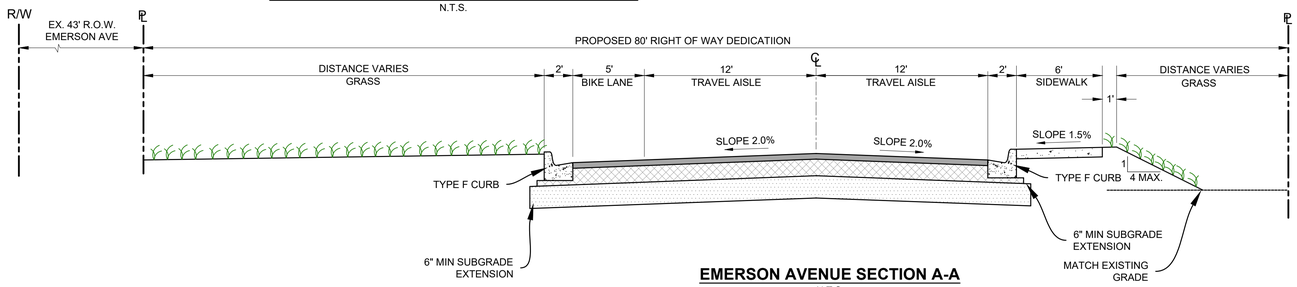
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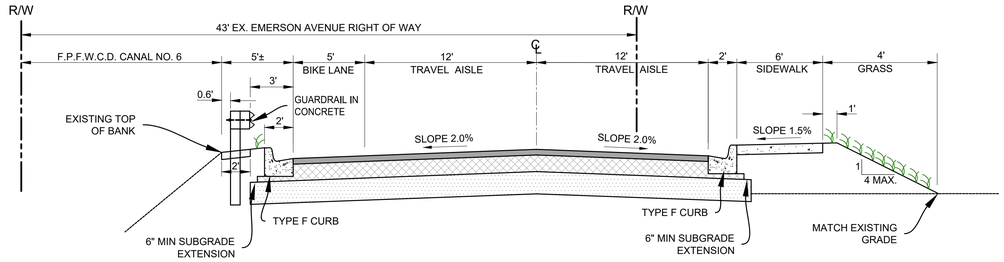
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N.T.S.



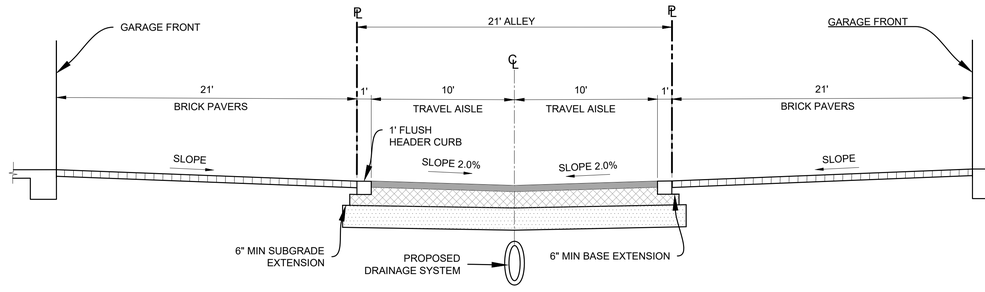
TYPICAL E/W 80' COLLECTOR
N.T.S.



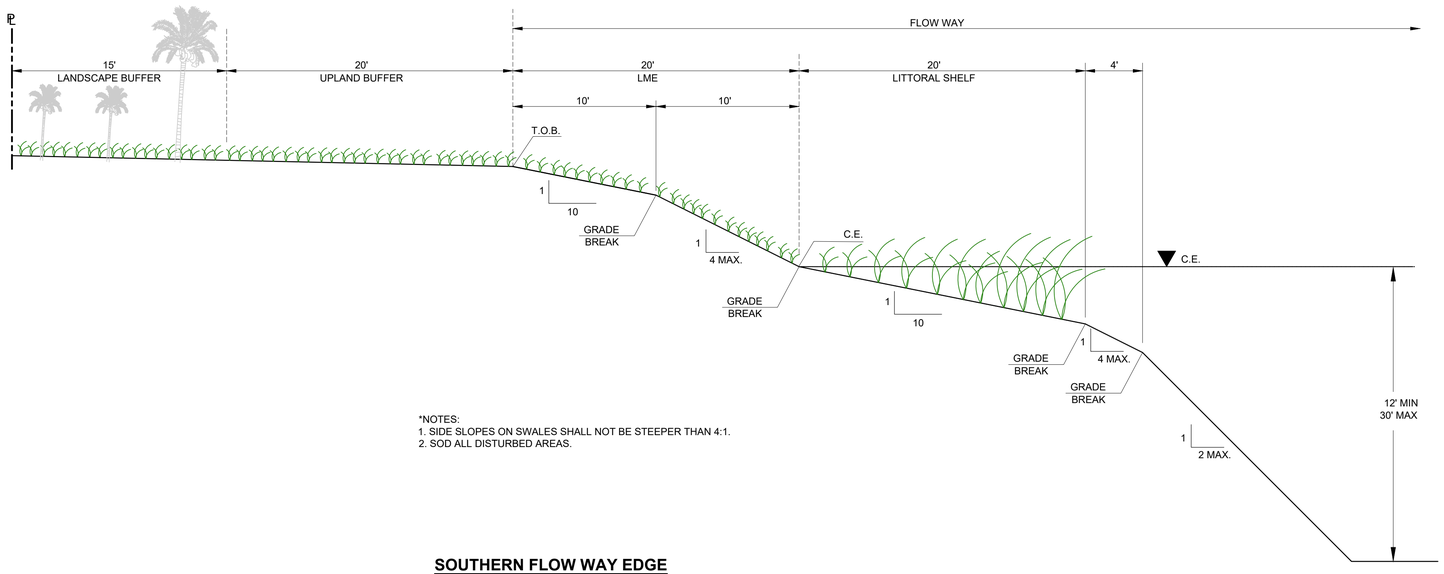
EMERSON AVENUE SECTION A-A
N.T.S.



EMERSON AVENUE SECTION B-B
N.T.S.



TYPICAL 22' ALLEY STREET SECTION
N.T.S.



*NOTES:
1. SIDE SLOPES ON SWALES SHALL NOT BE STEEPER THAN 4:1.
2. SOD ALL DISTURBED AREAS.

SOUTHERN FLOW WAY EDGE
N.T.S.

REV.	DATE	DESCRIPTION	BY	CHK.
1	6-16-2026	RESPONSE TO ST. LUCIE COUNTY COMMENTS	RAH	MDL

DRAWING ISSUE STATUS

HALEY WARD
ENGINEERING | ENVIRONMENTAL | SURVEYING
LAND PLANNING | INTERIOR DESIGN
10250 Village Parkway, Suite 201
Port Saint Lucie, Florida 34987
772.462.2455
WWW.HALEYWARD.COM

PROJECT
THE CLUB AT INDRIO CREEK
ST. LUCIE COUNTY, FLORIDA

TITLE
CROSS SECTIONS

DATE: 6/29/2026	SCALE: AS SHOWN
DRAWN BY: JJL/RAH	DESIGNED BY: JJL/MAS
CHECKED BY: MDL	
PROJECT No.: 25-113 R29.DWG	CERTIFICATE OF AUTHORIZATION No.: C.O.A. No.
(DATE)	DRAWING No.: X SEC
	REV.: 1

10250 SW VILLAGE PARKWAY - SUITE 201
PORT SAINT LUCIE, FL 34987
772-462-2455

FILE LOCATION: P:\FL\2013\67-FORT_PIERCE_HOLDINGS_GP_INC\25-113 - MOVED 2013167 INDRIO CREEK - SEMINOLE ROAD - 127-ACRE\ENGINEERING\AUTOCAD\DWG\925-113 R29.DWG, 2026.06.29, 10:31 AM

August 1st, 2025

Fort Pierce Holdings GP, Inc.
Attn: Yoni Bornstein
92 SW 3rd Street, Unit 5211
Miami, FL 33130
ybinternational.gmail.com

Re: Indrio Creek/Seminole Road - Tree Assessment & Inventory

Prepared by: Anthony A. Adams
International Society of Arboriculture Certified Arborist FL-9472A

Certification of Performance:
I, Anthony A. Adams, certify to the best of my knowledge, and abilities:

That I have personally inspected the tree(s) and or the property referred to in this report.

That it is my professional opinion, that the following report is true, and the conclusions and results stated are correct based on the information received about the property evaluated and the evaluation methods followed.

That the reported analyses, opinions, and conclusions are only limited by the reported assumptions, methods and limiting conditions and my personal, unbiased professional analyses, opinions and conclusions.

That Haley Ward, Inc. acts as an independent tree, and environmental consultant.

That this Report, or parts of this Report, have not been revealed to any party other than the Client named and will not be revealed to any other party unless authorized to do so by Client named or by due process of law or by legally required public testimony by this firm of these results.

This report is written in good faith, and all rights are reserved by Haley Ward, Inc. It is for use by the client named only.

Signature:_____ Date: 08/01/2025

10250 SW VILLAGE PARKWAY, SUITE 201, PORT ST. LUCIE, FL 34987 772.462.2455 | HALEYWARD.COM

I. Introduction

This Report is written for Yoni Bornstein of Fort Pierce Holdings GP, Inc. It is based on information obtained from the site visit(s), to provide and assign values to the trees located on the subject property.

II. Property Involved

The subject property evaluated as part of this Tree Inventory consists of six (6) tax parcels comprised of 127.08 acres. The subject property is located south of Indrio Road and west of Seminole Road, in Fort Pierce, FL.

Parcel ID	Parcel Address	Acreage	Current FLU	Current Zoning
1314-331-0001-000-1	Emerson Ave	43.14	TVC	AG-1
1314-342-0001-000-5	Seminole Rd	24.72	TVC	AG-1
1314-313-0000-000-8	Seminole Rd	18.13	TVC	AG-1
1314-341-0000-000-5	Seminole Rd	17.74	TVC	AG-1
1314-323-0002-000-3	Emerson Ave	15.42	TVC	AG-1
1323-211-0005-000-8	Seminole Rd	7.93	TVC	AG-1
TOTAL ACRES:		**127.08**		

The subject property has a Future Land Use designation of TVC. The subject property has a zoning designation of AG-1. The subject property is further located within Section 14, Township 34 South and Range 39 East.

III. Data Collection

The property/trees were evaluated by site visits to determine environmental conditions. This appraisal is based on value of subject as per ISA "Rule 14-40.030, Florida Administrative Code". See Appendix A for full tree data.

IV. Limiting Conditions

This "Arboriculture Report" includes only the listed trees, landscape conditions in the immediate area where the tree is located, and conditions caused by or attributable to the trees on this property.

Limits of the Assignment

1. This report is not intended as and does not represent legal advice and should not be relied upon to take the place of such advice.

2. This report is limited to documenting the condition of the tree on the dates given. Care has been taken to obtain all information from reliable sources. All data has been verified insofar as possible; however, the consultant can neither guarantee nor be responsible for the accuracy of information provided by others.

3. Loss or alteration of any part of this report invalidates the entire report.

4. Sketches and photographs used in this report are intended as visual aids only and are not necessarily to scale.

V. Discussion

There is a total of one hundred and twenty-three (123) native trees on the subject property that meet Saint Lucie County requirements for mitigation or preservation.
The breakdown by species is as follows:

Cabbage Palms:	77	Pines:	6
Oak *spp*:	40		

VI. Conclusions and Recommendations

Values are calculated for trees 12" D.B.H and greater as per Saint Lucie County code.

TREES

(Total D.B.H. Inches) x (2) x ($200) = Mitigation Costs - Tree Removal

PALMS

(Total # of Palms) x ($200) = Mitigation Costs - Palms

Trees =	(988.2in. DBH) x (2)	x $200	=	$395,280.00
Palms =	(77)	x $200	=	$15,400.00

Max. Mitigation Cost = $410,680.00

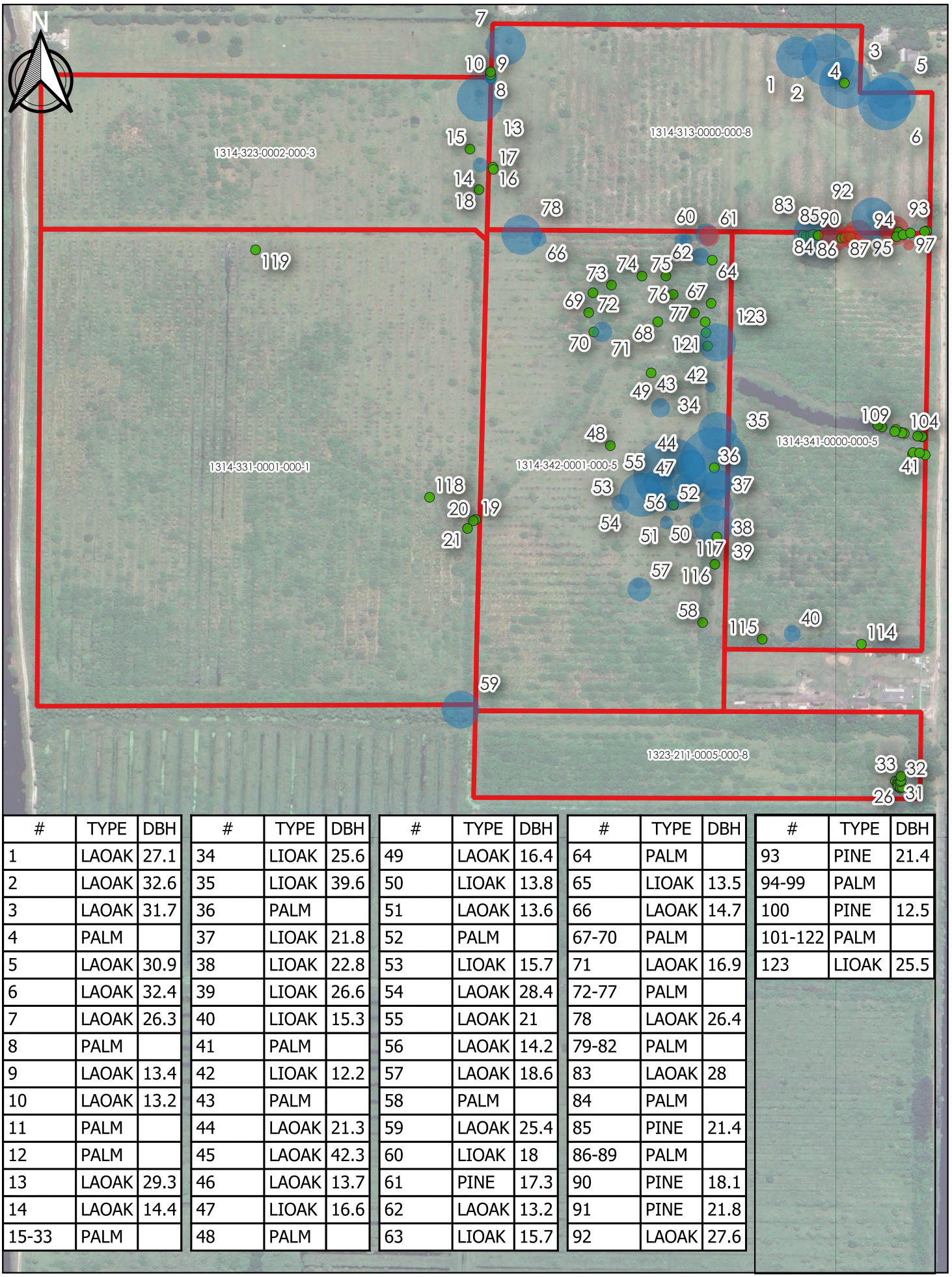
The calculated fee of $410,680.00 is the **maximum** tree mitigation fee that is possible – if every tree on the subject parcel was to be cleared. A site planner can use the information in this report to avoid impacts to high-value trees and preserve other trees in order to reduce mitigation costs to zero, if desired.

Please see the attached Tree Table and Tree Location Map.

This Report, or parts of this Report, have not been revealed to any party other than the Client named and will not be revealed to any other party unless authorized to do so by Client named or by due process of law or by legally required public testimony by this firm of these results.

This report is written in good faith and all rights are reserved by Haley Ward. It is for use by the client named only.

The Club at Indrio Creek - Tree Location Map



#	TYPE	DBH
1	LAOAK	27.1
2	LAOAK	32.6
3	LAOAK	31.7
4	PALM	
5	LAOAK	30.9
6	LAOAK	32.4
7	LAOAK	26.3
8	PALM	
9	LAOAK	13.4
10	LAOAK	13.2
11	PALM	
12	PALM	
13	LAOAK	29.3
14	LAOAK	14.4
15-33	PALM	

#	TYPE	DBH
34	LIOAK	25.6
35	LIOAK	39.6
36	PALM	
37	LIOAK	21.8
38	LIOAK	22.8
39	LIOAK	26.6
40	LIOAK	15.3
41	PALM	
42	LIOAK	12.2
43	PALM	
44	LAOAK	21.3
45	LAOAK	42.3
46	LAOAK	13.7
47	LIOAK	16.6
48	PALM	

#	TYPE	DBH
49	LAOAK	16.4
50	LIOAK	13.8
51	LAOAK	13.6
52	PALM	
53	LIOAK	15.7
54	LAOAK	28.4
55	LAOAK	21
56	LAOAK	14.2
57	LAOAK	18.6
58	PALM	
59	LAOAK	25.4
60	LIOAK	18
61	PINE	17.3
62	LAOAK	13.2
63	LIOAK	15.7

#	TYPE	DBH
64	PALM	
65	LIOAK	13.5
66	LAOAK	14.7
67-70	PALM	
71	LAOAK	16.9
72-77	PALM	
78	LAOAK	26.4
79-82	PALM	
83	LAOAK	28
84	PALM	
85	PINE	21.4
86-89	PALM	
90	PINE	18.1
91	PINE	21.8
92	LAOAK	27.6

#	TYPE	DBH
93	PINE	21.4
94-99	PALM	
100	PINE	12.5
101-122	PALM	
123	LIOAK	25.5

Project# 25-113
24 July 2025

0 300 600 900 ft

HALEY WARD

Environmental Impact Report (EIR)

Club at Indio Creek
S of Indrio Road, W of Emerson Avenue, & E of Seminole Road, Unincorporated St. Lucie County, Florida
Section 14, Township 34 S, Range 39 E

Parcel Identification Number (PIN)	Address
1314-323-0002-000-3	Unassigned Emerson Avenue
1314-313-0000-000-8	Unassigned Seminole Road
1314-331-0001-000-1	Unassigned Emerson Avenue
1314-342-0001-000-5	Unassigned Seminole Road
1314-341-0000-000-5	Unassigned Seminole Road
1323-211-0005-000-8	Unassigned Seminole Road

Prepared For:

St Lucie County
Environmental Resource Department

Prepared By:

Jennifer Acevedo
Aquatic RESEARCH FL.com
ENVIRONMENTAL CONSULTING
WETLANDS, PROTECTED SPECIES, & PERMITTING

©Aquatic Research Monitoring, Equipment, and Deployment, LLC

March 2026

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Attachment 1 Environmental Assessment with Listed Species Survey

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INTRODUCTION

The following environmental impact report has been prepared in accordance with Section 11.02.09(A) (5) of the St. Lucie County Land Development Code (LDC). The environmental impact report is required when the thresholds depicted in Section 11.02.09(A) (5) (a) are met. The Club at Indrio Creek Project is ±127.029-acres and consists of six (6) parcels. It is located south of Indrio Road/SR-614, east of Emerson Avenue, and west of Seminole Trail within unincorporated St. Lucie County Florida. Please see Attachment 1 Environmental Assessment Appendix A, Figure 1 of the enclosed for the Location Map.

Map ID#	Parcel Identification Number (PIN)	Address
1	1314-323-0002-000-3	Unassigned Emerson Avenue
2	1314-313-0000-000-8	Unassigned Seminole Road
3	1314-331-0001-000-1	Unassigned Emerson Avenue
4	1314-342-0001-000-5	Unassigned Seminole Road
5	1314-341-0000-000-5	Unassigned Seminole Road
6	1323-211-0005-000-8	Unassigned Seminole Road

Table 1.0. Parcel identification numbers, location, and acreage

The site is bordered to the north and south by inactive agriculture areas followed by single family home lots and PUD style communities further to the north. The western property boundary is adjacent to an offsite ditch and Emerson Avenue. Further west is the Fort Pierce Farms Water Control District (FPFWCD) Canal No.6 and inactive agricultural lands. To the east is FPFWCD Canal No. 5 and Seminole Trail followed by inactive agriculture areas. Please see Appendix A Figure 2 of the enclosed Environmental Assessment for the Site Map. The immediate surrounding area (±2 miles radius) is predominately inactive agricultural operations, with exception of the residential cluster to the north.

The property is an inactive tree farm currently being utilized for cattle grazing. The historical site topography of undulating beds and rows/furrows remains mostly unaltered. Linear rows of commercial trees associated with its historical use also remain in many areas interspersed with trees that have recruited naturally.

The sites natural features include two (2) isolated wetlands, classified as St. Lucie County Category III Wetlands. Additionally, one (1) of these onsite wetlands is less than 0.5 acres in size and therefore is not County jurisdictional. Remaining areas on site consist of abandoned tree nursery lands and ditches classified as other surface waters (OSW's). Wetlands as well as other surface waters have been verified via the formal process (Application Number 260106-60453). See Appendix B of the enclosed Environmental Assessment for the wetland boundary survey reflecting the approved wetland lines and other surface waters.

The Club at Indrio Creek project is for a Planned Town or Village (PTV) with the development of ~408 units (single-family and multi-family) as a Village. Additional features of this project include a clubhouse/amenity center, outdoor civic park spaces, a flow way spanning from the North end of the site to the South, as well as greenways for pedestrian connectivity. As the subject property is over 10 acres in size and contains wetlands an Environmental Impact Report (EIR) is required as part of the County approval process. See site plan submitted under separate cover. Based on section 11.02.09(A) (5) of the St. Lucie County Land Development Code (LDC), the environmental impact report shall completely depict the following:

1. Vegetation and Substrate Survey

a) Extent and acreage of any areas in which vegetation typical of the primary dune extends landward of the Coastal Construction Control Line (CCCL).

The property is not located along the coast or near a waterway and therefore has no dune areas or CCCL line.

b) Extent and acreage of all marsh and mangrove forest areas, including substrate conditions:

There are no marsh or mangrove forests on the subject property. There are two (2) jurisdictional wetlands and other surface waters (ditches). See response to question 1.d).

c) Extent and acreage of all upland hammock forests; and,

The subject property is an inactive palm tree farm now being utilized as cattle grazing lands. No native upland habitat is located within the limits of the subject property. Onsite uplands are best described as regeneration areas where post cessation of farming activities, vegetation was allowed to recruit naturally with minimal alterations such as removal of portions of the commercial tree growing areas and mowing to maintain lands for grazing. Row and furrow topography remains apparent with linear rows of commercial trees such as date palms and cabbage palms, intermixed with dense clusters of Brazilian pepper and oak trees. The understory consists of non-descript grasses and exotic cogon grass.

Existing Upland Habitat FLUCCS/CLC Classification Observed is as Follows:

2241 FLUCCS, 183224 CLC: Abandoned/Fallow Tree Nursery
(±119.147 acres)

Representative Vegetation:
Phoenix date palm trees *(Phoenix dactylifera)* – non-native
Cabbage palm trees *(Sabal palmetto)* – native
Brazilian pepper *(Schinus terebinthifolia)* – non-native invasive exotic
Oaks *(Quercus spp.)* – native
Cogon grass (*Imperata cylindrica*) – non-native invasive exotic
Non-Descript grasses – mixture of native and non-native species

As the Club at Indrio Creek site contains no native upland habitat, no native upland preserve is proposed. Please see Appendix A, Figure 7 of the enclosed Environmental Assessment for FLUCCS/Habitat Mapping

d) Extent and acreage of all wetlands.

Two (2) isolated jurisdictional wetlands were delineated on the subject property by Aquatic Research FL and verified by SFWMD via the formal process (Application Number 260106-60453). Both onsite wetlands are low quality systems.

Wetland demarcated as 1 is best described as an exotic vegetation dominated wetland. Wetland 2 is a freshwater marsh. Per the St. Lucie County (SLC) Comprehensive Plan, both Wetlands 1 and 2 would be considered Category III Wetlands.

As the subject property is located in a rural area that is predominantly agricultural use with a fringe of residential development, the overall location and landscape support would be moderate. The current and historical agricultural use of the subject property has resulted in impacts to the wetlands' hydrology and community structure via factors such as degradation of water quality, topographic alterations from use in row crops and lack of management. Additionally, Wetland 1 appears to have been artificially hydrated via an artesian well which has now ceased running, resulting in further hydrological alterations. These factors have resulted in less than optimal hydrology and community structure.

Wildlife support has been negatively affected due to onsite conditions that include poor management and physical impediments but would maintain general "rural area" connectivity. Impedances to wildlife access would specifically be from factors such as heavy density of exotic vegetation onsite resulting in a closed canopy with limited access both on the ground and aerially for birds. However, offsite wildlife corridors remain available due to the general rural nature of lands within 2 miles of the subject property with some impedances to ground access because of perimeter ditching, fencing and roadways.

The overall community structure of the onsite wetlands is also less than optimal. Species present in Wetland 1 consists predominantly of exotic wetland vegetation such as torpedo grass, para grass and Brazilian pepper intermixed with species such as cat tails and primrose willow of which are associated with poor water quality.

Wetland 2 is under 0.5 acres in size and would be considered non county jurisdictional. Furthermore, at the state level no mitigation would be required nor demonstration of avoidance and minimization of impacts.

Wetland Descriptions & Existing Wetland Habitat FLUCCS/CLC Classifications:

Wetland No. 1 (±1.88 ac) – Category III, Isolated

Wetland 1 is located in the southwestern portion of the subject property, specifically on Parcel 3. This wetland system is of poor quality and appears to have partially been formed as a result of two (2) flowing, high velocity, artesian wells. During the January 2025 assessment both wells were observed to be open and actively discharging a high volume of water. One (1) well was noted at the far north end of Wetland 1, acting as a headwater for this system, consistently discharging a large volume of water noted to be flowing south. A second well was observed near the center of the Wetland also adding large quantities of water into the system. Both wells were capped with no further discharge as of the August 2025, site visit. During the August visit water was observed to have receded south with dry areas in the vicinity of the original "headwater" well. Soils have continued to transition, becoming more sandy and losing their dark mucky surface in concert with loss of wetland plants such as cattails. As of February 2026, the wetland has further receded and appears to have hydrologically stabilized, with standing water and wetland vegetation remaining in the southern end, resulting in the final configuration as approved by the SFWMD and shown on the project site plan.

Community structure of Wetland 1 is almost solely (±90%) exotic invasive species as well as species commonly associated with poor water quality such as torpedo grass, para grass, water lettuce, cattails, and Brazilian pepper. Minimal recruitment of native vegetation was noted; water quality is poor receiving agricultural runoff with plants indicative of a high nutrient environment and light penetration is limited. Topography within this system is also severely altered with notable areas of degraded farm furrows, which have further contributed to its ability to hold water artificially. Utilizing UMAM to score the condition of this wetland, function is estimated to be a 0.4.

619 FLUCCS/74 CLC: Exotic Wetland Hardwoods ±1.88 ac

Representative Vegetation:
Cuban club-rush *(Cyperus blepharoleptos)* – non-native
Hygrophila *(Hygrophila polysperma)* – non-native
Para grass *(Urochloa mutica)* – non-native
Torpedo grass *(Panicum repens)* – non-native
Water Spinach *(Ipomoea aquatica)* – non-native
Pickerelweed (Pontederia cordata) – native
Brazilian pepper *(Schinus terebinthifolia)* – non-native
Phoenix date palm trees *(Phoenix dactylifera)* – non-native
Cabbage palm trees *(Sabal palmetto)* – native

Wetland No. 2 (±0.17 acres) – Category III, Isolated, Non County Jurisdictional

Wetland 2 is located on Parcel 5. This is a freshwater marsh system that appears to have formed as result of seasonal conditions and high precipitation events causing overflow of the adjacent farm ditch. This system is of low to moderate ecological condition. Community structure consists of both native and exotic species. Hydrology is sufficient to support wetland function. Water quality is poor, receiving untreated agricultural drainage.

641 FLUCCS/ 2121 CLC: Freshwater Marsh

Representative Vegetation:
Duck potato *(Sagittaria lancifolia)* – native
Pickerelweed *(Pontederia cordata)* – native
Cuban club-rush *(Cyperus blepharoleptos)* – non-native
Torpedo grass *(Panicum repens)* – non-native

Other Surface Waters

The historic undulating topography resulting from the creation of beds and furrows on the site is still present. Additionally, the agricultural irrigation and drainage ditches as well as artesian wells are still present but capped as of August 2025, except for one (1) well flowing at low velocity for cattle hydration.

510 FLUCCS, 183224 CLC: Artificial Waterway/Farm Ditch (±5.832 acres)

Please see Appendix A, Figure 7 of the enclosed Environmental Assessment for FLUCCS/Habitat Mapping

2. Statement of jurisdictional control over the environmental area

The subject property contains two (2) low quality isolated state jurisdictional wetlands. Per the St. Lucie County Comprehensive Plan, both Wetlands 1 and 2 are less than 5 acres in size and would be considered Category III Wetlands requiring a 25-foot buffer. Based on the low ecological condition of Wetland 1, impacts should be feasible at both the County and the State levels. Mitigation would be required for impacts and can be provided via the purchase of wetland credits from a mitigation bank with a service area that covers the subject property. Wetland 2 (±0.17 acres), being under 0.5 acres in size, would be considered non county jurisdictional in accordance with the Comprehensive Plan and LDC. Wetlands under 0.5 acres in size, per the SFWMD Basis of Review, further require no mitigation at the state level nor demonstration of avoidance and minimization of impacts.

Any proposed wetland impacts will require obtaining a State Environmental Resource Permit (ERP) and St. Lucie County Wetland Waiver, process of which includes, demonstration of avoidance and minimization of impacts and providing compensatory mitigation for impacts to all non isolated wetlands and isolated wetlands over 0.5 acres in size.

As also discussed in Question 1b above, the subject property contains OSW's that include farm ditches. These water bodies do not exhibit any wetland function. However, portions may be considered suitable for wood stork foraging and a foraging assessment may be required if ditches are to be impacted as part of site development.

No native uplands are present on the subject property; therefore no native upland preserve is proposed.

St. Lucie County will maintain jurisdiction over on-site trees qualifying for protection under the Land Development Code (LDC). All cabbage palms over 10' clear trunk (CT) and native hardwoods/softwoods meeting the protection standard will be mitigated either through preservation, over sizing of landscape trees, payment into the county tree fund, replanting, or a combination thereof.

3. Statement on when the jurisdictional boundaries were delineated and who delineated the boundaries.

Two (2) isolated jurisdictional wetlands were delineated on the subject property by Aquatic Research FL and verified by SFWMD on February 12, 2026, via the formal process (Application Number 260106-60453). Survey has been completed, demonstrating the approved limits of these features and can be found in Attachment 2. All documents have been provided to SFWMD for review and issuance of the approved formal determination letter is forthcoming.

4. Indicate the required first floor elevation, and whether all floor elevations will be above this level.

See site plan as prepared by others submitted under separate cover.

5. Identification of any area that has experienced overwash of the primary dune.

No dune is present. Property is located inland.

6. Identification of any area subject to breach during storm conditions.

Not applicable.

7. Assessment of the impacts upon onsite vegetation and wildlife.

Development of the site will have impacts to protected trees. Trees shall be mitigated for via upsizing of required landscape trees, payment into the County tree fund, relocation, planting or a combination thereof.

A listed flora and fauna survey was conducted by Aquatic Research FL on February 12, 2026, with additional assessments also conducted on August 1, 2025, and in January of 2025. As part of the listed flora and fauna survey an FFWCC compliant inspection was also made for gopher tortoise burrows as well as burrowing owl burrows. See Appendix A Figures 4, 5, & 6 of the Enclosed Environmental Assessment for Transect Maps

No listed flora or fauna dens, nests, burrows or roosting areas were observed on the subject property. Additionally, no gopher tortoise or burrowing owl burrows were observed on the subject property.

However, the subject property is within the Core Foraging Area for the wood stork as well as in the USFWS Consultation Area for the crested caracara and special considerations will be applied as described below:

- The subject property is within the Core Foraging Area (CFA) for the wood stork. However, as of March 9, 2026, the wood stork has been federally delisted. If the delisting plan involves keeping the protection mechanisms established for foraging, portions of onsite ditches are potentially suitable for wood stork forage and mitigation could be required if filling is proposed.

- The subject property is also within the USFWS Consultation Area for the Audubon's crested caracara, a Federally protected bird. However, suitable nesting habitat is very minimal with larger mature palms being located within thick clusters of shrubs and exotic Brazilian pepper trees. Furthermore, the overall vegetative density on the subject property is high, making onsite habitats very marginal and highly unlikely to support nesting. Regardless, during this and previous assessments conducted by Aquatic Research FL, all potential nesting trees were surveyed for evidence of current or historical nesting. Utilizing the effect determination key for the caracara, implementation of protection measures that include either no clearing during nesting season or a preconstruction survey prior to clearing should result in a may affect not likely to effect status as required for project approval. A technical consultation with USFWS has been initiated.

Please see the enclosed environmental assessment with listed species survey conducted by Aquatic Research FL for detailed survey methodology and listed flora and fauna species endemic to this region.

8. Assessment of the impacts upon onsite and off-site natural resources.

Proposed onsite alterations include impacts to non-native upland habitat (abandoned/fallow tree nursery) and two (2) isolated wetlands (Wetlands 1 and 2). Wetland 1 is an exotic dominated system, 1.88 acres in size. Wetland 2 is 0.17 acres and therefore will not require state mitigation for impacts. Furthermore, as outlined in Section 6.02.03B of the St. Lucie County Land Development Code, isolated wetlands under 0.5 acres in size are not County jurisdictional. Therefore, in accordance with the SFWMD Basis of Review and County LDC mitigation will be required for impacts to Wetland 1 only.

Mitigation for Wetland 1 will be done via the purchase of mitigation credits, from Bluefield Ranch Mitigation Bank, which has a service area covering the subject property. Utilizing the Uniform Mitigation Assessment Methodology (UMAM) for the assessment of wetland impacts, a purchase of 0.75 credits is estimated. As the state Environmental Resource Permit (ERP) process has not yet been initiated, final/approved impact figures are not yet available. Final calculations of impacts shall be provided to the County as part of the ERP process.

With regards to tree mitigation all cabbage palms over 10’ clear trunk (CT) and native hardwoods/softwoods meeting the county protection criteria will be mitigated either through preservation, over sizing of landscape trees, payment into the county tree fund, replanting, or a combination thereof. A full mitigation plan shall be provided by the project planner.

No impacts to offsite resources are proposed. The stormwater system also has been designed in accordance with state and federal required nutrient and discharge standards as applicable.

9. Detailed description of the planned approach to minimize impacts.

The Club at Indrio Creek site plan has been designed to incorporate the site's most notable ecological benefits to the greatest possible extents while maintaining reasonable useability of the site. To achieve this goal, during the initial planning the ecology of the site was extensively analyzed with a focus on avoidance and minimization of impacts to features such as wetlands as well as maintaining and enhancing existing ecological benefits.

To begin this process ecological assessments such as analysis of habitat types and quality, the location and jurisdictional boundaries of onsite wetlands as well as survey for listed flora and fauna were initiated. Results of these findings indicated that the subject property contained two (2) Category III Wetlands, other surface waters which included farm ditches, and non native uplands associated with the site's current as well as historical use in agricultural. Listed species surveys indicated no listed flora or fauna nesting, denning or roosting on the subject property.

The subject property is within the USFWS consultation area for the crested caracara as well as potentially containing ditches suitable for wood stork foraging. With regards to the wood stork, as this bird has been federally delisted, if protection measures currently in place remain, a foraging assessment will be conducted with forage losses to be offset as required during the state permitting process. Furthermore, as a large continuous flow way is proposed to be created with a planted littoral shelf, any proposed loss of forage from the existing agricultural ditches should be offset and ultimately improved long term. With regards to the caracara, as overall vegetative density on the subject property is high, onsite habitat areas are very marginal and very unlikely to support nesting. Regardless, implementation of protection measures that include either no clearing during nesting season or a preconstruction survey prior to clearing are proposed and a technical consultation with USFWS has been initiated.

The subject property in its current condition provides minimal ecological value with its greatest benefit likely being its function as a wildlife corridor. As noted during the EA conducted by Aquatic Research FL, the onsite wetlands are isolated systems that are not unique to the area and do not currently contain the

proper hydrology nor community structure necessary for the support of listed species or wading birds. Overall ecological value would be considered as such that the purchase of credits from a mitigation bank would provide greater ecological value than the wetlands being affected. This was determined during the habitat assessment and subsequent UMAM scoring of which included reviewing ecological factors such as overall conditions, hydrologic connections, uniqueness, location and fish and wildlife usage.

Description of these ecological conditions are as follows:

Condition: All onsite wetlands are located interior to a fallow tree farm/agricultural field, with poor plant diversity, a high density of exotic and transitional upland vegetation as well as poor wildlife access and usage. Wetland 1 has experienced significant hydrological impacts due to artificial hydration from artesian wells. Wildlife utilization within both wetland systems appears to be minimal with no significant indications of wildlife utilization observed. Additionally, it would appear the available wildlife corridors are active agricultural lands that are partially fragmented due to roads, fencing and ditches. Hydrology and community structure are not sufficient to support listed wading bird nesting. Within Wetland 1, vegetation is predominantly exotic species as well as those associated with poor water quality, such as cattails and primrose willow. Little natural recruitment is apparent with the intrusion of upland species scattered throughout this wetland. Within Wetland 2 plant species and diversity are improved however, this is a small system (0.17 acres), offering minimal support due to size, density of exotic vegetation in surrounding uplands and receipt of untreated agricultural runoff historically. Topological features within both Wetlands 1 and 2 are lacking and structural habitat is not present. See Attachment 3 for UMAM scores.

Hydrologic connection – Both onsite wetlands are isolated systems with no offsite or connections to other surface waters. With regards to Wetland 1, in 2025 three (3) or more wells were noted to be running on the site, each discharging water at a high velocity resulting in the expansion of Wetland 1. As of the February 2026 assessment, the majority of the artesian wells have been capped and hydrologic conditions stabilized, resulting in wetlands limits as demonstrated in the enclosed wetland boundary survey.

Neither onsite wetland has sufficient hydrology to support wading bird nesting and provide no tangible benefit to off-site water resources through detrital export, base flow maintenance, water quality enhancement or the provision of nursery habitat.

Uniqueness – Both wetlands are agricultural based systems created from various related factors such as lack of maintenance of drainage features, erosion of rows and furrows, and use of artesian wells. Vegetation within Wetland 1 consists mainly of exotic species as well as those commonly associated with poor water quality. All wetlands are buffered or surrounded by nonnative disturbed uplands. Onsite wetlands are not unique to the region.

Location – Wetlands are within a rural area that is predominantly agricultural with a fringe of residential development and roadway to the north. The current and historical agricultural use of the subject property has resulted in impacts to the wetlands' hydrology and community structure via factors such as degradation of water quality, topographic alterations from use in row crops and lack of management. Wildlife support has been negatively affected due to onsite conditions that include poor management and physical impediments but would maintain general "rural area" connectivity. Impedances to wildlife access would specifically be from factors such as Indrio Rd to the north, perimeter ditching, fencing and a heavy density of exotic vegetation onsite resulting in a closed canopy with limited access both on the ground and aerially for birds. Offsite wildlife corridors are partially disturbed due to the aforementioned factors but also remain available due to the general rural nature of lands within 2 miles of the subject property. Conditions are less than optimal and general location should be considered moderate to slightly below with additional loss based on plant community composition in the proximity of the assessment area.

Fish and wildlife utilization – Wildlife access has been fragmented due to surrounding ditches and roadways and most significantly heavy coverage of exotic vegetative species. Wetlands are shallow with insufficient hydrology for wading birds and are not appropriate for the support of listed species. Expected use is reptiles and small mammals such as rodents.

While the onsite wetlands are agricultural based systems of low quality as described above regardless, during the planning process avoidance and minimization was considered and each wetland reviewed with regards to impacts.

Wetland No. 1 (SW corner – 1.88 acres) - 1.88 acres of impacts proposed
Impacts to this wetland system were reviewed considering both ecological conditions as discussed above as well as design consideration within the constraints of the TVC and general SLC site plan requirements.

Flow way - Per the TVC standards a flow way or continuous water management system is required. A consolidated flow way located around the perimeter of a site is the preferred configuration from both a layout and engineering standpoint. In the case of the Indrio Creek site, the flow could be provided along the east or west side. Either option would result in resource impacts as the majority of protected trees fall within the eastern side as well as the 0.17 acre wetland. Again as previously discussed, impacts to Wetland 1 would not be considered to be of high ecological significance and providing offsite mitigation would be of greater value than attempts at onsite preservation post site development. Furthermore, as the proposed flow way is to be created with a graded and planted littoral shelf as well as an upland transitional zone, the resulting large scale interconnected flow way will provide a far greater ecological benefit than preservation of a low quality agricultural wetland. The proposed flow way has the potential to provide a large continuous area of forage for various listed species of wading birds including wood storks as well as large to medium size mammals, reptiles and amphibians.
.
Transect Zones - Per TVC code, each part of the development requires a "transect zone" of certain percentages. The site plan layout as shown in which Wetland 1 is impacted by the flow way provides a "rural transect zone." along the site perimeter as required that can encompass lake or open space.

Buffering – Buffering of adjacent property's, especially if usages are different, is a county requirement and highly preferred by residents to be of the greatest width and density possible. As the site plan demonstrates, the flow way in its proposed location offers substantial buffering along that SW portion.

Buffering is also being shown to the NE with the creation of a greenway. Swapping these areas to avoid impacts to Wetland 1 was considered during design but would still result in resource impacts as trees now being offered for preservation would then need to be impacted. Preservation of the wetland in its current condition would not offer a significant ecological lift.

E/W Road Alignment - The site is proposed to be bisected by a required County E/W Road (east/west). The project is designed around this road and is shown on the site plan in the County's requested location. Based on this, additional considerations of layout had to be made so that this road could access the necessary or "useable "portions of the site. The road in this location, the requirement for a continuous flow way with a perimeter locational preference as well as green way requirements, again result in impacts to Wetland 1.

Density & Zoning – The project requires a minimum density and unit count which is affected by placement of lots, open space, flow way and generally all site components. The current site layout satisfies the minimum density. To do so, components such as flow ways and green spaces again needed to be placed along the perimeter, impacting Wetland 1.

<u>Wetland No. 2</u> (NE – 0.17 acres) – Non county jurisdictional 0.17 acres of impacts proposed.

While Wetland 2 per County LDC and Comprehensive Plan is considered non jurisdictional and further requires no state mitigation nor demonstration of avoidance and minimization, consideration was still made with regard to impacts. Similar issues as described with Wetland 1 further applied to this smaller system. Items such as flow ways and greenspaces are required to be incorporated as well as minimum densities must be adhered to, resulting in a tight site plan configuration. Allowances have been made for tree preservation and in the case of Wetland 2, tree preservation was given increased priority by placing park lands in the vicinity of the highest density of preservation trees on the subject property. Additionally, the project is required to incorporate 3 civic buildings which again result in further loss of space. To potentially gain minimally green space back, the project does propose the use of outdoor civic parks in lieu of structures, which are to be within the area of Wetland 2.

Overall, the site plan as presented for the Club at Indrio Creek demonstrates the incorporation of avoidance and minimization of impacts. These factors were considered in great detail during all phases of project development and design. The resulting site plan provides a sound design with minimal ecological impacts and onsite and offsite enhancements via the creation of a large continuous flow way with the potential to exceed proposed ecological losses from impacting a low quality wetland.

10. Detailed description of the proposed alterations or disturbances being proposed.

The Club at Indrio Creek is for a Planned Town or Village (PTV) with the development of 408 units (single-family and multi-family) as a Village. Additional features of this project include a clubhouse/amenity center, outdoor civic park spaces, a flow way spanning from the North end of the site to the South, as well as greenways for pedestrian connectivity. Development of the Club at Indrio Creek will result in impacts to non-native uplands, as well as two (2) isolated wetlands. Mitigation shall be provided in accordance with the SFWMD Basis of Review and include the purchase of 0.75 credits from Bluefield Ranch Mitigation Bank for impacts to Wetland 1. Wetland 2 is isolated and under 0.5 acres in size and will require no mitigation for impacts.

Therefore, project based impacts include non native upland alterations as well as impacts to low quality isolated wetlands. Removal of trees qualifying for protection under County standards shall be addressed as demonstrated in the landscape plans.

11. Detailed description of the proposed mitigation plan to offset impacts.

The site proposes no impacts to native uplands, or areas identified as unique to the region or supporting listed flora or fauna nesting, denning or roosting. Impacts are proposed to Wetlands 1 and 2 in their entirety as part of site development. Wetland 2 is under 0.5 acres in size and therefore will not require state mitigation for impacts.

Furthermore, as outlined in Section 6.02.03B of the St. Lucie County Land Development Code, wetlands under 0.5 acres in size are not County jurisdictional. Therefore, in accordance with the SFWMD Basis of Review and County LDC, mitigation will solely be required for impacts to Wetland 1.

To determine the amount of required mitigation for impacts to Wetland 1 the state approved UMAM scoring system was utilized. This resulted in a preliminary estimate of a need for 0.75 credits to offset impacts. Credits are proposed to be purchased from Bluefield Mitigation Ranch, having a service area that covers the subject property. Purchase of wetland mitigation credits will be done in concert with the state Environmental Resource Permit (ERP).

12. Plant and animal surveys for onsite federal and state protected species.

During the field assessment pedestrian transects were made throughout the subject property to observe for the presence of any state or federal listed fauna species as well as wildlife in general. This included observations of individual animals as well as dens, burrows, roosting areas, or nests. Multiple linear transects were completed across all habitat areas. Distances between transects varied in the field depending on terrain, with larger distances between open areas with low lying vegetation, smaller in areas with dense vegetation or suspected listed species occupation. See Appendix A, Figures 4, 5, and 6 of the Enclosed Environmental Assessment for Survey Transect Maps.

One hundred and twenty-two (122) transects were established to perform the habitat assessment and listed flora and fauna species survey. The survey was conducted within ±49 acres (±39%) of the ±127.029-acre property.

Total Acreage of Property	±127.029 ac
Total Acreage of Property Surveyed	±49.0 ac
Total Percent of Property Surveyed	38%

The wildlife population was documented in the field by visual observation of individual animals as well as, tracks, scat, dens, foraging and nesting. A FFWCC compliant minimum 15% gopher tortoise and burrowing owl survey was also conducted. No owl or gopher tortoise burrows, or indication of usage was observed during the survey.

No other listed species dens, nests, burrows, or roosting areas were observed. No listed flora was observed. See tables below for the list of potential protected species and species observations (listed and non-listed).

Species	Common Name	Federal Status	State Listing	Observation(s)
Mammal				**Presence**
Felis concolor coryi	Florida panther puma	E	E	None Observed
Peromyscus polionotus niveiiventris	Southeastern beach mouse	T	T	None Observed
Bird				**Presence**
Athene cunicularia floridana	Florida burrowing owl	N	T	None Observed
Laterallus jamaicensis plancus audobonii	Eastern black rail	T	T	None Observed
Polyborus plancus audubonii	crested caracara	T	T	None Observed
Rostrhamus sociabillis plumbeus	Everglades snail kite	T	T	None Observed
Reptile				**Presence**
Alligator mississippiensis	American alligator	T	T	None Observed
Drymarchon corais couperi	Eastern indigo snake	T	T	None Observed
Gopherus polyphemus	gopher tortoise	C	T	None Observed
Pituophis melanoleucus	pine snake	C	T	None Observed
Insect				**Presence**
Anaea troglodyta oridalis	Florida leafwing butterfly	E	E	None Observed
Cyclargus thomasi bethunebakeri	Miami blue butterfly	E	E	None Observed
Danus plexippus	monarch butterfly	E	FE	None Observed
Migratory Bird			**Breeds**	**Presence**
Aimophila aestivalis	Bachman's sparrow	BCC	May 1 to Sep 30	None Observed
Ardea herodias occidentalis	great blue heron	BCC	Jan 1 to Dec 31	None Observed
Arenaria interpres morinella	ruddy turnstone	BCC	Breeds Elsewhere	None Observed
Calidris melanotos	pectoral sandpiper	BCC	Breeds Elsewhere	None Observed

Calidris pusilla	semipalmated sandpiper	BCC	Breeds Elsewhere	None Observed
Chaetura pelagica	chimney swift	BCC	Mar 15 to Aug 26	None Observed
Charadrius wilsonia	Willson's plover	BCC	Apr 1 Aug 20	None Observed
Dendroica discolor	prairie warbler	BCC	May 1 to Jul 31	None Observed
Egretta rufescens	reddish egret	BCC	Mar 1 to Sep 15	None Observed
Falco sparverius paulus	American kestrel	BCC	Apr 1 to Aug 31	None Observed
Fregata magnificens	magnificent frigatebird	BCC	Oct 1 to Apr 30	None Observed
Limnodromus griseus	short-billed dowitcher	BCC	Breeds Elsewhere	None Observed
Passerina ciris	painted bunting	BCC	Apr 25 to Aug 15	None Observed
Sternula antillarum	least tern	BCC	Apr 25 to Sep 5	None Observed
Tringa avipes	lesser yellowlegs	BCC	Breeds Elsewhere	None Observed

Florida Natural Inventory Areas (FNAI) Biodiversity Index				
U.S. Fish and Wildlife Service (USFWS) Endangered Species List				
Plant Species	**Common Name**	***Federal Status**	**State Listing**	**Observation(s)**
Cereus eriophorus var. fragrans	fragrant prickly-apple	E	E	None Observed
Coelorachis tuberculosa	piedmont jointgrass	N	T	None Observed
Conradina grandiflora	large-flowered rosemary	N	T	None Observed
Glandularia maritima	coastal vervain	N	E	None Observed
Lechea cernua	nodding pinweed	N	T	None Observed
Linum carteri var. smallii	Small's flax	N	T	None Observed
Nemastylis floridana	celestial lily	N	E	None Observed

Polygala smallii	tiny polygala	E	E	None Observed
Zephyranthes simpsonii	redmargin zephyrlily	N	T	None Observed

Non-Listed Species Observation(s)		
Type	**Species**	**Common Name**
Reptiles	*N/A*	N/A
Mammals	Rabbit scat	N/A
Aves	*Bubulcus ibis*	cattle egret
	Columbina passerina	ground doves
	Charadrius vociferus	killdear

The subject property lies within the USFWS Consultation Area for the crested caracara and well as within the core foraging area for the wood stork. The crested caracara occupies open pasture type lands with mature solitary palms. The subject property does contain pasture lands and maintains areas that could be suitable for foraging. The site does also contain mature cabbage palms but planted in linear rows or in clustered configurations along ditches. Additionally, these areas of trees and palms are further interspersed within dense patches of shrubs and exotic Brazilian pepper trees, being representative of the overall vegetative density on the subject property; high and making onsite habitats very marginal and unlikely to support nesting. Regardless, during this and all previous assessments conducted by Aquatic Research FL on the subject property, observations were made for current or historical nesting within any palms/trees being even marginally suitable for nesting. No evidence of current or historical nesting was noted (stomped fronds, pellets, bones or other signs of predation at base of trees). Utilizing the USFWS effect determination key for the crested caracara, site characteristics in concert with the below proposed construction conditions result in a may affect not likely to effect determination as required for project construction.

Proposed conditions:

- *No construction during nesting season*

or

- *If construction is to occur during nesting season the completion of a pre construction survey to ensure no new/unexpected nesting has occurred nor*

birds observed on the property displaying nest building behaviors that would indicate the property to be within the territory of a nesting pair.

A technical consultation has been initiated was USFWS in order to verify that development of the subject property would result in a may affect not like to effect determination based on the aforementioned site and construction conditions.

With regards to the wood stork, during the assessment it was determined that portions of the onsite ditches could be considered suitable for wood stork foraging. However as of March 9, 2026, the wood stork was federally delisted with protection mechanisms to be transferred to the states and agencies such as Florida Fish and Wildlife Conservation Commission (FFWCC). The wood stork will remain federally protected under the Migratory Bird Act and Clean Water Act as well as be subject to 10 years of delisting monitoring efforts. During this transitional period protection mechanisms will likely remain and if that does apply, site development resulting in the filling of onsite ditches or smaller farm furrows could still require a wood stork forage and biomass analysis. Therefore, as discussed in Section 3.1 of this report, if protection mechanisms remain for this species post delisting, alteration to the property that encompasses filling of ditches or waterbodies considered suitable for wood stork forage could require assessment for loss of wood stork forage and subsequent mitigation for calculated loss. If the wood stork assessment determines forage area is to be lost in association with development of the Club at Indrio Creek Project, mitigation for those losses can be done onsite via preservation or creation of other forage areas or offsite via the purchase of credits from a wetland mitigation bank offering wood stork credits. The creation of an onsite lake with a vegetated littoral shelf could also be used to partially or fully offset onsite forage impacts. In the case of the Club at Indrio Creek Project, the proposed flow way likely would be suitable for mitigation and further providing highly improved habitat.

13. Surface water management plan and written assessment including a description of techniques to be used to prevent both the potential degradation of surface water resources and an increase in flood hazard damage.

To be submitted under separate cover as part of engineering documents as applicable.

14. A sea turtle protection plan.

Not applicable.

15. A shoreline stabilization plan.

Not applicable.

16. A gopher tortoise protection plan.

On February 12, 2026, as well as in August and January of 2025, Aquatic Research FL conducted a 15% minimum habitat survey for gopher tortoise burrows. No potentially occupied gopher tortoise burrows were observed.

Attachment 1

Environmental Assessment

Aquatic RESEARCH FL.com



ENVIRONMENTAL CONSULTING

WETLANDS , PROTECTED SPECIES, & PERMITTING

Environmental Assessment

Club at Indio Creek
S of Indrio Road, W of Emerson Avenue, & E of Seminole Road,
Unincorporated St. Lucie County, Florida
Section 14, Township 34 S, Range 39 E

Parcel Identification Number (PIN)	Address
1314-323-0002-000-3	Unassigned Emerson Avenue
1314-313-0000-000-8	Unassigned Seminole Road
1314-331-0001-000-1	Unassigned Emerson Avenue
1314-342-0001-000-5	Unassigned Seminole Road
1314-341-0000-000-5	Unassigned Seminole Road
1323-211-0005-000-8	Unassigned Seminole Road

Prepared For:
St. Lucie County ERD
SFWMD
&
Loxahatchee Holdings LP Inc.
501 E. Las Olas Blvd
Fort Lauderdale FL 33301

Prepared By:

Aquatic RESEARCH FL.com



ENVIRONMENTAL CONSULTING

WETLANDS, PROTECTED SPECIES, & PERMITTING

March 2026

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1.0 Introduction and Site Description

In support of the proposed Club at Indrio Creek project, an environmental assessment (EA) was conducted by the qualified biologists with Aquatic Research, Monitoring, Equipment, & Deployment, LLC (Aquatic Research FL) on **February 12, 2026. Site visits were also conducted on August 1, 2025, and in January of 2025**. The subject property was reviewed in accordance with the St. Lucie County Land Development Code (LDC) and Comprehensive Plan with regards to environmental assessments. Therefore, this EA includes a survey for species of special concern, threatened, or endangered along with site/habitat characteristics conducive to support such species. As part of the assessment for listed species, a Florida Fish and Wildlife Conservation Commission (FFWCC) compliant 15% minimum habitat survey for gopher tortoise *(Gopherus polyphemus)* and burrowing owl *(Athene cunicularia)* burrows were also conducted. Furthermore, the site was assessed for the presence of state or federal jurisdictional wetlands, native upland habitat, environmentally significant lands, and adjacent conservation lands of significance. Listed flora and fauna surveys were conducted in accordance with the following applicable species-specific standards; Florida Fish and Wildlife Conservation Commission (FFWCC) Gopher Tortoise Permitting Guidelines, April 2008, Revised April 2023, FFWCC Owl Species Conservation Measures and Permitting Guidelines 2018, FFWCC Site Specific Wildlife Assessment and Survey Planning Tools 2022 and Florida Natural Plant Society (FNPS) Floristic Inventory and Plant Survey Guidance.

The subject property, Club at Indrio Creek, is ±127.029 acres and consists of six (6) parcels. It is located south of Indrio Road/SR-614, east of Emerson Avenue, and west of Seminole Road within unincorporated St. Lucie County Florida. Please see Appendix A, Figure 1 for the Location Map.

Map ID#	Parcel Identification Number (PIN)	Address
1	1314-323-0002-000-3	Unassigned Emerson Avenue
2	1314-313-0000-000-8	Unassigned Seminole Road
3	1314-331-0001-000-1	Unassigned Emerson Avenue
4	1314-342-0001-000-5	Unassigned Seminole Road
5	1314-341-0000-000-5	Unassigned Seminole Road
6	1323-211-0005-000-8	Unassigned Seminole Road

Table 1.0. Parcel identification numbers, location, and acreage

The site is bordered to the north and south by inactive agriculture areas. Further north are single family home lots and PUD style communities. The western property boundary is adjacent to an offsite ditch and Emerson Avenue. Further west is the Fort Pierce Farms Water Control District (FPFWCD) Canal No.6 and inactive agricultural lands. To the east is FPFWCD Canal No. 5 and Seminole Road followed by inactive agriculture areas. Please see Appendix A Figure 2 for Site Map. The immediate surrounding area (±2 miles radius) is predominately inactive agricultural operations, with exception of the residential cluster to the north.

A site visit was conducted most recently on February 12, 2026, with additional assessments also conducted on August 1, 2025, and in January of 2025 by Aquatic Research FL's team of qualified biologists (Appendix B Site Photographs). Based on the findings of the assessment on site habitats consist of **non-native uplands, wetlands and other surface waters.**

The property is an inactive tree farm currently being utilized for cattle grazing. The historical site topography of undulating beds and rows/furrows remains mostly unaltered. Linear rows of commercial trees associated with its historical use also remain in many areas interspersed with trees that have recruited naturally. **No native upland habitat** is located within the limits of the subject property.

Two (2) isolated jurisdictional wetlands were delineated on the subject property by Aquatic Research FL and verified by SFWMD via the formal process (Application Number 260106-60453). Both onsite wetlands are low quality systems. Wetland demarcated as 1 is described as an exotic vegetation dominated wetland. Wetland 2 is a freshwater marsh.

The subject property also **contains other surface waters** (OSW) which include multiple farm ditches associated with its historical use in agriculture.

Per the St. Lucie County (SLC) Comprehensive Plan, both **Wetlands 1 and 2** would be considered **Category III Wetlands** requiring **a 25-foot buffer**. Based on the less than optimal ecological condition of the onsite wetlands, as well as Wetland 2 being under 0.5 acres in size, **impacts are feasible at both the County and the State levels.** Per the SLC LDC, Comprehensive Plan and at the state level the SFWMD Basis of Review, **isolated wetlands under 0.5 acres require no mitigation for impacts.**

Any proposed **wetland impacts** will require obtaining a **State Environmental Resource Permit (ERP) and St. Lucie County Wetland Waiver**. Wetland 1 is estimated to score a 0.4 utilizing the Uniform Mitigation Assessment Method (UMAM). Per the SFWMD Basis of review, demonstration of avoidance and minimization may not be required at the state level for Wetland 1 as the proposed mitigation will likely provide greater long term ecological value than the area of wetland to be adversely affected. **Mitigation for impacts to Wetland 1** can be provided via **the purchase of credits from a state permitted mitigation bank.**

Additionally, since the subject property contains wetlands, any site development application **will require the submission of a sixteen (16) part Environmental Impact Report (EIR)** to the St. Lucie County Environmental Resources Department (ERD).

As the subject property is over 1 acre in size, in accordance with the St. Lucie County Land Development Code (LDC) site development **will also require a tree survey with mitigation for impacts to protected trees.**

No listed flora species were observed within the limits of the subject property.

No listed fauna dens, nests or roosting areas were observed within the limits of the subject property.

A Florida Fish and Wildlife Conservation Commission (FFWCC) compliant 15% habitat survey for gopher tortoise *(Gopherus polyphemus)* and burrowing owl *(Athene cunicularia)* burrows was also conducted. **No gopher tortoise or owl burrows o**r indications of usage by these species were observed on the subject property. Furthermore, wildlife transects indicated **no other listed species dens, nests, burrows, or roosting areas.**

The subject property is **within the Core Foraging Area (CFA) for the wood stork.** However, as of **March 9, 2026, the wood stork has been federally delisted.** If the delisting plan involves keeping the protection mechanisms established for foraging, portions of onsite ditches are **potentially suitable for wood stork forage and mitigation could be required if filling is proposed.**

The subject property is also within the USFWS Consultation Area for the **Audubon's crested caracara, a Federally protected bird.** However, **suitable nesting habitat is very minimal** due to clustering of palms and high vegetative density on the subject property. Regardless, during this and previous assessments conducted by Aquatic Research FL, all potential nesting trees were surveyed for evidence of current or historical nesting. Utilizing the effect determination key for the caracara, **implementation of protection measures** that include either no clearing during nesting season or a preconstruction survey prior to clearing **should result in a may affect not likely to effect status** as required for project approval. A technical consultation with USFWS has been initiated.

Two (2) active Consumptive Use Permit from South Florida Water Management District (SFWMD) 56-00936-W & 56-00723 for agricultural irrigation were found for the subject property.

2.0 Vegetation, Habitat Description, and Listed Flora Survey Results

As part of the assessment conducted on the subject property, vegetation and habitat types were reviewed. This was accomplished utilizing a multi-faceted approach, first reviewing recent and historic aerials, previous reports conducted and then comparing visible aerial and topographic signatures to available agency recorded data such as the Florida Land Use Cover Classification System (FLUCCS) and Cooperative Land Use Cover (CLC) assigned classifications. This dataset (2012-2022) is a compilation of the Land Use/Land Cover datasets created by the 5 Water Management Districts in Florida based on imagery. See Appendix A, Figure 3 for *Agency Reported FLUCCS codes*. Furthermore, for the assessment of state and federal listed flora, databases such as Florida Natural Areas Inventory (FNAI) and the U.S. Fish and Wildlife Information for Planning and Consultation (IPAC) were consulted to obtain information regarding listed plants with the potential to occur on the subject property (Appendix C). After a comprehensive review of the above-mentioned data and aerials, transects were established based on expected variations in habitats. The location and size of habitat types as indicated in this report are based on the combination of desktop review and field truthing.

One hundred and twenty-two (122) transects were established to perform the habitat assessment and listed flora species survey (Appendix A, Figures 4, 5, and 6). The survey was conducted within ±49 acres (±39%) of the ±127.029-acre property.

Total Acreage of Property	±127.029ac
Total Acreage of Property Surveyed	±49.0ac
Total Percent of Property Surveyed	39%

Table 2.0.A: Approximate habitat acreage and survey acreage.

No listed flora species were observed on the subject property at the time of survey. See table below for listed flora species endemic to this region of Florida.

Florida Natural Inventory Areas (FNAI) Biodiversity Index				
U.S. Fish and Wildlife Service (USFWS) Endangered Species List				
Plant Species	**Common Name**	***Federal Status**	**State Listing**	**Observation(s)**
Cereus eriophorus var. fragrans	fragrant prickly-apple	E	E	None Observed
Coelorachis tuberculosa	piedmont jointgrass	N	T	None Observed
Conradina grandiflora	large-flowered rosemary	N	T	None Observed
Glandularia maritima	coastal vervain	N	E	None Observed
Lechea cernua	nodding pinweed	N	T	None Observed
Linum carteri var. smallii	Small's flax	N	T	None Observed
Nemastylis floridana	celestial lily	N	E	None Observed
Polygala smallii	tiny polygala	E	E	None Observed
Zephyranthes simpsonii	redmargin zephyrlily	N	T	None Observed

Table 2.0.B: Listed flora species endemic to this region based on IPAC and FNAI.

2.1 Upland Habitat

The subject property is an inactive palm tree farm now being utilized as cattle grazing lands. No native upland habitat is located within the limits of the subject property. Onsite uplands are best described as regeneration areas where post cessation of farming activities vegetation was allowed to recruit naturally with minimal alterations such as removal of portions of the commercial tree growing areas and mowing to maintain

spaces for grazing. Row and furrow topography remains apparent with linear rows of commercial trees such as date palms and cabbage palms, intermixed with dense clusters of Brazilian pepper and oak trees. The understory consists of non-descript grasses and exotic cogon grass. See Appendix A, Figure 7 for observed upland habitat type.

Existing Upland Habitat FLUCCS/CLC Classification Observed is as Follows:

2241 FLUCCS, 183224 CLC: Abandoned/Fallow Tree Nursery (±119.147 acres)

Representative Vegetation:
Phoenix date palm trees *(Phoenix dactylifera)* – non-native
Cabbage palm trees *(Sabal palmetto)* – native
Brazilian pepper *(Schinus terebinthifolia)* – non-native invasive exotic
Oaks *(Quercus spp.)* – native
Cogon grass (*Imperata cylindrica*) – non-native invasive exotic
Non-Descript grasses – mixture of native and non-native species

2.2 Wetland Habitat

To classify an area as a wetland two (2) of the following three (3) criteria must be met: 1. 80 percent or more dominate coverage of wetland and/or facultative wet plants. 2. Indicators of hydrology 3. Presence of hydric soil. Two (2) state jurisdictional wetlands are located on the subject property. This includes an exotic hardwood dominated wetland and one (1) freshwater marsh.

Wetland function is scored utilizing the Uniform Mitigation Assessment Method (UMAM). UMAM takes into account factors such as location and landscape support, water environment (hydrology), and wildlife support. Wetland 1 was scored as a 0.4 representing below optimal conditions. Wetland 2 is isolated and under 0.5 acres in size. It is therefore non County jurisdictional and furthermore, according to the SFWMD Basis of Review, no state mitigation nor demonstration of avoidance and minimization would be required for impacts.

As the subject property is located in a rural area that is predominantly agricultural use with a fringe of residential development, the overall location and landscape support would be moderate. The current and historical agricultural use of the subject property

has resulted in impacts to the wetlands' hydrology and community structure via factors such as degradation of water quality, topographic alterations from use in row crops and lack of management. Additionally, Wetland 1 appears to have been artificially hydrated via an artesian well which has now ceased running, resulting in further hydrological alterations. These factors have resulted in less than optimal hydrology and community structure.

Wildlife support has been negatively affected due to onsite conditions that include poor management and physical impediments but would maintain general "rural area" connectivity. Impedances to wildlife access would specifically be from factors such as heavy density of exotic vegetation onsite resulting in a closed canopy with limited access both on the ground and aerially for birds. However, offsite wildlife corridors remain available due to the general rural nature of lands within 2 miles of the subject property with some impedances to ground access because of perimeter ditching, fencing and roadways.

The overall community structure of the onsite wetlands is also less than optimal. Species present in Wetland 1 consist predominantly of exotic vegetation such as torpedo grass, para grass and Brazilian pepper intermixed with species such as cat tails and primrose willow of which are associated with poor water quality.

For additional information regarding permitting of potential impacts to this system at the local, state and federal levels see Section 4.0 Permit and Local Government Review of this EA Report.

Existing Wetland Habitat FLUCCS/CLC Classifications Observed are as Follows:

Wetland 1 (±1.88 ac)

Wetland 1 is located in the southwestern portion of the subject property, specifically on Parcel 3. This wetland system is of poor quality and appears to have partially been formed as a result of two (2) flowing, high velocity, artesian wells. During the January 2025 assessment both wells were observed to be open and actively discharging a high volume of water. One (1) well was noted at the far north end of Wetland 1, acting as a headwater for this system, consistently discharging a large volume of water noted to be flowing south. A second well was observed near the center of the Wetland also

adding large quantities of water into the system. Both wells were capped with no further discharge as of the August 2025, site visit. During the August visit water was observed to have receded south with dry areas in the vicinity of the original "headwater" well. Soils continued to transition, becoming more sandy and losing their dark mucky surface in concert with notable loss of wetland plants such as cattails. As of February 2026, the wetland has further receded and appears to have hydrologically stabilized, with standing water and wetland vegetation remaining in the southern end, resulting in the final configuration as shown in this EA and approved by the SFWMD.

Community structure of Wetland 1 is almost solely (±90%) exotic invasive species as well as species commonly associated with poor water quality such as torpedo grass, para grass, water lettuce, cattails, and Brazilian pepper. Minimal recruitment of native vegetation was noted; water quality is poor receiving agricultural runoff with plants indicative of a high nutrient environment and light penetration is limited. Topography within this system is also severely altered with notable areas of degraded farm furrows, which have further contributed to its ability to hold water artificially. Utilizing UMAM to score the condition of this wetland, function is estimated to be a 0.4.

619 FLUCCS/74 CLC: Exotic Wetland Hardwoods ±1.88 ac

Representative Vegetation:
Cuban club-rush *(Cyperus blepharoleptos)* – non-native
Hygrophila *(Hygrophila polysperma)* – non-native
Para grass *(Urochloa mutica)* – non-native
Torpedo grass *(Panicum repens)* – non-native
Water Spinach *(Ipomoea aquatica)* – non-native
Pickerelweed (Pontederia cordata) – native
Brazilian pepper *(Schinus terebinthifolia)* – non-native
Phoenix date palm trees *(Phoenix dactylifera)* – non-native
Cabbage palm trees *(Sabal palmetto)* – native

Wetland 2 (±0.17 acres)

Wetland 2 is located on Parcel 5. This is a freshwater marsh system that appears to have formed as result of seasonal conditions and high precipitation events causing overflow of the adjacent farm ditch. This system is of low to moderate ecological

condition. Community structure consists of both native and exotic species. Water quality is poor quality receiving untreated agricultural drainage.

641 FLUCCS/ 2121 CLC: Freshwater Marsh

Representative Vegetation:
Duck potato *(Sagittaria lancifolia)* – native
Pickerelweed *(Pontederia cordata)* – native
Cuban club-rush *(Cyperus blepharoleptos)* – non-native
Torpedo grass *(Panicum repens)* – non-native

2.3 Other Surface Waters:

The historic undulating topography resulting from the creation of beds and furrows on the site is still present. Additionally, the agricultural irrigation and drainage ditches as well as artesian wells are still present but capped as of August 2025 with the exception of one (1) well flowing at low velocity for cattle hydration.

510 FLUCCS, 183224 CLC: Artificial Waterway/Farm Ditch (±5.832 acres)

3.0 Wildlife Evaluation and Listed Fauna Survey

As was done with regards to analysis of vegetation and habitat types, a similar approach was taken with regards to evaluation of onsite fauna, with the focus being the presence of listed species. Prior to conducting the site field work, regulatory databases such as U.S. Fish and Wildlife Information Planning, and Conservation System (IPAC), Florida Natural Areas Inventory (FNAI), FNAI Biodiversity Matrix, and Florida Department of Environmental Protection (FDEP) maps direct, were consulted with regards to any known, documented, or likely occurrences of listed species. Special note was taken with regard to listings of lands being within consultation areas for specific species, as well as any recorded documentation of listed species within or directly adjacent to the subject property. Habitat types on, adjacent, and within the general area or region were also closely reviewed to determine potential locations with increased likelihood of the occurrence of listed species. See Appendix C for the IPAC report.

3.1 US Fish and Wildlife Service (USFWS) Consultation Areas

Based on databases review it was determined that the entire project area lies within the U.S. Fish and Wildlife Service (USFWS) Consultation area for the Audubon's crested caracara *(Caracara cheriway)*, Everglade's snail kite *(Rostrhamus sociabilis)*, and the Florida scrub-jay *(Aphelocoma coerulescens)*. To require further action for listed species, such as initiation of formal consultation or survey, a development site must also contain or be in direct proximity to suitable habitat or known areas of occupation for that species.

The scrub jay utilizes scrub habitat or areas immediately adjacent to scrub. The subject property contains no scrub habitat nor is it in proximity to scrub.

The crested caracara occupies open pasture type lands with mature solitary palms. The subject property does contain pasture lands and maintains areas that could be suitable for foraging. The site does also contain mature cabbage palms but planted in linear rows or in clustered configurations along ditches. Additionally, these areas of trees and palms are further interspersed within dense patches of shrubs and exotic Brazilian pepper trees, being representative of the overall vegetative density on the subject property; high and making onsite habitats very marginal and unlikely to support nesting. Regardless, during this and all previous assessments conducted by Aquatic Research FL on the subject property, observations were made for current or historical nesting within any palms/trees being even marginally suitable for nesting. No evidence of current or historical nesting was noted (stomped fronds, pellets, bones or other signs of predation at base of trees). Utilizing the USFWS effect determination key for the crested caracara, site characteristics in concert with the below proposed construction conditions result in a no affect not likely to effect determination as required for project construction.

Proposed conditions:

- *No construction during nesting season*

or

- *If construction is to occur during nesting season the completion of a pre construction survey to ensure no new/unexpected nesting has occurred nor birds observed on the property displaying nest building behaviors that would indicate the property to be within the territory of a nesting pair.*

A technical consultation has been initiated was USFWS in order to verify that development of the subject property would result in a may affect not like to effect determination based on the aforementioned site and construction conditions.

The Everglade's snail kite utilizes freshwater marshes with a preference for vegetation such as saw grass and willow. While a small freshwater marsh is present on the subject property no snail shells were observed and species of vegetation are short herbaceous varieties like pickerelweed and torpedo grass which are not suitable for snail kites.

Therefore, based on the USFWS determination keys for these species the subject property does not contain habitat suitable for these species and no survey or further consultation should be required.

The subject property also lies within the Core Foraging Area for the wood stork. During the assessment it was determined that portions of the onsite ditches could be considered suitable for wood stork foraging. However as of March 9, 2026, the wood stork was federally delisted with protection mechanisms to be transferred to the states and agency such as Florida Fish and Wildlife Conservation Commission (FFWCC). The wood stork will remain federally protected under the Migratory Bird Act and Clean Water Act as well as be subject to 10 years of delisting monitoring efforts. During this transitional period protection mechanisms will likely remain and if that does apply, site development resulting in the filling of onsite ditches or smaller farm furrows could still require a wood stork forage and biomass analysis. Please see Section 3.2 below for additional species detail and survey requirements if the original protection mechanism remains.

3.2 Listed Fauna with a General Wildlife Survey Methods and Results

During the field assessment pedestrian transects were made throughout the subject property to observe for the presence of any state or federal listed fauna species as well as wildlife in general. This included observations of individual animals as well as dens, burrows, roosting areas, or nests. Multiple linear transects as well as several cross transects were completed across all habitat areas. Distances between transects varied in the field depending on terrain, with larger distances between open areas with low lying vegetation, smaller in areas with dense vegetation or suspected listed species occupation. See Appendix A, Figures 4, 5, and 6 for Survey Transect Maps.

One hundred and twenty-two (122) transects were established to perform the habitat assessment and listed fauna species survey. The survey was conducted within ±49 acres (±38%) of the ±127.029-acre property.

Total Acreage of Property	±127.029 ac
Total Acreage of Property Surveyed	±49.0 ac
Total Percent of Property Surveyed	38%

Table 3.2.A: Approximate habitat acreage and survey acreage.

The wildlife population was documented in the field by visual observation of individual animals as well as, tracks, scat, dens, foraging and nesting. A FFWCC compliant minimum 15% gopher tortoise and burrowing owl survey was also conducted. No owl or gopher tortoise burrows, or indication of usage was observed during the partial survey. No other listed species dens, nests, burrows, or roosting areas were observed. See tables below for the list of potential protected species and species observations (listed and non-listed).

Species	Common Name	Federal Status	State Listing	Observation(s)
Mammal				**Presence**
Felis concolor coryi	Florida panther puma	E	E	None Observed
Peromyscus polionotus niveiiventris	Southeastern beach mouse	T	T	None Observed
Bird				**Presence**
Athene cunicularia floridana	Florida burrowing owl	N	T	None Observed
Laterallus jamaicensis plancus audobonii	Eastern black rail	T	T	None Observed
Polyborus plancus audubonii	crested caracara	T	T	None Observed
Rostrhamus sociabillis plumbeus	Everglades snail kite	T	T	None Observed
Reptile				**Presence**
Alligator mississippiensis	American alligator	T	T	None Observed
Drymarchon corais couperi	Eastern indigo snake	T	T	None Observed
Gopherus polyphemus	gopher tortoise	C	T	None Observed
Pituophis melanoleucus	pine snake	C	T	None Observed
Insect				**Presence**
Anaea troglodyta oridalis	Florida leafwing butterfly	E	E	None Observed

Cyclargus thomasi bethunebakeri	Miami blue butterfly	E	E	None Observed
Danus plexippus	monarch butterfly	E	FE	None Observed
Migratory Bird			**Breeds**	**Presence**
Aimophila aestivalis	Bachman's sparrow	BCC	May 1 to Sep 30	None Observed
Ardea herodias occidentalis	great blue heron	BCC	Jan 1 to Dec 31	None Observed
Arenaria interpres morinella	ruddy turnstone	BCC	Breeds Elsewhere	None Observed
Calidris melanotos	pectoral sandpiper	BCC	Breeds Elsewhere	None Observed
Calidris pusilla	semipalmated sandpiper	BCC	Breeds Elsewhere	None Observed
Chaetura pelagica	chimney swift	BCC	Mar 15 to Aug 26	None Observed
Charadrius wilsonia	Willson's plover	BCC	Apr 1 Aug 20	None Observed
Dendroica discolor	prairie warbler	BCC	May 1 to Jul 31	None Observed
Egretta rufescens	reddish egret	BCC	Mar 1 to Sep 15	None Observed
Falco sparverius paulus	American kestrel	BCC	Apr 1 to Aug 31	None Observed
Fregata magnificens	magnificent frigatebird	BCC	Oct 1 to Apr 30	None Observed
Limnodromus griseus	short-billed dowitcher	BCC	Breeds Elsewhere	None Observed
Passerina ciris	painted bunting	BCC	Apr 25 to Aug 15	None Observed
Sternula antillarum antillarum	least tern	BCC	Apr 25 to Sep 5	None Observed
Tringa avipes	lesser yellowlegs	BCC	Breeds Elsewhere	None Observed

Table 3.2.B List of potential protected species and observations.

Non-Listed Species Observation(s)		
Type	**Species**	**Common Name**
Reptiles	*N/A*	N/A
Mammals	Rabbit scat	N/A
Aves	*Bubulcus ibis*	cattle egret
	Columbina passerina	ground doves
	Charadrius vociferus	killdear

Table 3.2.C List of potential non-protected species and any observations.

3.2.1 Gopher Tortoise (Gopherus Polyphemus)

The gopher tortoise *(Gopherus Polyphemus)* is state listed for protection as a threatened species. The Florida Fish and Wildlife Conservation Commission (FFWCC) is the agency responsible for protection of the gopher tortoise in Florida. The gopher tortoise is a moderate-sized, terrestrial turtle, averaging 9–11 inches in length when fully grown, though it can reach lengths of up to 15 inches. The life of a gopher tortoise revolves around its burrow(s) where gopher tortoises spend up to 80% of their time. Gopher tortoises prefer well-drained, sandy soils found in habitats such as longleaf pine sandhills, xeric oak hammocks, scrub, pine flatwoods, dry prairies, and coastal dunes. They are also found in a variety of disturbed habitats. Suitable gopher tortoise habitat contains well-drained sandy soils for digging burrows and nesting, abundant herbaceous plants for forage, and open, sunny areas with sparse canopy for nesting and basking.

Information gathered during this assessment indicated that the subject property contained marginally suitable habitat for the gopher tortoise. On February 12, 2026, August 2025 and in January 2025 an FFWCC compliant 15% minimum habitat survey for gopher tortoise (*Gopherus polyphemus*) burrows were conducted.

One hundred and twenty-two (122) transects were established to perform the habitat assessment and the gopher tortoise survey (Appendix A, Figures 4, 5, and 6). The survey was conducted within ±49 acres (±41%) of the ±119.147-acres of suitable habitat on the property. The ±7.882 acres of wetlands and onsite ditches were subtracted from the determination of suitable gopher tortoise habitat.

The survey was conducted in accordance with the applicable regulatory guidance document. See Section 3.2.2 below for survey methodology and FFWCC formula for estimating tortoise populations during a partial survey.

Total Acreage of Suitable Gopher Tortoise and Burrowing Owl Habitat	±119.147
Total Acreage of Suitable Gopher Tortoise and Burrowing Owl Habitat Surveyed	±49.0
Total Percent of Suitable Gopher Tortoise and Burrowing Owl Habitat Surveyed	41%

Table 3.2.1 A: Acreage of suitable habitat and acres surveyed.

Gopher tortoise surveys are valid for a period of 90 days for the purposes of regulatory submission.

3.2.1.1 Gopher Tortoise Survey Methodology

Survey protocol is based on burrow survey methodology from the Florida Fish and Wildlife Conservation Commission Gopher Tortoise Permitting Guidelines, April 2008, Revised April 2023 Appendix 4 Burrow Survey Methods (Minimum of 15%). The project area is initially evaluated to determine the total acreage of suitable gopher tortoise habitat. This evaluation is done via review of documents and databases to assess the potential onsite features such as aerial signatures, soils maps, and agency reported FLUCCS/habitat mapping. Belt transects are then evenly distributed across all areas that have been deemed suitable habitat within the project's impact areas, to achieve a minimum of 15% coverage. The maximum transect dimensions are not to exceed 250 meters (820 feet) long and 16 meters (52 feet) wide. Survey is then conducted throughout each established transect, covering 100% of the area within these transects. Generally, one (1) or more individuals are utilized during the field survey as recommended by the protocol stated above. The width between each observer ranges from one (1) meter to no more than ten (10) meters apart, depending on the density of the habitat. The edges of each transect are marked with flagging tape to ensure complete coverage if necessary, due to topography and/or vegetative density. Any burrows noted during the survey are recorded with a hand-held GPS and are also flagged in the field with high visibility flagging tape. Field notes are taken depicting the status of each burrow (i.e., potentially occupied or abandoned). According to the Gopher Tortoise Permitting Guidelines a potentially occupied burrow classification "combines the active and inactive categories and therefore includes burrows with obvious sign of use and those with minimal or no obvious sign of use." An abandoned burrow "appears unused and dilapidated." The classification of potentially occupied and abandoned burrows along with GPS locations of each burrow are depicted on an enclosed aerial as applicable. Additionally, for each belt transect raw data is reported in tabular format indicating transect dimensions, number of burrows and activity class, as well as total number of tortoises per acre.

Once the survey is complete, the total onsite gopher tortoise population can be estimated by first calculating tortoises per acre and then applying that number to determine the total onsite population.

Tortoises per acre are calculated as follows:

Total Potentially Occupied Burrows (0)
Total Acres within Survey Area (49.0 acres) X 0.50 = (0) Tortoises per Acre

Tortoise population is then estimated as follows:

Tortoises per Acre (0) X Acres of Potential Gopher Tortoise Habitat (119.147) acres) = Estimated Tortoise Population (0 tortoise or 0 burrows)

3.2.2 Burrowing Owl (Athene cunicularia)

The Florida burrowing owl is a state threatened species regulated by the FFWCC. Human activities have had a beneficial effect on the burrowing owl population in Florida. The conversion of native habitat to mowed grassy fields, cattle grazing, and wetland drainage have all contributed to increasing the species' range. The burrowing owl inhabits open native prairies and cleared areas that offer an expanse of short, herbaceous groundcover. The typical breeding season for the Florida burrowing owl is February 15 to July 10, though owls can breed earlier or later. The owls dig burrows and nest underground; these burrows will be maintained and used again the following year. Juveniles will stay with the parents until they are able to self-sustain at 12 weeks old (FFWCC Burrowing Owl Species Conservation Measures and Guidelines).

3.2.2.1 Burrowing Owl (Athene cunicularia) Survey Methodology and Results

Survey protocol was based on burrow survey methodology from the Florida Fish and Wildlife Conservation Commission Burrowing Owl Species Conservation Measures and Permitting Guidelines 2018. Transects are conducted throughout a minimum of 15% of the potential burrowing owl habitat using strip transects. Directional orientation of transects are based on parcel configuration, parcel boundaries, and vegetative density. Generally, one (1) or more individuals are utilized during the field survey as recommended by the protocol stated above. The width of each transect ranges from one (1) meter to no more than ten (10) meters apart, depending on the density of the habitat. The edges of each transect are marked with flagging tape to ensure complete coverage if deemed necessary due to topography and/or vegetative density. Any burrows noted during the survey are recorded with a hand-held GPS and are also flagged in the field with high visibility flagging tape. Care is taken to avoid all potentially occupied burrows by a radius of 10 feet. Field notes are taken

depicting the status of each burrow (i.e., active, inactive). The classification of potentially occupied burrows along with GPS locations of each burrow are depicted on an enclosed aerial as applicable.

No burrowing owls or burrows were observed during the 15% minimum habitat survey.

3.2.3 Wood Stork (Mycteria americana)

The wood stork is primarily associated with freshwater and estuarine habitats using them for nesting, roosting, and foraging. Wood storks occur in a wide variety of wetland habitats. Typical foraging sites for wood stork include freshwater marshes and stock ponds, shallow, seasonally flooded roadside and agricultural ditches, narrow tidal creeks and shallow tidal pools, managed impoundments, and depressions in cypress heads and swamp sloughs. There is no designated critical habitat for the wood stork. Rather a 29.9-kilometer (18.6-mile) core foraging area (CFA) around all known wood stork colonies in south Florida is used to determine if a project may affect wood storks. Database review indicates that the subject property is located within core foraging areas.

Site review would appear to indicate that portions of the onsite ditches are suitable for wood stork forage. Therefore, as discussed in Section 3.1 of this report, *if protection mechanisms remain for this species post delisting,* alteration to the property that encompasses filling of ditches or waterbodies considered suitable for wood stork forage could require assessment for loss of wood stork forage and subsequent mitigation for calculated loss. The USFWS believes loss of suitable ditches and wetlands within these CFAs may reduce foraging opportunities for the wood stork. To minimize adverse effects to the wood stork, compensation may still be required to be provided for impacts to foraging habitat. If required, compensation should consider wetland type, location, function, and value (hydrology, vegetation, prey utilization) to ensure that wetland functions lost due to the project are adequately offset. Wetlands offered as compensation should be of the same hydroperiod and located within the CFAs of the affected wood stork colonies.

To determine the effect of development actions on the wood stork in south Florida, the USFWS has developed a functional assessment known as the “Wood Stork Foraging

Habitat Assessment Methodology" (Methodology) This Methodology can be used to estimate the biomass of wood stork forage provided per unit quantity of wetland habitat. The assessment can be applied to both wetlands/farm ditches being lost by a development project and the wetlands or littoral areas around lakes proposed as mitigation.

Parameters used in the estimation of wood stork prey biomass are: 1. Vegetation Density 2. Wetland Hydroperiod 3. Prey Size Suitability 4. Competition with other wading bird species for forage. (USFWS, Multi Species Recovery Plan Wood Stork, and USFWS, Wood Stork Forage Habitat Assessment Methodology July 2012). If the wood stork assessment determines forage area is to be lost in association with development of the Club at Indrio Creek Project, mitigation for those losses can be done onsite via preservation or creation of other forage areas or offsite via the purchase of credits from a wetland mitigation bank offering wood stork credits. The creation of an onsite lake with a vegetated littoral shelf could also be used to partially or fully offset onsite forage impacts.

3.3 Conservation Lands

As part of the assessment, agency databases were searched for conservation lands located within or adjacent to the subject property. Based on the database review no conservation areas are within 1 mile of the subject property.

4.0 Permit and Local Government Review

As part of the assessment, local land development codes were reviewed with regard to environmental requirements and agency databases were searched for permits associated with the subject property. See below for relevant information regarding the subject property.

4.1 Permit Review

As part of the assessment agency databases were searched for associated environmental permits that cover the subject property. The property has two (2) active consumptive use permits issued from South Florida Water Management District (SFWMD) and one (1) application for a formal wetland determination.

Permit 56-00936-W is for the annual allocation of 32 million gallons per year from a Ft. Pierce Farms Water Control District (FPFWCD) canal and the aquifer for agricultural irrigation. As of the date of this report, the permit's expiration date is 07/18/2025.

Permit 56-00723 is for annual allocation of 7.7 million gallons per year from the surficial aquifer system via one (1) existing withdrawal facility. The purpose is for nursery irrigation of 7 acres of palm trees using a sprinkler irrigation system. As of the date of this report, the permit's expiration date is 03/26/2029.

A formal wetland determination is in progress with SFWMD, Application Number 260106-60453. On February 12, 2026, the site was reviewed by SFWMD with both the extents of onsite wetlands and other surface water finalized. Survey has been completed, demonstrating the approved limits of these features and can be found in Appendix D. All documents have been provided to SFWMD for review and issuance of the approved formal determination letter should be forthcoming.

4.2. Local Government Review and Wetland Impact Permitting

The subject property contains two (2) low quality isolated state jurisdictional wetlands. Per the St. Lucie County Comprehensive Plan, both Wetlands 1 and 2 are less than 5 acres in size and would be considered Category III Wetlands. St. Lucie County defined Category III Wetlands require a 25-foot buffer and can be impacted if deemed necessary to develop a site and avoidance and minimization can be demonstrated. Based on the low ecological condition of Wetland 1, impacts are feasible at both the County and the State levels. Mitigation would be required for impacts and can be provided via onsite enhancement or the purchase of wetland credits from a mitigation bank with a service area that covers the subject property. Wetland 2 (±0.17 acres), being under 0.5 acres in size, would be considered non county jurisdictional in accordance with the Comprehensive Plan and LDC. Wetlands under 0.5 acres in size, per the SFWMD Basis of Review, further require no mitigation at the state level nor demonstration of avoidance and minimization of impacts.

Any proposed wetland impacts will require obtaining a State Environmental Resource Permit (ERP) and St. Lucie County Wetland Waiver, process of which includes, demonstration of avoidance and minimization of impacts and providing compensatory

mitigation for impacts to all non isolated wetlands and isolated wetlands over 0.5 acres in size. As discussed in Section 2.2 of this report, Wetland 1 was scored a 0.4 utilizing the Unifor Mitigation Assessment Method (UMAM).

Additionally, since the subject property contains wetlands, any site development application will require the submission of a sixteen (16) part Environmental Impact Report (EIR) to the St. Lucie County Environmental Resources Department (ERD).

A protected tree survey will also be required to develop the property. Avoidance of protected trees to the greatest extent possible must be demonstrated. Trees that must be removed for development will require mitigation in accordance with the St. Lucie County LDC. Mitigation options include preservation of trees on site, relocation of trees onsite or to an offsite County approved park or protected lands, planting of trees onsite, payment into the County's tree fund, or the creation of an onsite tree preservation area.

5.0 Soils

Based on a review of the Soil Survey Geographic and the Web Soil Survey Databases, hydric and non-hydric soil types exist on the site. No soil borings or geotechnical analysis was conducted as part of this assessment. See Appendix A, Figure 8 for depiction of onsite soil mapping units.

Soil type are as follows:
Chobee loamy sand, frequently ponded, 0 to 1 percent slope (hydric) – 11
Hilolo loamy sand, 0 to 2 percent slopes (hydric) – 16
Lawnwood and Myakka sands (non-hydric) – 21
Pineda sand, 0 to 2 percent slopes (hydric) – 32
Riviera fine sand, 0 to 2 percent slopes (hydric) – 38
Wabasso sand, 0 to 2 percent slopes (hydric) – 48

6.0 Summary

On February 12, 2026, an environmental assessment was conducted by the qualified biologists of Aquatic Research FL on the ±127.029-acre Club at Indrio Creek subject property located south of Indrio Road/SR-614, east of Emerson Avenue, and west of Seminole Road within unincorporated St. Lucie County Florida. Assessments were also

conducted on the subject property in August and January of 2025. The property is an inactive tree farm currently being utilized for cattle.

No native upland habitat is located within the limits of the subject property.

Two (2) state jurisdictional wetlands have been delineated by Aquatic Research FL and further **verified by SFWMD as part of the formal process (Application Number 260106-60453).**

Both wetlands meet the classification of a **St Lucie County Category III Wetland**. Category III Wetlands may be impacted if avoidance and minimization are demonstrated and systems are shown to provide less ecological function than mitigation would provide.

Any wetland impacts proposed as part of site development **will require obtaining a state Environmental Resource Permit (ERP) and County Wetland Waiver.** Additionally, for impacts to onsite isolated wetlands over 0.5 acres in size, compensatory mitigation is required. Mitigation can be done via the purchase of credits from a wetland mitigation bank.

No listed flora species were identified on the subject property.

A FFWCC compliant 15% gopher tortoise and burrowing owl survey were conducted. **No tortoise or owl burrows were observed.**

The subject property contains **waters (farm ditches) suitable for wood stork foraging**. The woods stork recently has been federally delisted and is in a transitional phase, with protection transferring to state agencies such as FFWCC. If current protection measures remain in place, a foraging assessment with mitigation for loss of suitable waters will be required as part of site development.

The subject property is within the **USFWS Consultation area for the federally protected crested caracara.** A technical consultation has been requested with USFWS to verify site development with the implementation of pre construction conditions shall result in a no affect not likely to effect determination. Recommendations include either **no construction during nesting season OR completion of a pre construction survey if work is to be done during nesting season to ensure no unexpected nesting or territorial occupation.**

No other listed species dens, nests, burrows, or roosting areas were observed on the subject property.

A review of the South Florida Water Management District (SFWMD) epermitting database indicates **active Consumptive Use permits** associated with the subject property **as well as a formal wetland determination in process.**

7.0 Transect Data

Transect ID#	Width (ft)	Length (ft)	Transect Acreage	Listed Species Observed
1	30	850	0.59	None
2	30	850	0.59	None
3	30	450	0.31	None
4	30	450	0.31	None
5	30	850	0.59	None
6	30	850	0.59	None
7	30	500	0.34	None
8	30	500	0.34	None
9	30	500	0.34	None
10	30	500	0.34	None
11	30	500	0.34	None
12	30	500	0.34	None
13	30	850	0.59	None
14	30	850	0.59	None
15	30	625	0.43	None
16	30	625	0.43	None
17	30	625	0.43	None
18	30	625	0.43	None
19	30	625	0.43	None
20	30	625	0.43	None
21	30	625	0.43	None
22	30	625	0.43	None
23	30	625	0.43	None
24	30	625	0.43	None
25	30	625	0.43	None
26	30	625	0.43	None
27	30	625	0.43	None
28	30	625	0.43	None
29	30	400	0.28	None
30	30	400	0.28	None
31	30	850	0.59	None
32	30	850	0.59	None
33	30	850	0.59	None
34	30	850	0.59	None
35	30	850	0.59	None
36	30	850	0.59	None
37	30	850	0.59	None
38	30	850	0.59	None
39	30	625	0.43	None
40	30	625	0.43	None
41	30	625	0.43	None
42	30	625	0.43	None
43	30	625	0.43	None
44	30	625	0.43	None
45	30	625	0.43	None
46	30	625	0.43	None
47	30	625	0.43	None
48	30	625	0.43	None
49	30	625	0.43	None
50	30	625	0.43	None
51	30	500	0.34	None
52	30	500	0.34	None
53	30	500	0.34	None
54	30	500	0.34	None
55	30	400	0.28	None
56	30	400	0.28	None
57	30	625	0.43	None
58	30	625	0.43	None
59	30	625	0.43	None
60	30	625	0.43	None
61	30	850	0.59	None
62	30	850	0.59	None
63	30	850	0.59	None
64	30	850	0.59	None

Transect ID#	Width (ft)	Length (ft)	Transect Acreage	Listed Species Observed
65	30	400	0.28	None
66	30	400	0.28	None
67	30	500	0.34	None
68	30	500	0.34	None
69	30	500	0.34	None
70	30	500	0.34	None
71	30	500	0.34	None
72	30	500	0.34	None
73	30	500	0.34	None
74	30	500	0.34	None
75	30	850	0.59	None
76	30	850	0.59	None
77	30	400	0.28	None
78	30	400	0.28	None
79	30	400	0.28	None
80	30	400	0.28	None
81	30	500	0.34	None
82	30	500	0.34	None
83	30	400	0.28	None
84	30	400	0.28	None
85	30	625	0.43	None
86	30	625	0.43	None
87	30	500	0.34	None
88	30	500	0.34	None
89	30	625	0.43	None
90	30	625	0.43	None
91	30	500	0.34	None
92	30	500	0.34	None
93	30	500	0.34	None
94	30	500	0.34	None
95	30	500	0.34	None

Transect ID#	Width (ft)	Length (ft)	Transect Acreage	Listed Species Observed
96	30	500	0.34	None
97	30	500	0.34	None
98	30	500	0.34	None
99	30	625	0.43	None
100	30	625	0.43	None
101	30	500	0.34	None
102	30	500	0.34	None
103	30	500	0.34	None
104	30	500	0.34	None
105	30	500	0.34	None
106	30	500	0.34	None
107	30	625	0.43	None
108	30	625	0.43	None
109	30	500	0.34	None
110	30	500	0.34	None
111	30	500	0.34	None
112	30	500	0.34	None
113	30	500	0.34	None
114	30	500	0.34	None
115	30	400	0.28	None
116	30	400	0.28	None
117	30	400	0.28	None
118	30	400	0.28	None
119	30	500	0.34	None
120	30	500	0.34	None
121	30	500	0.34	None
122	30	500	0.34	None

Appendix A

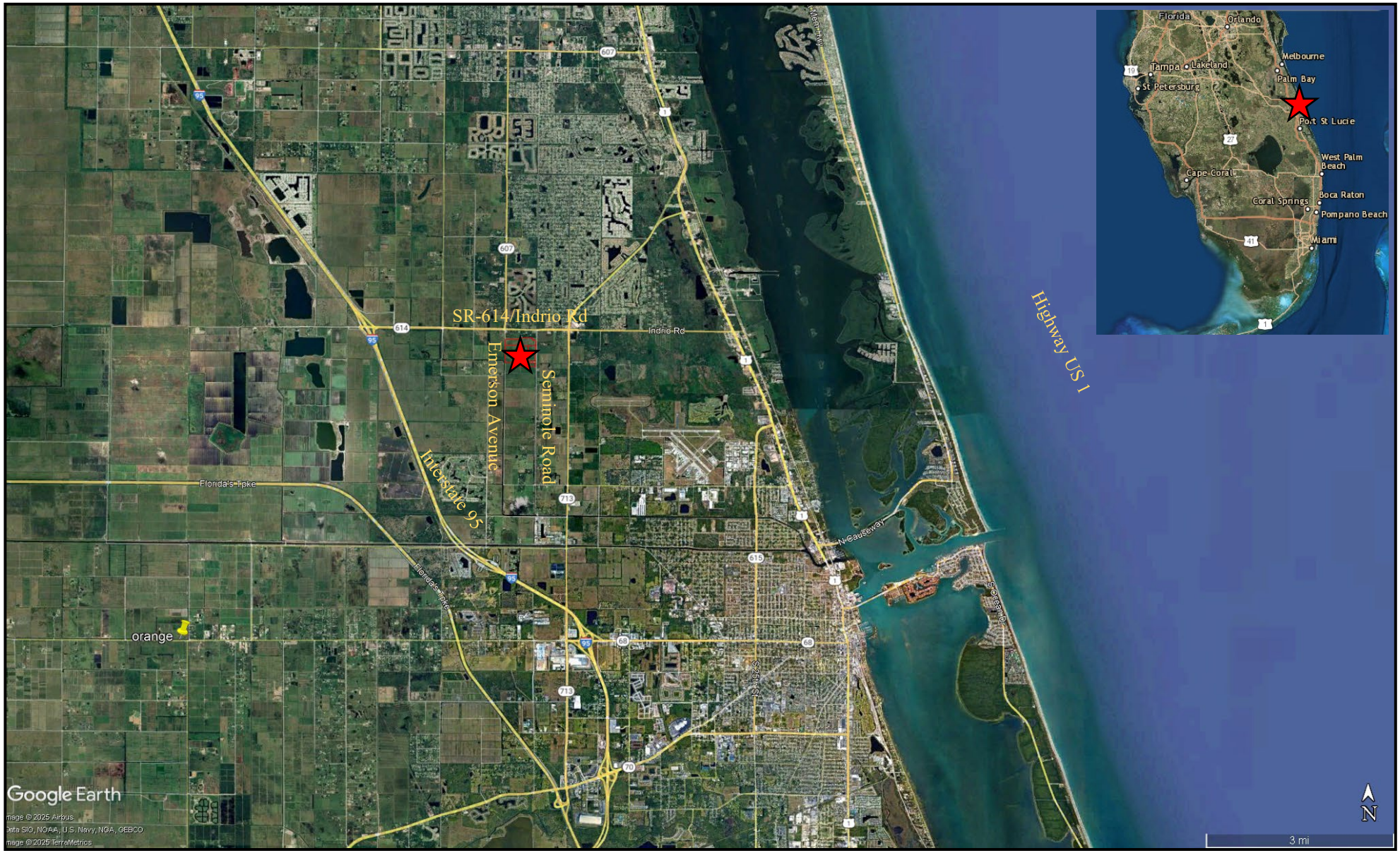
Site Maps

Aquatic RESEARCH FL.com



ENVIRONMENTAL CONSULTING

WETLANDS , PROTECTED SPECIES, & PERMITTING





Environmental Consulting

Wetlands,
Protected Species,
& Permitting

Aquatic ResearchFL.com

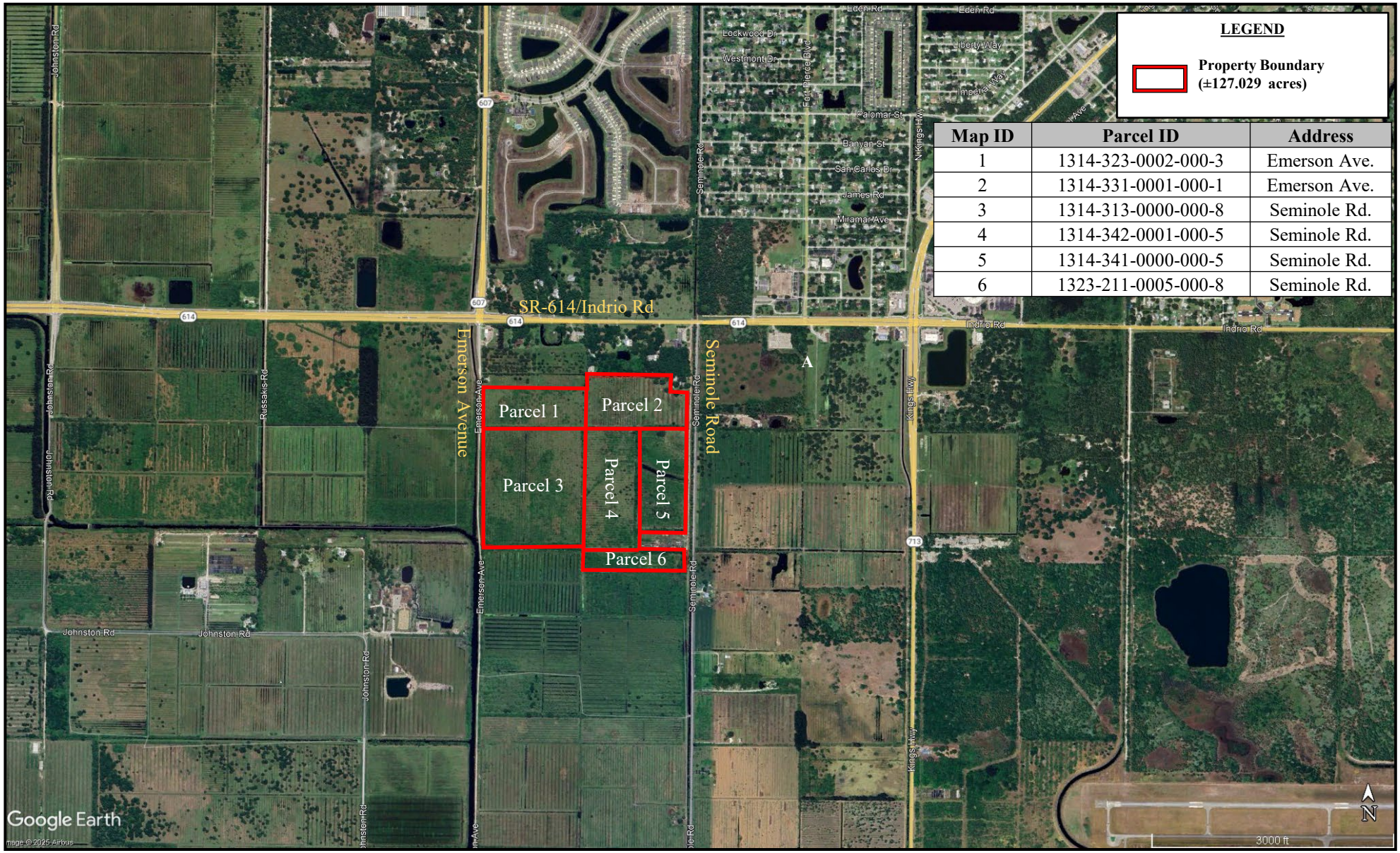
Location Map

Club at Indrio Creek
S of Indrio Rd., E of Emerson Ave., & W of Seminole Rd.,
Unincorporated St. Lucie County, Florida
Section 14, Township 34 S, Range 39 E

Figure 1

N

Image: Google Earth 2024



Map ID	Parcel ID	Address
1	1314-323-0002-000-3	Emerson Ave.
2	1314-331-0001-000-1	Emerson Ave.
3	1314-313-0000-000-8	Seminole Rd.
4	1314-342-0001-000-5	Seminole Rd.
5	1314-341-0000-000-5	Seminole Rd.
6	1323-211-0005-000-8	Seminole Rd.



Environmental Consulting

Wetlands,
Protected Species,
& Permitting

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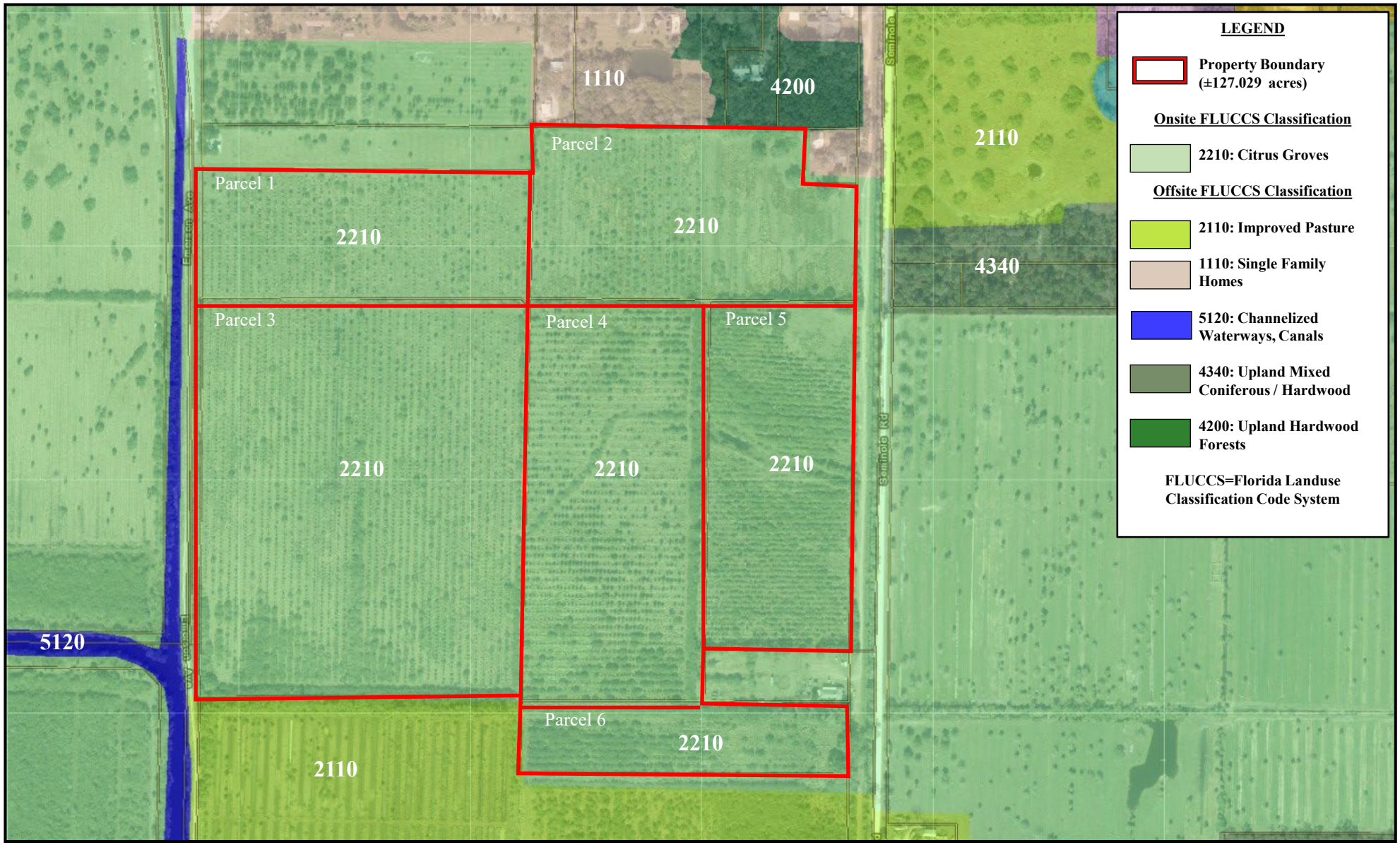
Site Map

Club at Indrio Creek
S of Indrio Rd., E of Emerson Ave., & W of Seminole Rd.,
Unincorporated St. Lucie County, Florida
Section 14, Township 34 S, Range 39 E

Figure 2

N

Image: Google Earth /2024



Environmental Consulting

Wetlands, Protected Species, & Permitting

Aquatic ResearchFL.com

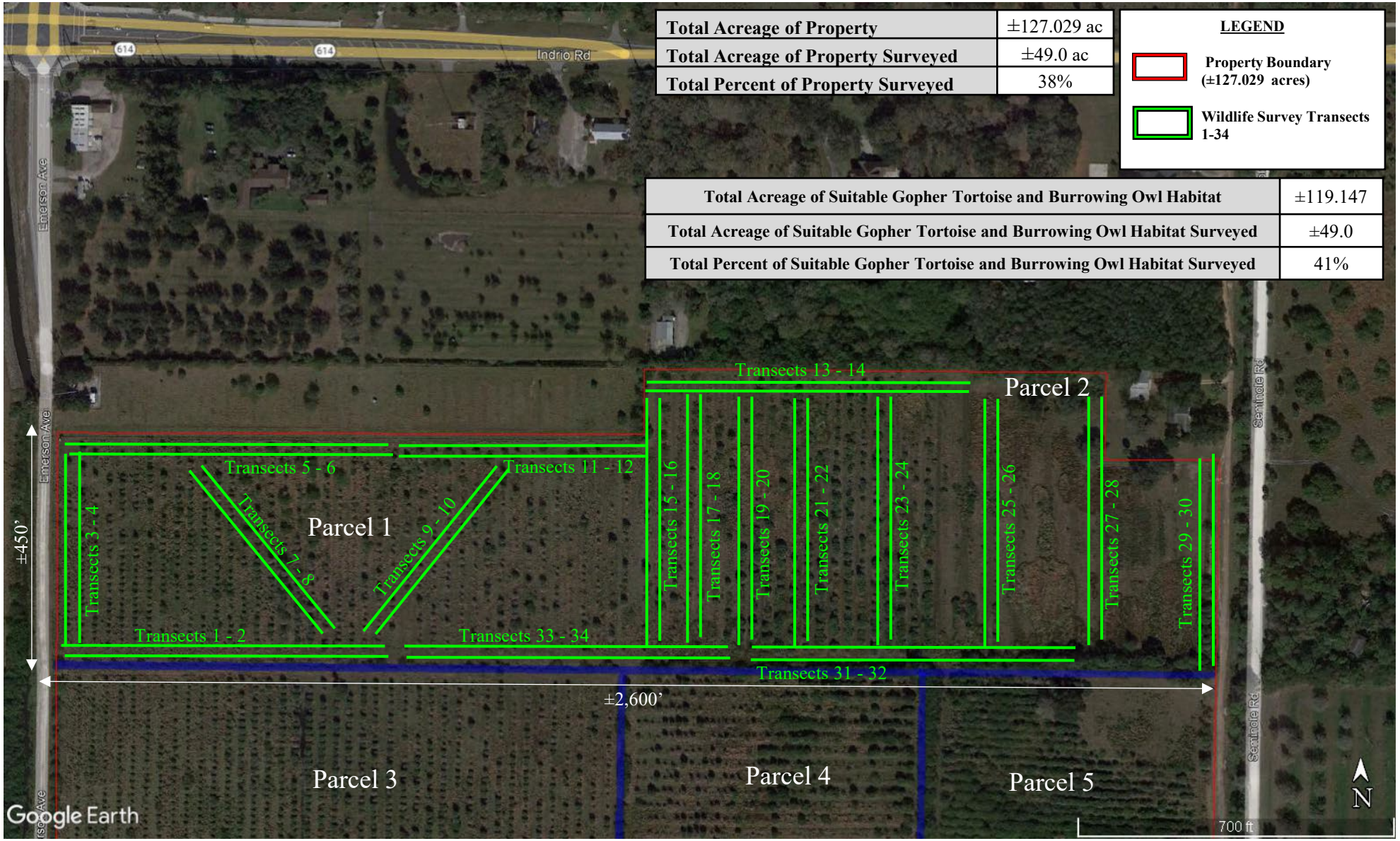
Agency Reported Land Use Map

Club at Indrio Creek
S of Indrio Rd., E of Emerson Ave., & W of Seminole Rd.,
Unincorporated St. Lucie County, Florida
Section 14, Township 34 S, Range 39 E

Figure 3

Image: Florida Department of Environmental Protection
Data: Florida Land Cover Classification System Definitions for the Cooperative Land Cover Map v2.3

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Environmental Consulting

Wetlands, Protected Species, & Permitting

Aquatic ResearchFL.com

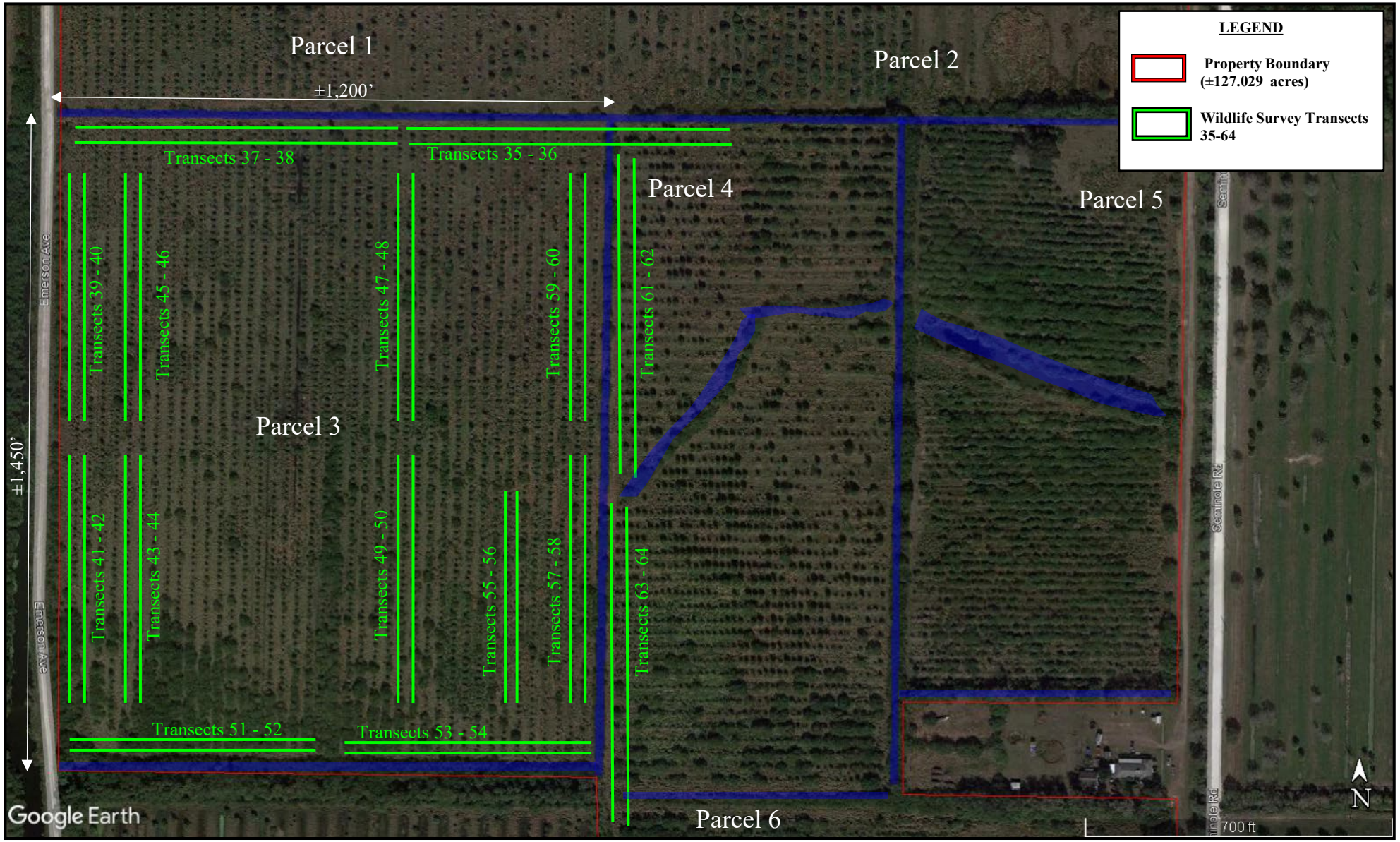
General Wildlife Survey including Listed Flora and Fauna, Gopher Tortoise and Burrowing Owl Survey Transect Map

Club at Indrio Creek
S of Indrio Rd., E of Emerson Ave., & W of Seminole Rd.,
Unincorporated St. Lucie County, Florida
Section 14, Township 34 S, Range 39 E

Figure 4

Image: Google Earth – Date 01/21/2022
Data: Aquatic Research Monitoring, Equipment, - Deployment LLC

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Environmental Consulting

Wetlands,
Protected Species,
& Permitting

Aquatic ResearchFL.com

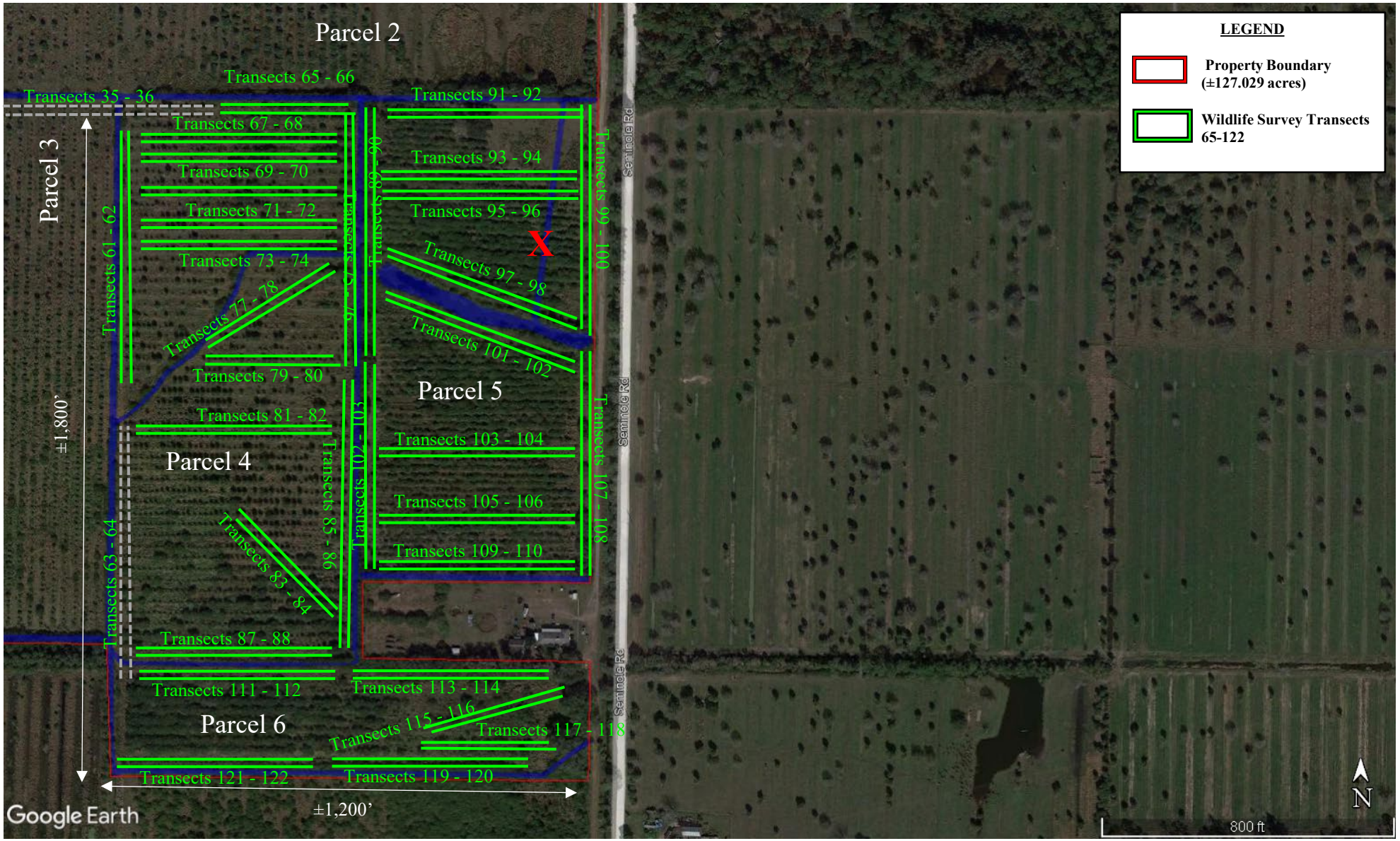
General Wildlife Survey including Listed Flora and Fauna, Gopher Tortoise and Burrowing Owl Survey Transect Map

Club at Indrio Creek
S of Indrio Rd., E of Emerson Ave., & W of Seminole Rd.,
Unincorporated St. Lucie County, Florida
Section 14, Township 34 S, Range 39 E

Figure 5

Image: Google Earth – Date 01/21/2022
Data: Aquatic Research Monitoring, Equipment, - Deployment LLC

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Environmental Consulting

Wetlands,
Protected Species,
& Permitting

Aquatic ResearchFL.com

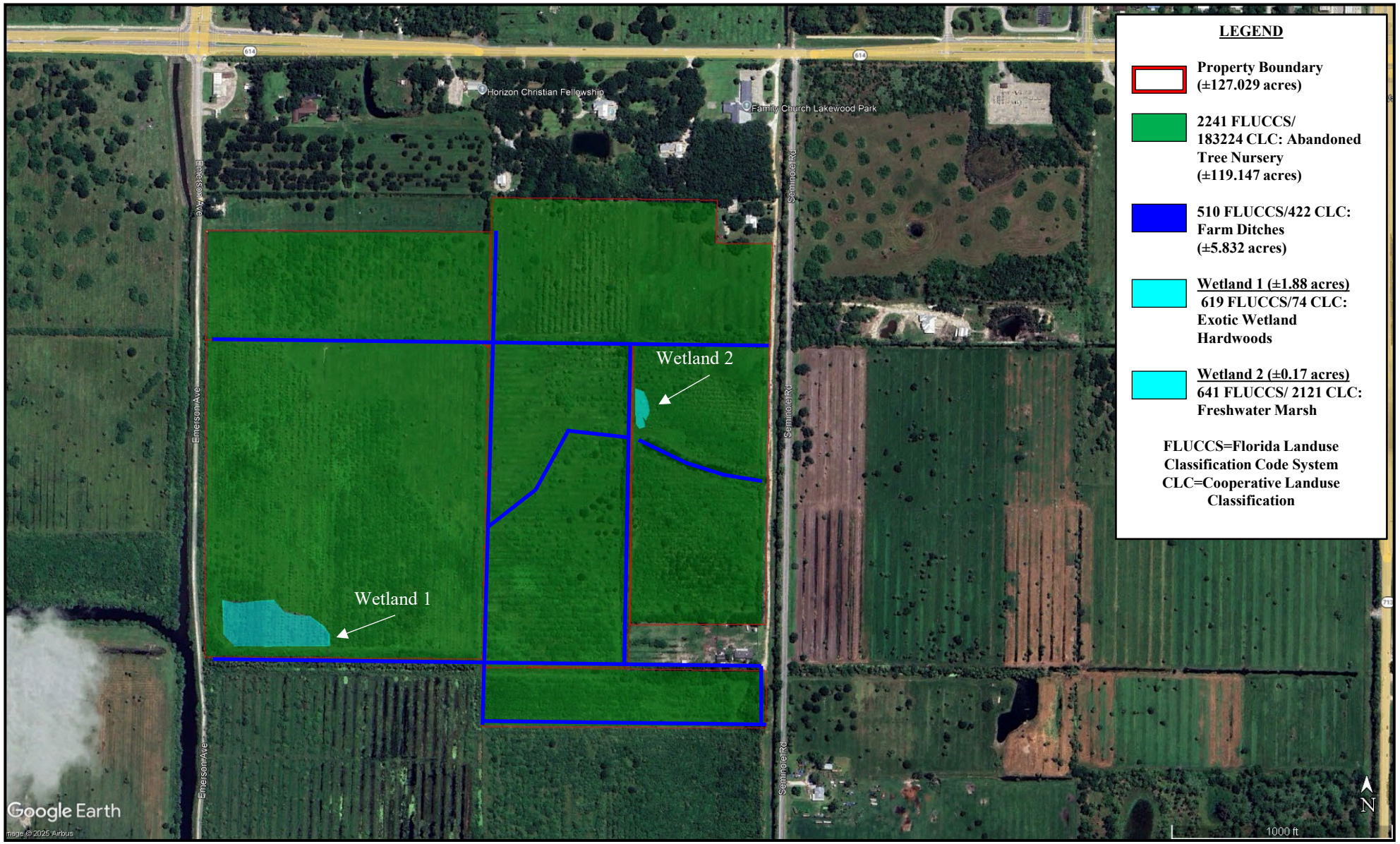
General Wildlife Survey including Listed Flora and Fauna, Gopher Tortoise and Burrowing Owl Survey Transect Map

Club at Indrio Creek
S of Indrio Rd., E of Emerson Ave., & W of Seminole Rd.,
Unincorporated St. Lucie County, Florida
Section 14, Township 34 S, Range 39 E

Figure 6

Image: Google Earth – Date 01/21/2022
Data: Aquatic Research Monitoring, Equipment, - Deployment LLC

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Environmental Consulting

Wetlands,
Protected Species,
& Permitting

Aquatic ResearchFL.com

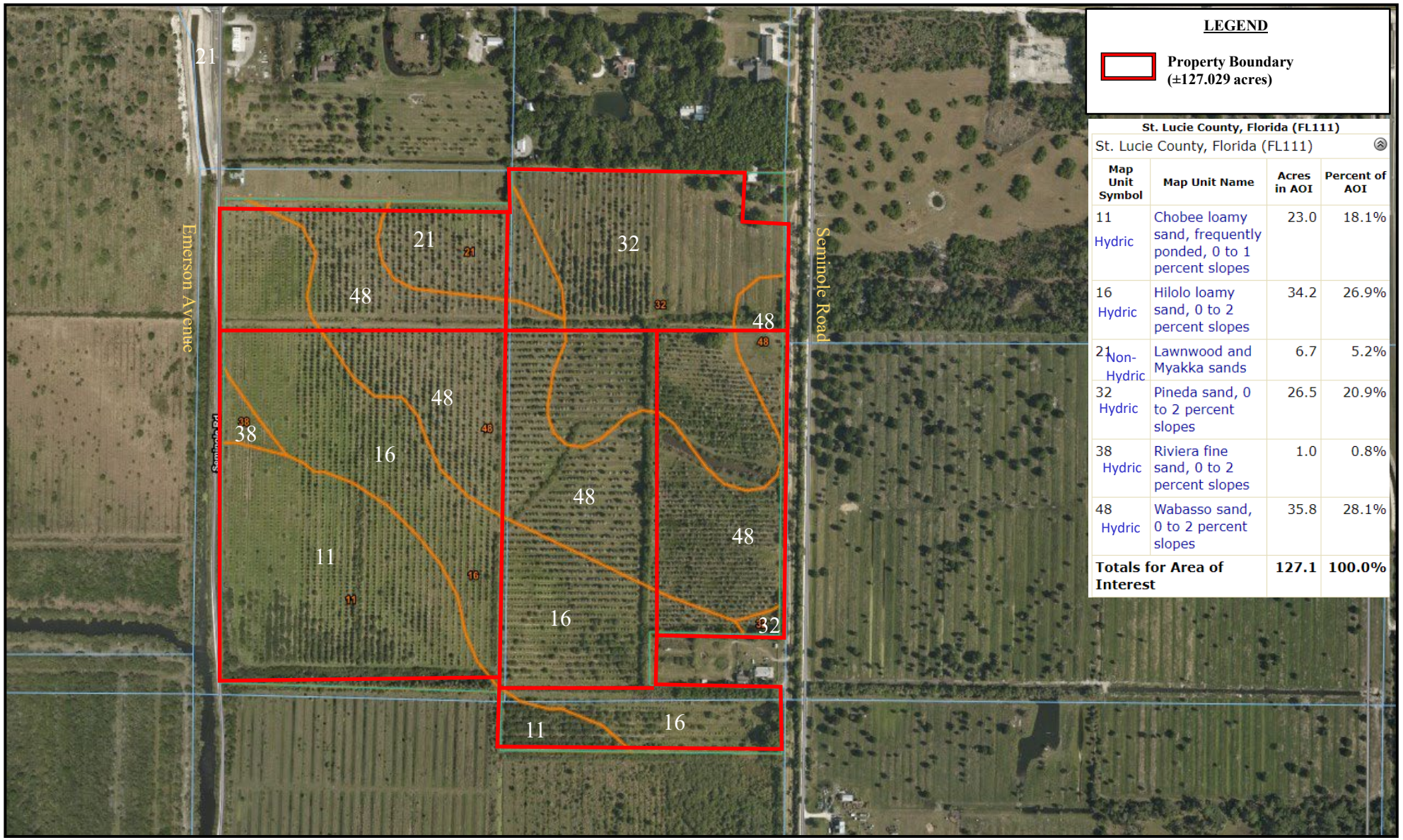
Existing Habitat/FLUCCS-CLC Map

Club at Indrio Creek
S of Indrio Rd., E of Emerson Ave., & W of Seminole Rd.,
Unincorporated St. Lucie County, Florida
Section 14, Township 34 S, Range 39 E

Figure 7

Image: Google Earth – Date 01/21/2022
Data: Aquatic Research Monitoring, Equipment, & Deployment LLC

N



LEGEND

Property Boundary (±127.029 acres)

St. Lucie County, Florida (FL111)

St. Lucie County, Florida (FL111)

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
11 Hydric	Chobee loamy sand, frequently ponded, 0 to 1 percent slopes	23.0	18.1%
16 Hydric	Hilolo loamy sand, 0 to 2 percent slopes	34.2	26.9%
21 Non-Hydric	Lawnwood and Myakka sands	6.7	5.2%
32 Hydric	Pineda sand, 0 to 2 percent slopes	26.5	20.9%
38 Hydric	Riviera fine sand, 0 to 2 percent slopes	1.0	0.8%
48 Hydric	Wabasso sand, 0 to 2 percent slopes	35.8	28.1%
Totals for Area of Interest		**127.1**	**100.0%**



Environmental Consulting

Wetlands, Protected Species, & Permitting

Aquatic ResearchFL.com

Soil(s) Map

Club at Indrio Creek
S of Indrio Rd., E of Emerson Ave., & W of Seminole Rd.,
Unincorporated St. Lucie County, Florida
Section 14, Township 34 S, Range 39 E

Figure 8

Image: USDA
Data: WSS & SSURGO Soil Survey

N

Appendix B

Site Photographs

Aquatic RESEARCH FL.com



ENVIRONMENTAL CONSULTING

WETLANDS , PROTECTED SPECIES, & PERMITTING

Representative Photographs



Upland Area



Wetland 1



Wetland 2

Appendix C

Information for Planning and Consultation (IPAC)

Aquatic RESEARCH FL.com



ENVIRONMENTAL CONSULTING

WETLANDS , PROTECTED SPECIES, & PERMITTING

IPaC U.S. Fish & Wildlife Service

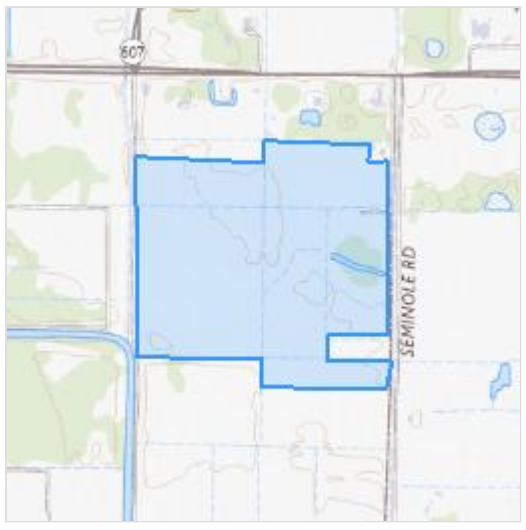
IPaC resource list

This report is an automatically generated list of species and other resources such as critical habitat (collectively referred to as *trust resources*) under the U.S. Fish and Wildlife Service's (USFWS) jurisdiction that are known or expected to be on or near the project area referenced below. The list may also include trust resources that occur outside of the project area, but that could potentially be directly or indirectly affected by activities in the project area. However, determining the likelihood and extent of effects a project may have on trust resources typically requires gathering additional site-specific (e.g., vegetation/species surveys) and project-specific (e.g., magnitude and timing of proposed activities) information.

Below is a summary of the project information you provided and contact information for the USFWS office(s) with jurisdiction in the defined project area. Please read the introduction to each section that follows (Endangered Species, Migratory Birds, USFWS Facilities, and NWI Wetlands) for additional information applicable to the trust resources addressed in that section.

Location

St. Lucie County, Florida



Local office

Florida Ecological Services Field Office

(352) 448-9151
(772) 562-4288
fw4flesregs@fws.gov

777 37th St
Suite D-101
Vero Beach, FL 32960-3559

https://www.fws.gov/office/florida-ecological-services

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Endangered species

This resource list is for informational purposes only and does not constitute an analysis of project level impacts.

The primary information used to generate this list is the known or expected range of each species. Additional areas of influence (AOI) for species are also considered. An AOI includes areas outside of the species range if the species could be indirectly affected by activities in that area (e.g., placing a dam upstream of a fish population even if that fish does not occur at the dam site, may indirectly impact the species by reducing or eliminating water flow downstream). Because species can move, and site conditions can change, the species on this list are not guaranteed to be found on or near the project area. To fully determine any potential effects to species, additional site-specific and project-specific information is often required.

Section 7 of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency. A letter from the local office and a species list which fulfills this requirement can **only** be obtained by requesting an official species list from either the Regulatory Review section in IPaC (see directions below) or from the local field office directly.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list by doing the following:

1. Draw the project location and click CONTINUE.
2. Click DEFINE PROJECT.
3. Log in (if directed to do so).
4. Provide a name and description for your project.
5. Click REQUEST SPECIES LIST.

Listed species[1] and their critical habitats are managed by the Ecological Services Program of the U.S. Fish and Wildlife Service (USFWS) and the fisheries division of the National Oceanic and Atmospheric Administration (NOAA Fisheries[2]).

Species and critical habitats under the sole responsibility of NOAA Fisheries are **not** shown on this list. Please contact NOAA Fisheries for species under their jurisdiction.

---

1. Species listed under the Endangered Species Act are threatened or endangered; IPaC also shows species that are candidates, or proposed, for listing. See the listing status page for more information. IPaC only shows species that are regulated by USFWS (see FAQ).
2. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

The following species are potentially affected by activities in this location:

Mammals

NAME	STATUS
Florida Panther Puma (=Felis) concolor coryi Wherever found No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/1763	Endangered
Puma (=mountain Lion) Puma (=Felis) concolor (all subsp. except coryi) No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/6049	SAT
Southeastern Beach Mouse Peromyscus polionotus niveiventris Wherever found No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/3951	Threatened

Birds

NAME	STATUS
Crested Caracara (audubon's) [fl Dps] Caracara plancus audubonii No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/8250	Threatened

NOT FOR CONSULTATION

Eastern Black Rail Laterallus jamaicensis jamaicensis	Threatened

Wherever found

No critical habitat has been designated for this species.
https://ecos.fws.gov/ecp/species/10477

Everglade Snail Kite Rostrhamus sociabilis plumbeus	Endangered

Wherever found

There is **final** critical habitat for this species. Your location does not overlap the critical habitat.
https://ecos.fws.gov/ecp/species/7713

Reptiles

NAME	STATUS
American Alligator Alligator mississippiensis	SAT

Wherever found

No critical habitat has been designated for this species.
https://ecos.fws.gov/ecp/species/776

Eastern Indigo Snake Drymarchon couperi	Threatened

Wherever found

No critical habitat has been designated for this species.
https://ecos.fws.gov/ecp/species/646

Insects

NAME	STATUS
Monarch Butterfly Danaus plexippus	Proposed Threatened

Wherever found

There is **proposed** critical habitat for this species. Your location does not overlap the critical habitat.
https://ecos.fws.gov/ecp/species/9743

Flowering Plants

NAME	STATUS
Fragrant Prickly-apple Cereus eriophorus var. fragrans	Endangered

No critical habitat has been designated for this species.
https://ecos.fws.gov/ecp/species/982

Tiny Polygala Polygala smallii	Endangered

No critical habitat has been designated for this species.
https://ecos.fws.gov/ecp/species/996

Critical habitats

Potential effects to critical habitat(s) in this location must be analyzed along with the endangered species themselves.

There are no critical habitats at this location.

You are still required to determine if your project(s) may have effects on all above listed species.

Bald & Golden Eagles

Bald and Golden Eagles are protected under the Bald and Golden Eagle Protection Act [2] and the Migratory Bird Treaty Act (MBTA) [1]. Any person or organization who plans or conducts activities that may result in impacts to Bald or Golden Eagles, or their habitats, should follow appropriate regulations and consider implementing appropriate avoidance and minimization measures, as described in the various links on this page.

Additional information can be found using the following links:

- Eagle Management https://www.fws.gov/program/eagle-management

NOT FOR CONSULTATION

- Measures for avoiding and minimizing impacts to birds https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds
- Nationwide avoidance and minimization measures for birds https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf
- Supplemental Information for Migratory Birds and Eagles in IPaC https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action

There are Bald Eagles and/or Golden Eagles in your project area.

Measures for Proactively Minimizing Eagle Impacts
For information on how to best avoid and minimize disturbance to nesting bald eagles, please review the National Bald Eagle Management Guidelines. You may employ the timing and activity-specific distance recommendations in this document when designing your project/activity to avoid and minimize eagle impacts. For bald eagle information specific to Alaska, please refer to Bald Eagle Nesting and Sensitivity to Human Activity.

The FWS does not currently have guidelines for avoiding and minimizing disturbance to nesting Golden Eagles. For site-specific recommendations regarding nesting Golden Eagles, please consult with the appropriate Regional Migratory Bird Office or Ecological Services Field Office.

If disturbance or take of eagles cannot be avoided, an incidental take permit may be available to authorize any take that results from, but is not the purpose of, an otherwise lawful activity. For assistance making this determination for Bald Eagles, visit the Do I Need A Permit Tool. For assistance making this determination for golden eagles, please consult with the appropriate Regional Migratory Bird Office or Ecological Services Field Office.

Ensure Your Eagle List is Accurate and Complete
If your project area is in a poorly surveyed area in IPaC, your list may not be complete and you may need to rely on other resources to determine what species may be present (e.g. your local FWS field office, state surveys, your own surveys). Please review the Supplemental Information on Migratory Birds and Eagles, to help you properly interpret the report for your specified location, including determining if there is sufficient data to ensure your list is accurate.

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to bald or golden eagles on your list, see the "Probability of Presence Summary" below to see when these bald or golden eagles are most likely to be present and breeding in your project area.

Review the FAQs
The FAQs below provide important additional information and resources.

NAME	BREEDING SEASON
Bald Eagle Haliaeetus leucocephalus This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.	Breeds Sep 1 to Jul 31

Probability of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read "Supplemental Information on Migratory Birds and Eagles", specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

To see a bar's probability of presence score, simply hover your mouse cursor over the bar.

Breeding Season (■)

NOT FOR CONSULTATION

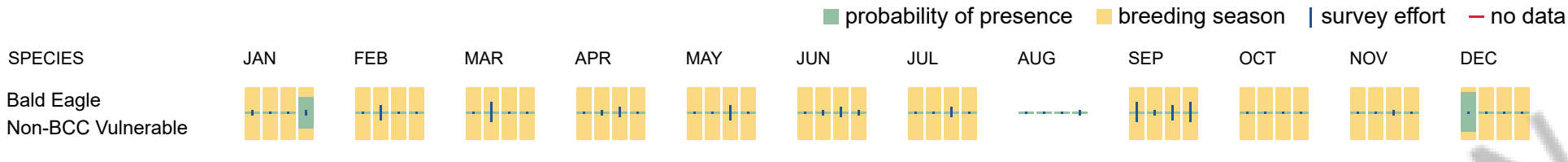
Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (|)
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

To see a bar's survey effort range, simply hover your mouse cursor over the bar.

No Data (–)
A week is marked as having no data if there were no survey events for that week.

Survey Timeframe
Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.



Bald & Golden Eagles FAQs

What does IPaC use to generate the potential presence of bald and golden eagles in my specified location?

The potential for eagle presence is derived from data provided by the Avian Knowledge Network (AKN). The AKN data is based on a growing collection of survey, banding, and citizen science datasets and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are an eagle (Bald and Golden Eagle Protection Act requirements may apply).

Proper interpretation and use of your eagle report
On the graphs provided, please look carefully at the survey effort (indicated by the black vertical line) and for the existence of the "no data" indicator (a red horizontal line). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort line or no data line (red horizontal) means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list and associated information help you know what to look for to confirm presence and helps guide you in knowing when to implement avoidance and minimization measures to eliminate or reduce potential impacts from your project activities or get the appropriate permits should presence be confirmed.

How do I know if eagles are breeding, wintering, or migrating in my area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating, or resident), you may query your location using the RAIL Tool and view the range maps provided for birds in your area at the bottom of the profiles provided for each bird in your results. If an eagle on your IPaC migratory bird species list has a breeding season associated with it (indicated by yellow vertical bars on the phenology graph in your “IPaC PROBABILITY OF PRESENCE SUMMARY” at the top of your results list), there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

Interpreting the Probability of Presence Graphs

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. A taller bar indicates a higher probability of species presence. The survey effort can be used to establish a level of confidence in the presence score.

How is the probability of presence score calculated? The calculation is done in three steps:
The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.

To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.

The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

Breeding Season ()
Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort ()
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

No Data ()
A week is marked as having no data if there were no survey events for that week.

Survey Timeframe

NOT FOR CONSULTATION

Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.

Migratory birds

The Migratory Bird Treaty Act (MBTA) [1] prohibits the take (including killing, capturing, selling, trading, and transport) of protected migratory bird species without prior authorization by the Department of Interior U.S. Fish and Wildlife Service (Service).

1. The Migratory Birds Treaty Act of 1918.
2. The Bald and Golden Eagle Protection Act of 1940.

Additional information can be found using the following links:

- Eagle Management https://www.fws.gov/program/eagle-management
- Measures for avoiding and minimizing impacts to birds https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds
- Nationwide avoidance and minimization measures for birds
- Supplemental Information for Migratory Birds and Eagles in IPaC https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action

Measures for Proactively Minimizing Migratory Bird Impacts

Your IPaC Migratory Bird list showcases birds of concern, including Birds of Conservation Concern (BCC), in your project location. This is not a comprehensive list of all birds found in your project area. However, you can help proactively minimize significant impacts to all birds at your project location by implementing the measures in the Nationwide avoidance and minimization measures for birds document, and any other project-specific avoidance and minimization measures suggested at the link Measures for avoiding and minimizing impacts to birds for the birds of concern on your list below.

Ensure Your Migratory Bird List is Accurate and Complete

If your project area is in a poorly surveyed area, your list may not be complete and you may need to rely on other resources to determine what species may be present (e.g. your local FWS field office, state surveys, your own surveys). Please review the Supplemental Information on Migratory Birds and Eagles document, to help you properly interpret the report for your specified location, including determining if there is sufficient data to ensure your list is accurate.

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, see the "Probability of Presence Summary" below to see when these birds are most likely to be present and breeding in your project area.

Review the FAQs

The FAQs below provide important additional information and resources.

NAME	BREEDING SEASON
American Kestrel Falco sparverius paulus This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9587	Breeds Apr 1 to Aug 31
American Oystercatcher Haematopus palliatus This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/8935	Breeds Apr 15 to Aug 31
Bald Eagle Haliaeetus leucocephalus This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.	Breeds Sep 1 to Jul 31
Chimney Swift Chaetura pelagica This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Mar 15 to Aug 25
Great Blue Heron Ardea herodias occidentalis This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA	Breeds Jan 1 to Dec 31

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Least Tern Sternula antillarum antillarum — Breeds Apr 25 to Sep 5
This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

Lesser Yellowlegs Tringa flavipes — Breeds elsewhere
This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.
https://ecos.fws.gov/ecp/species/9679

Magnificent Frigatebird Fregata magnificens — Breeds Oct 1 to Apr 30
This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA

Painted Bunting Passerina ciris — Breeds Apr 25 to Aug 15
This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA

Pectoral Sandpiper Calidris melanotos — Breeds elsewhere
This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

Prairie Warbler Setophaga discolor — Breeds May 1 to Jul 31
This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

Reddish Egret Egretta rufescens — Breeds Mar 1 to Sep 15
This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.
https://ecos.fws.gov/ecp/species/7617

Ruddy Turnstone Arenaria interpres morinella — Breeds elsewhere
This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA

Semipalmated Sandpiper Calidris pusilla — Breeds elsewhere
This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA

Short-billed Dowitcher Limnodromus griseus — Breeds elsewhere
This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.
https://ecos.fws.gov/ecp/species/9480

Swallow-tailed Kite Elanoides forficatus — Breeds Mar 10 to Jun 30
This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.
https://ecos.fws.gov/ecp/species/8938

Worthington's Marsh Wren Cistothorus palustris griseus — Breeds Apr 10 to Aug 31
This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA

Probability of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read "Supplemental Information on Migratory Birds and Eagles", specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

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1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

To see a bar's probability of presence score, simply hover your mouse cursor over the bar.

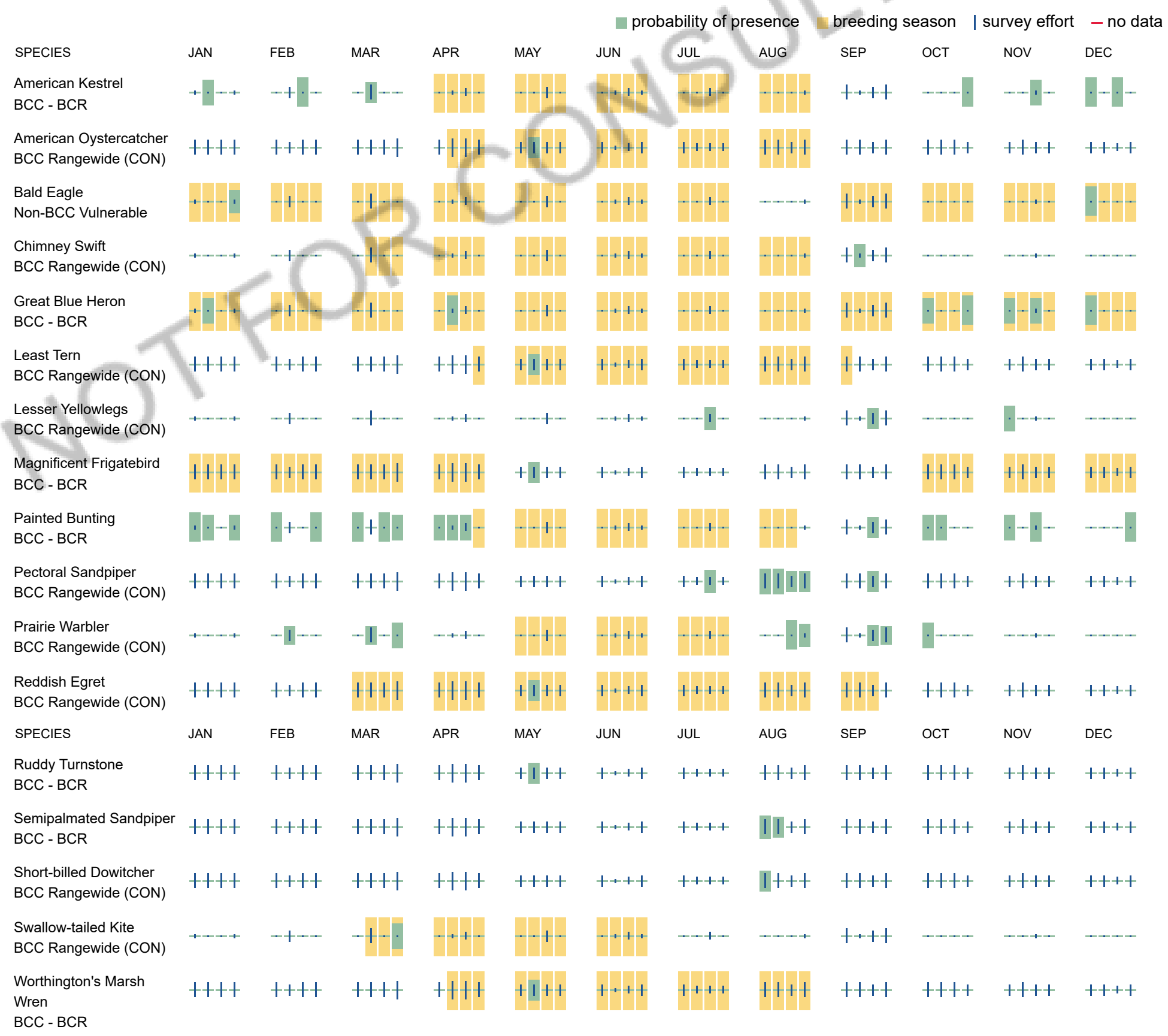
Breeding Season (▬)
Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (|)
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

To see a bar's survey effort range, simply hover your mouse cursor over the bar.

No Data (–)
A week is marked as having no data if there were no survey events for that week.

Survey Timeframe
Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.



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Migratory Bird FAQs

Tell me more about avoidance and minimization measures I can implement to avoid or minimize impacts to migratory birds.

Nationwide Avoidance & Minimization Measures for Birds describes measures that can help avoid and minimize impacts to all birds at any location year-round. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is one of the most effective ways to minimize impacts. To see when birds are most likely to occur and breed in your project area, view the Probability of Presence Summary. Additional measures or permits may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the list of migratory birds that potentially occur in my specified location?

The Migratory Bird Resource List is comprised of Birds of Conservation Concern (BCC) and other species that may warrant special attention in your project location, such as those listed under the Endangered Species Act or the Bald and Golden Eagle Protection Act and those species marked as “Vulnerable”. See the FAQ “What are the levels of concern for migratory birds?” for more information on the levels of concern covered in the IPaC migratory bird species list.

The migratory bird list generated for your project is derived from data provided by the Avian Knowledge Network (AKN). The AKN data is based on a growing collection of survey, banding, and citizen science datasets and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) with which your project intersects. These species have been identified as warranting special attention because they are BCC species in that area, an eagle (Bald and Golden Eagle Protection Act requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, and to verify survey effort when no results present, please visit the Rapid Avian Information Locator (RAIL) Tool.

Why are subspecies showing up on my list?

Subspecies profiles are included on the list of species present in your project area because observations in the AKN for **the species** are being detected. If the species are present, that means that the subspecies may also be present. If a subspecies shows up on your list, you may need to rely on other resources to determine if that subspecies may be present (e.g. your local FWS field office, state surveys, your own surveys).

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the Avian Knowledge Network (AKN). This data is derived from a growing collection of survey, banding, and citizen science datasets.

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go to the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering, or migrating in my area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating, or resident), you may query your location using the RAIL Tool and view the range maps provided for birds in your area at the bottom of the profiles provided for each bird in your results. If a bird on your IPaC migratory bird species list has a breeding season associated with it (indicated by yellow vertical bars on the phenology graph in your “IPaC PROBABILITY OF PRESENCE SUMMARY” at the top of your results list), there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are Birds of Conservation Concern (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the Bald and Golden Eagle Protection Act requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially BCC species. For more information on avoidance and minimization measures you can implement to help avoid and minimize migratory bird impacts, please see the FAQ “Tell me more about avoidance and minimization measures I can implement to avoid or minimize impacts to migratory birds”.

Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the Northeast Ocean Data Portal. The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf project webpage.

Proper interpretation and use of your migratory bird report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please look carefully at the survey effort (indicated by the black vertical line) and for the existence of the "no data" indicator (a red horizontal line). A high survey effort is the key component. If the survey effort is high, then the

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probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list does not represent all birds present in your project area. It is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list and associated information help you know what to look for to confirm presence and helps guide implementation of avoidance and minimization measures to eliminate or reduce potential impacts from your project activities, should presence be confirmed. To learn more about avoidance and minimization measures, visit the FAQ "Tell me about avoidance and minimization measures I can implement to avoid or minimize impacts to migratory birds".

Interpreting the Probability of Presence Graphs
Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. A taller bar indicates a higher probability of species presence. The survey effort can be used to establish a level of confidence in the presence score.

How is the probability of presence score calculated? The calculation is done in three steps:
The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.

To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.

The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

Breeding Season ()
Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort ()
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

No Data ()
A week is marked as having no data if there were no survey events for that week.

Survey Timeframe
Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.

Facilities

National Wildlife Refuge lands

Any activity proposed on lands managed by the National Wildlife Refuge system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

There are no refuge lands at this location.

Fish hatcheries

There are no fish hatcheries at this location.

Wetlands in the National Wetlands Inventory (NWI)

Impacts to NWI wetlands and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local U.S. Army Corps of Engineers District.

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

This location overlaps the following wetlands:

RIVERINE
- R2UBHx
- R5UBFx

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A full description for each wetland code can be found at the National Wetlands Inventory website

NOTE: This initial screening does **not** replace an on-site delineation to determine whether wetlands occur. Additional information on the NWI data is provided below.

Data limitations

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

Data exclusions

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tuberficid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

Data precautions

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate Federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

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Appendix C

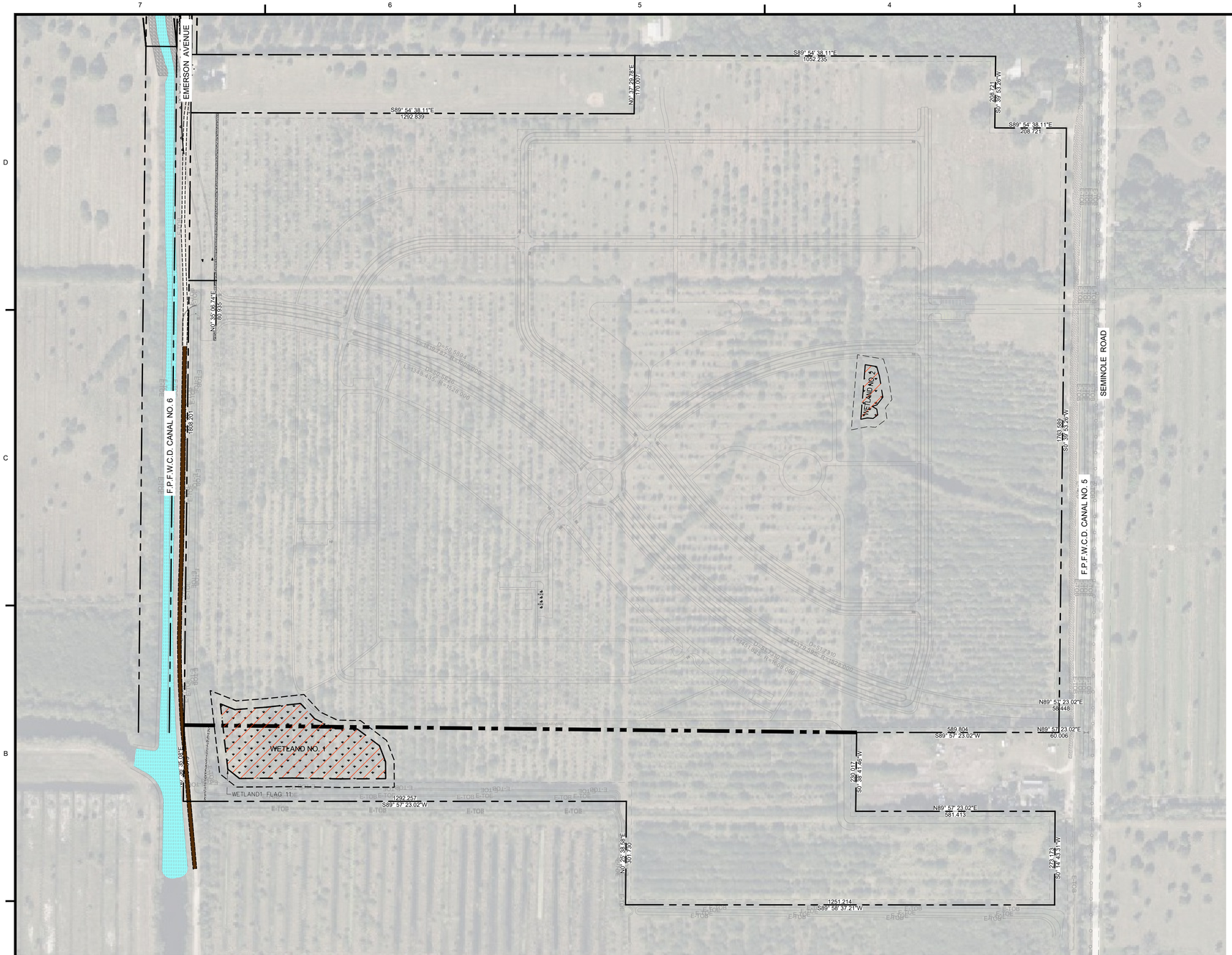
Wetlands & OSW Boundary Survey

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WETLANDS , PROTECTED SPECIES, & PERMITTING



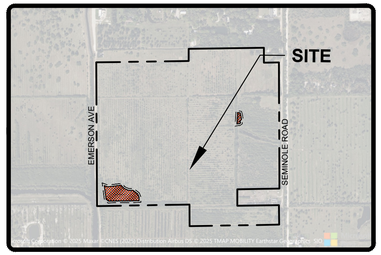
LEGEND

- WETLAND BUFFERS
- WETLANDS - 2.05 AC.
- DIRECT WETLAND IMPACTS - 2.05 AC.
- SITE BOUNDARY - 127.03 AC.

GRAPHIC SCALE

150 0 75 150 300 450

(IN FEET)
1 inch = 150 ft.



VICINITY MAP
SCALE: 1:1,000

VERTICAL DATUM NOTE:

ELEVATIONS SHOWN HEREON ARE RELATIVE TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (N.A.V.D.88) AND ARE GIVEN IN U.S. SURVEY FEET UNLESS OTHERWISE NOTED.

*GENERAL ACCEPTED CONVERSION: NAVD + 1.475 = NGVD

NOTE:

THE PROPERTY OWNER, CONTRACTOR, AND AUTHORIZED REPRESENTATIVES SHALL PROVIDE PICKUP, REMOVAL, AND DISPOSAL OF LITTER WITHIN THE PROJECT LIMITS AND SHALL BE RESPONSIBLE FOR MAINTENANCE OF THE AREA FROM THE EDGE OF PAVEMENT TO THE PROPERTY LINE WITHIN THE RIGHT-OF-WAY

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REV.	DATE	DESCRIPTION	BY	CHK.

DRAWING ISSUE STATUS

HALEY WARD
ENGINEERING | ENVIRONMENTAL | SURVEYING
LAND PLANNING | INTERIOR DESIGN
10250 Village Parkway, Suite 201
Port Saint Lucie, Florida 34987
772.462.2455
WWW.HALEYWARD.COM

PROJECT

THE CLUB AT INDRIO CREEK
ST. LUCIE COUNTY, FLORIDA

TITLE

WETLAND IMPACT PLAN

DATE	SCALE
3/19/2026	AS SHOWN
DRAWN BY: JJL	DESIGNED BY: JJL
CHECKED BY: MDL	
PROJECT No.: 25-113 R25.DWG	CERTIFICATE OF AUTHORIZATION No.: C.O.A. No.
DRAWING No.: WETLAND	REV.:

(DATE)

10250 SW VILLAGE PARKWAY - SUITE 201
PORT SAINT LUCIE, FL 34987
772-462-2455

FILE LOCATION: Z:\EDC 2025\25-113 - INDRIO CREEK - SEMINOLE ROAD - 127-ACRES\ENGINEERING\AUTOCAD\DWGS\25-113 R25.DWG, 2026.03.19, 2:02 PM

Attachment 2

Wetland & OSW

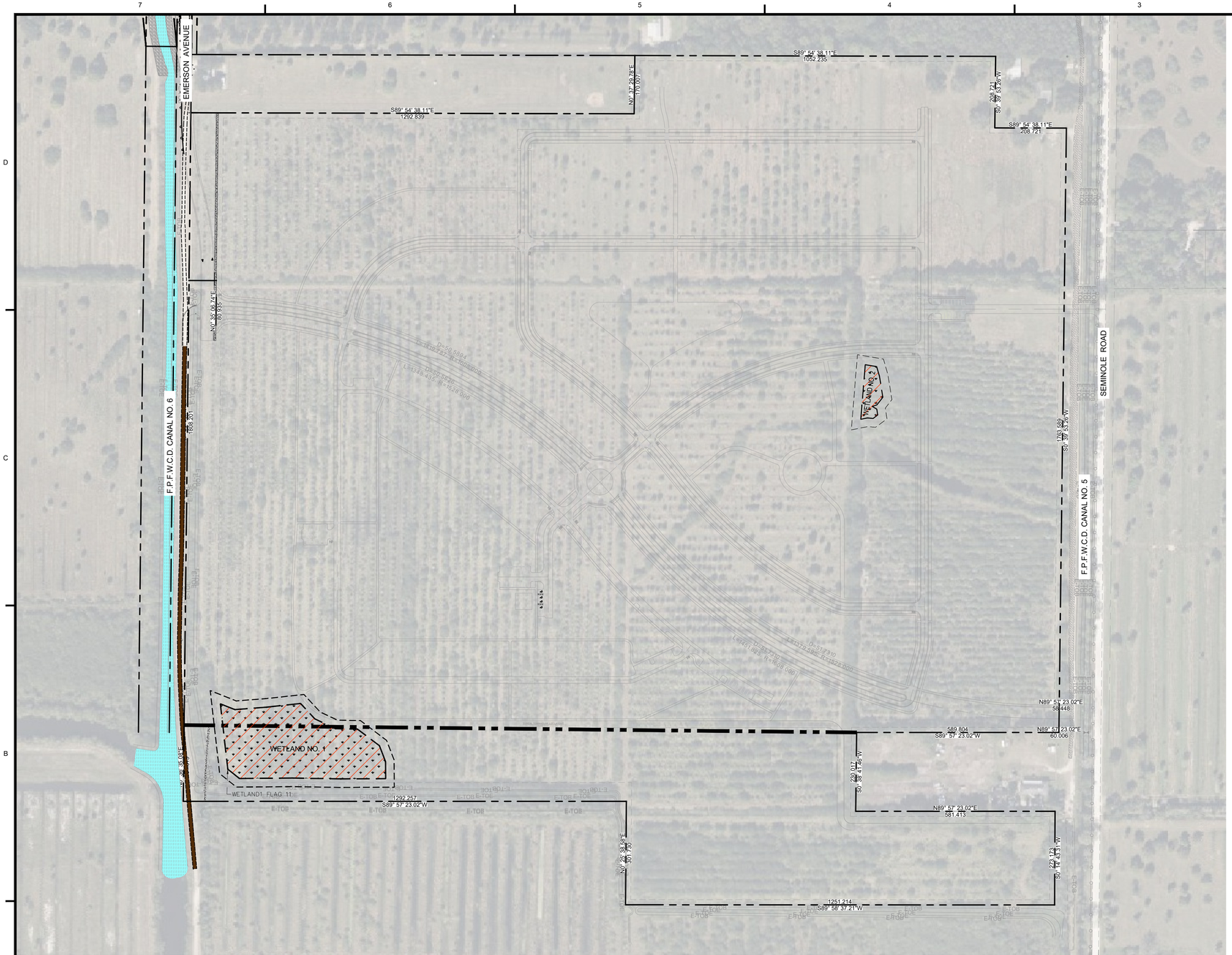
Boundary Survey

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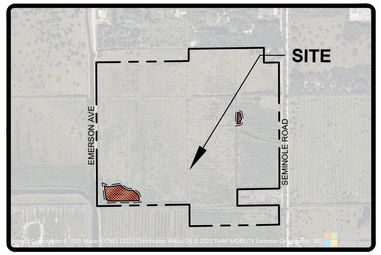
WETLANDS , PROTECTED SPECIES, & PERMITTING



GRAPHIC SCALE

150 0 75 150 300 450

(IN FEET)
1 inch = 150 ft.



VICINITY MAP
SCALE: 1:1,000

LEGEND

- WETLAND BUFFERS
- WETLANDS - 2.05 AC.
- DIRECT WETLAND IMPACTS - 2.05 AC.
- SITE BOUNDARY - 127.03 AC.

VERTICAL DATUM NOTE:

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*GENERAL ACCEPTED CONVERSION: NAVD + 1.475 = NGVD

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THE CLUB AT INDRIO CREEK
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PROJECT No.	25-113 R25.DWG
CERTIFICATE OF AUTHORIZATION No.	C.O.A. No.
DRAWING No.	WETLAND
REV.	

(DATE)

10250 SW VILLAGE PARKWAY - SUITE 201
PORT SAINT LUCIE, FL 34987
772-462-2455

FILE LOCATION: Z:\EDC 2025\25-113 - INDRIO CREEK - SEMINOLE ROAD - 127-ACRES\ENGINEERING\AUTOCAD\DWGS\25-113 R25.DWG, 2026.03.19, 2:02 PM

Attachment 3

Uniformed Mitigation Assessment Methodology (UMAM)

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WETLANDS , PROTECTED SPECIES, & PERMITTING

PART I – Qualitative Description
(See Section 62-345.400, F.A.C.)

Site/Project Name:	Application Number:	Assessment Area Name or Number:
Club at Indrio Creek		Wetland

FLUCCs code:	Further classification (optional):	Impact or Mitigation Site?	Assessment Area Size:
619 FLUCCS/74 CLC: Exotic Wetland		Impact	1.88

Basin/Watershed Name/Number:	Affected Waterbody (Class):	Special Classification (i.e.OFW, AP, other local/state/federal designat
WBID: 3194A, North St. Lucie (HUC 3090202)	Tenmile Creek	N/A

Geographic relationship to and hydrologic connection with wetlands, other surface water, uplands:

Isolated wetland with no offsite connections. Located inside an abandoned tree farm. Surrounding upland disturbed farm lands in which management has ceased. System has been artificially hydrated via two artesian wells. Wells recently capped and hydrology stabilized.

Assessment area description:

This wetland is interior to a historical tree farm with row and furrow topography. Tree farm was abandoned and land transitioned to cattle however no grading changes were made in this area. Artesian wells were opened at a high velocity flooding the assessment area, eroding furrows. Wetland plants recruited naturally due to hydrological input. Dominated by exotic vegetation with species associated with poor water quality.

Significant nearby features:	Uniqueness (considering the relative rarity in relation to the regional landscape):
No significant nearby features.	Onsite wetland is predominantly exotic species, habitat type is not unique to the region.

Functions:	Mitigation for previous permit/other historic use:
nutrient sink	

Anticipated Wildlife Utilization Based on Literature Review (List of species that are representative of the assessment area and reasonably expected to be found):	Anticipated Utilization by Listed Species (List species, their legal classification (E, T, SSC), type of use, and intensity of use of the assessment area):
Small mammals and amphibians. Possible wading birds	Hydrology and community structure is not sufficient to support listed wading birds nesting

Observed Evidence of Wildlife Utilization (List species directly observed, or other signs such as tracks, droppings, casings, nests, etc.):

Dense vegetative cover in many areas. Overall wildlife usage also is low, with water depths not appropriate for the support of wading birds. Furthermore, this system has no connection of offsite wildlife corridors or upland habitats of significance.

Additional relevant factors:

Non Applicable

Assessment conducted by:	Assessment date(s):
April S. Ostrom, Professional Wetland Scientist (2885)/Jennifer Acevedo	2/12/2026

Form 62-345.900(1), F.A.C. [effective date 02-04-2004]

PART II – Quantification of Assessment Area (impact or mitigation)
(See Sections 62-345.500 and .600, F.A.C.)

Site/Project Name	Application Number	Assessment Area Name or Number
Club at Indrio Creek		Wetland
Impact or Mitigation	Assessment conducted by:	Assessment date:
Impact (1.88)	A.S. Ostrom (PWS 2885)/J Acevedo	2/12/2026

Scoring Guidance	**Optimal (10)**	**Moderate(7)**	**Minimal (4)**	**Not Present (0)**
The scoring of each indicator is based on what would be suitable for the type of wetland or surface water assessed	Condition is optimal and fully supports wetland/surface water functions	Condition is less than optimal, but sufficient to maintain most wetland/surface water functions	Minimal level of support of wetland/surface water functions	Condition is insufficient to provide wetland/surface water functions

.500(6)(a) Location and Landscape Support	w/o pres or current: 6	with: 0	:ocated in a rural area that is predominantly agricultural with a fringe of residential development and roadway to the north. The current and historical agricultural use of the subject property has resulted in impacts to the wetlands' hydrology and community structure via factors such as degradation of water quality, topographic alterations from use in row crops and lack of management. Wildlife support has been negatively affected due to onsite conditions that include poor management and physical impediments but would maintain general "rural area" connectivity. Impedances to wildlife access would specifically be from factors such as Indrio Rd to the north, perimeter ditching, fencing and a heavy density of exotic vegetation onsite resulting in a closed canopy with limited access both on the ground and aerially for birds. Offsite wildlife corridors are partially disturbed due to aformentioned factors but also remain available due to the general rural nature of lands within 2 miles of the subject property. Conditions less than optimal, but should be considered moderate with some additional loss based on plant community composition in the proximity of the assessment area.
.500(6)(b)Water Environment (n/a for uplands)	w/o pres or current: 4	with: 0	Wetland 1 appears to have been artificially hydrated via an artesian well which has now ceased running, resulting in further hydrological alterations. These factors have resulted in less than optimal hydrology and community structure. In January 2025 wells observed to be open and actively discharging a high volume of water. One (1) well was noted at the far north end of Wetland 1, acting as a headwater for this system, consistently discharging a large volume of water noted to be flowing south. A second well near the center of the Wetland also adding large quantities of water into the system. Both wells capped with no further discharge as of the August 1, 2025. Water was observed to have receded south with dry areas in the vicinity of the original "headwater" well. Soils continued to transition, becoming more sandy and losing their dark mucky surface in concert with loss of wetland plants such as cattails. As of February 2026, the wetland has further receded and appears to have hydrologically stabilized, with standing water and wetland vegetation remaining in the southern end. Receiving agricultural run off, majority plants indicative of poor water quality.
.500(6)(c)Community structure 1. Vegetation and/or 2. Benthic Community	w/o pres or current: 2	with: 0	Community structure of Wetland 1 is almost solely (±90%) exotic invasive species as well as species commonly associated with poor water quality such as torpedo grass, para grass, water lettuce, cattails, and Brazilian pepper. Minimal recruitment of native vegetation was noted; water quality is poor receiving agricultural runoff with plants indicative of a high nutrient environment and light penetration is limited. Topography within this system is also severely altered with notable areas of degraded farm furrows, which have further contributed to its ability to hold water.

Score = sum of above scores/30 (if uplands, divide by 20)	current or w/o pres: 0.4	with: 0

Delta = [with-current]
0.4

If preservation as mitigation,
Preservation adjustment factor = N/A
Adjusted mitigation delta = N/A

If mitigation
Time lag (t-factor) = N/A
Risk factor = N/A

For impact assessment areas
FL = delta x acres = 0.40 X 1.88 = 0.75

For mitigation assessment areas
RFG = delta/(t-factor x risk) = N/A

Form 62-345.900(2), F.A.C. [effective date 02-04-2004]

ST. LUCIE COUNTY FLORIDA

ENVIRONMENTAL RESOURCES
FINAL REPORT

TO:	Irene Szedlmayer, Planning & Development Services Department
THROUGH:	Aimee L. Cooper, Environmental Regulations Manager Amy E. Griffin, Environmental Resources Director
FROM:	Brian Ingram, Senior Environmental Planner
DATE:	July 6th, 2026
SUBJECT:	The Club at Indrio Creek – Preliminary Planned Development PD-2510-000058

Background

The Environmental Resources Department (ERD) is in receipt of the June 30th, 2026, date-stamped submittal, transmitted on June 30th, 2026, from Planning and Development Services with comments due July 6th, 2026. The applicant is seeking approval of a preliminary Planned Development (PD) plan to rezone the six (6) subject parcels (PIDs 1314-323-0002-000-3, 1314-313-0000-000-8, 1314-331-0001-000-1, 1314-342-0001-000-5, 1314-341-0000-000-5, 1323-211-0005-000-8) totaling ±127.09 acres from Agricultural, 1 du/ac (AG-1) to Planned Town or Village (PTV) within the Towns, Villages & Countryside (TVC) future land use designation and to allow for the development of three hundred seventy two (372) single and multi-family residential units. Additional features of the project include a clubhouse/amenity center, outdoor civic park spaces, a flow way traversing the project from northeast to southwest, greenways for pedestrian connectivity, landscaping, and associated site infrastructure. The project is located at 4575 Seminole Rd in Ft Pierce, approximately one quarter (1/4) mile south of the intersection of Indrio Rd and Seminole Rd. It is bound to the north by single family residential properties, to the south by agricultural land, to the east by a Ft Pierce Farms Water Control District (FPFWCD) drainage ditch with Seminole Rd and agricultural land beyond, and to the west by Emerson Ave and a FPFWCD ditch with agricultural land beyond.

Findings

An Environmental Impact Report, prepared by Aquatic Research and Monitoring, Equipment, and Deployment, LLC, and dated March 2026, was provided with the Preliminary Development Plan. The majority of the project site is an inactive tree farm that is currently being utilized for cattle grazing. No native upland habitat was identified onsite. Two (2) state jurisdictional wetlands have been delineated by Aquatic Research FL and have been verified by South Florida Water Management District (SFWMD) Application Number 260106-60453. Both wetlands are of low quality and are classified as Category III according to St Lucie County Comprehensive Plan Policy 6.1.14.1. as they are less than 5 acres and not connected to other surface water bodies or wetlands.

Wetland 1 was classified as an exotic vegetation wetland measuring ±1.88 acres and is the result of two (2) flowing, high velocity, artisan wells. Both wells have now been capped, and the standing water has receded significantly to the south. Soils continue to transition, becoming more sandy and losing their dark mucky surface in concert with the disappearance of vegetation indicative of wetlands. Wetland 1 has an estimated UMAM score of 0.4. Mitigation for impacts, if applicable, will be required by SFWMD. Wetland 2 was classified as a freshwater marsh measuring ±0.17 acres. Community structure for Wetland 2 includes both native and exotic species. As wetland 2 measures less the 0.5 acres, no mitigation for impacts will be required by SFWMD. The initial submittal and 1st resubmittal of the Preliminary Regulating Plan included 100% impacts to both wetlands and all of their associated buffer. A Category III Wetland Waiver (WTLW-2604-000055) was administratively approved May 21st, 2026, by the Environmental Resources Department Director, which authorized impacts to 100% of both wetlands and their

buffers. In an effort to gain increased density for the project via the preservation and/or restoration of native habitat, the 2nd resubmittal included a shifting of the flow way system out of the Wetland 1 area, in which case it may be preserved.

To gain a density increase within the Planned Town and Village (PTV) zoning district, applicants may restore areas, to measure not less than 25 acres, into native upland and wetland habitat in accordance with LDC 3.01.03.EE.2.o.5. The areas shall be connected to the greatest extent possible to the flow way system or other preserved native or environmentally sensitive habitat. The area must include only native species of canopy, understory, and ground cover, and must include multiple upland and wetland habitat types. Deep water habitats and their required upland buffer areas and littoral zones are not eligible for the density bonus. Restored habitats must include a restoration plan that identifies the area to be restored, a strategy employed to restore the land, a timetable for restoration, measures to evaluate the success of the restoration, and a funding strategy for monitoring and maintaining the habitat. Thin strips of "restored habitat" area are proposed between residential blocks, property lines, parking lots, and stormwater areas. These areas do not, "to the greatest extent possible", connect with the flow way or other preserved native habitat or environmentally sensitive areas. The submitted plans do not differentiate between, and appear to include, the required upland transition zone for the flow way system, which is specifically prohibited by the density bonus restoration area code. The area proposed for the density bonus does not appear to meet the minimum requirements and intent of the Land Development Code.

The required flow way system within the TVC future land use and PTV zoning district shall include all land and water areas that together comprise the contiguous water management system per LDC 4.04.06. The flow way system shall provide twenty (20) square ft. of upland transition zone and twenty (20) square ft. of littoral area in accordance with LDC 3.01.03.EE.2.p. The supplied plans do not specifically identify the upland transition zone area required by LDC 3.01.03.EE.2.p.4.iii. and do not meet the minimum littoral zone requirements of LDC 3.01.03.EE.2.p.4.ii.3.

A preliminary tree survey and mitigation plan was submitted and reviewed. The plan identified a total of forty-six (46) native canopy trees and seventy-seven (77) palms meeting the mitigation thresholds identified in LDC 6.00.05. A finalized tree mitigation plan will be required at the time of final site plan approval.

Recommendation

The proposed restoration area does not appear to meet the minimum requirements and intent of the LDC. The plan does not sufficiently identify and differentiate between the upland transition zone required for the flow way and the habitat restoration area needed for the density bonus. It also fails to meet the intent of the Land Development Code regarding the necessity that the habitat restoration area "to the greatest extent possible" connect with the flow way system or other preserved native habitat or environmentally sensitive areas. The plan does not provide sufficient littoral zone area to meet the minimum requirements of the flow way system within the TVC and PTV. ERD recommends that the items identified as outstanding corrections be addressed prior to approval.

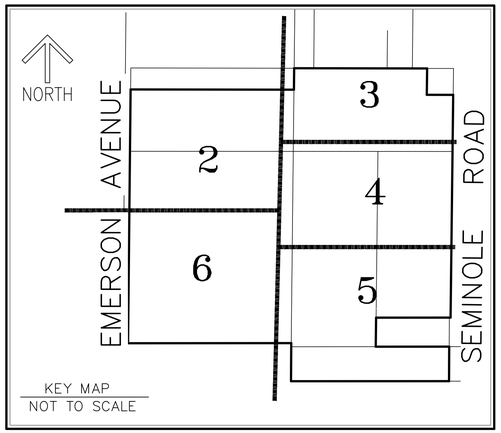
Conditions of Approval

Subject to resolution of the findings listed above, the following is a partial list of conditions of approval:

1) Prior to Site Plan approval, a finalized landscape plan consistent with LDC 7.09.00 and LDC 3.01.03.EE. shall be provided to and approved by ERD.
2) Prior to Site Plan approval, a finalized tree mitigation plan consistent with LDC 6.00.05 shall be provided to and approved by ERD.
3) Prior to commencement of development, including, but not limited to clearing, filling, excavation, grading, or planting of vegetation, as defined in LDC 2.00.00, a(n) formal/informal wetland jurisdictional determination or an Environmental Resource Permit (ERP) from South Florida Water Management District (SFWMD) shall be provided to verify the limits of the wetlands. Should the limits of the wetland substantially deviate from the environmental consultant's delineation, an adjustment to the site plan and a new Wetland Waiver application shall be required in accordance with Comprehensive Plan Policy 6.1.14.4.

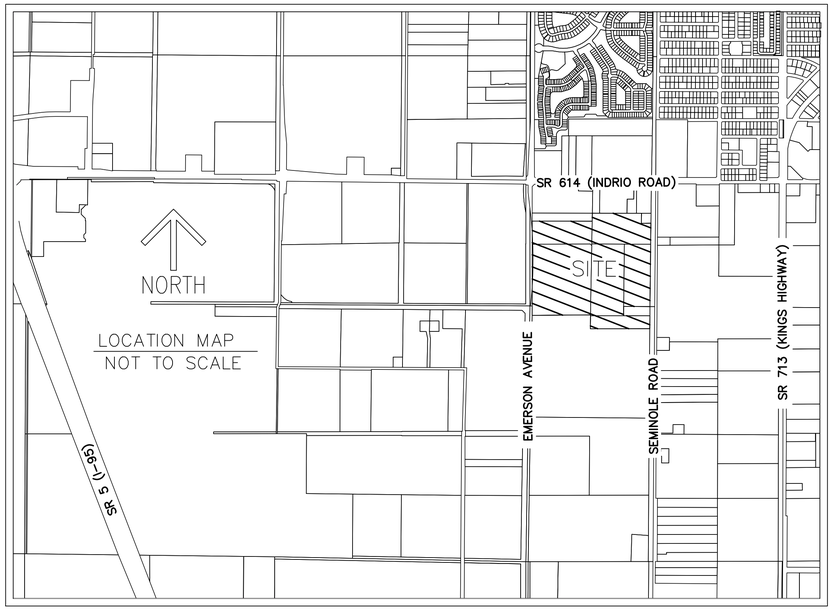
4) Prior to commencement of development, including, but not limited to clearing, filling, excavation, grading, or planting of vegetation, as defined in LDC 2.00.00, regarding the surface water management system for any phase of the project, the developer shall prepare a design and management plan for the littoral zone that will be established as part of these systems.
5) Prior to commencement of development, including, but not limited to clearing, filling, excavation, grading, or planting of vegetation, as defined in LDC 2.00.00, updated listed species surveys (i.e. crested caracara, gopher tortoise, etc.) shall be provided per state and/or federal survey protocol. Should any listed species be found as a result of these surveys, appropriate permits from state and federal agencies shall be required.
6) Prior to commencement of development, including, but not limited to clearing, filling, excavation, grading, or planting of vegetation, as defined in LDC 2.00.00, their successor or assigns, shall conduct a pre-construction meeting with construction personnel, all applicable state and federal regulatory agencies, and Environmental Resources Department staff to verify vegetation and preserve area protection measures have been installed.
7) Prior to issuance of a Certificate of Occupancy, all Category I listed invasive plants shall be eradicated from the site.

Please contact Brian Ingram at 772-462-2393 if you have any questions or if you would like to meet regarding the details on these requirements.



ALTA BOUNDARY & TOPOGRAPHIC SURVEY

LAND LYING IN SECTION 14 & 23, TOWNSHIP 34 SOUTH, RANGE 39 EAST,
ST. LUCIE COUNTY, FLORIDA



THE FOLLOWING IS A PARTIAL LIST OF NUMBERED EXCEPTIONS WHICH CORRESPOND TO THE NUMBERED EXCEPTIONS CONTAINED IN SCHEDULE B, PART II–EXCEPTIONS OF FIRST AMERICAN TITLE INSURANCE COMPANY COMMITMENT FOR TITLE INSURANCE HAVING A COMMITMENT NUMBER: 110601490, WITH AN COMMITMENT DATE OF JANUARY 10, 2025 @ 8:00 A.M.

SCHEDULE B, PART–II EXCEPTIONS

9. North St. Lucie River Water Control District / A Resolution Relating to Legal Access to Private Lands Over Facilities Within District Rights–of–Way, recorded on December 21, 1989, in Book 669, Page 699.
   (AFFECTS PLOTTED)

10. Ordinance No. 07–055, recorded on December 11, 2007, in Book 2913, Page 2331.
    (AFFECTS NOTHING TO PLOT)

11. Resolution No. 2022–182, recorded on November 02, 2022, in Book 4910, Page 268.
    (DOES NOT AFFECT)

12. Resolution No. 2023–191, recorded on October 27, 2023, in Book 5063, Page 2887.
    (AFFECTS NOTHING TO PLOT)

13. Preliminary Assessment Resolution Solid Waste for Fiscal Year 2024–25, recorded on July 18, 2024, in Book 5179, Page 2287.
    (AFFECTS NOTHING TO PLOT)

14. Resolution No. 2024–198, recorded on October 29, 2024, in Book 5225, Page 2583.
    (AFFECTS NOTHING TO PLOT)

15. Terms and conditions of any existing unrecorded lease(s), and all rights of lessee(s) and any parties claiming through the lessee(s) under the lease(s).
    (AFFECTS NOTHING TO PLOT)

DESCRIPTION:

BEING THE SOUTH 1/2 OF THE NORTHWEST 1/4 OF THE SOUTHWEST 1/4, LESS CANAL RIGHT–OF WAY; LESS THE EAST 43 FEET OF THE WEST 48 FEET THEREOF; AND LESS EMERSON AVENUE; AND ALSO LESS THE NORTH 170.00 FEET; BEING THE WEST 1/2 OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4; BEING THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4, LESS CANAL RIGHT–OF–WAY AND LESS THE EAST 43 FEET OF THE WEST 48 FEET THEREOF; ALL IN SECTION 14, TOWNSHIP 34 SOUTH, RANGE 39 EAST, AND BEING THAT PART OF THE NORTH 230 FEET OF THE NORTHEAST 1/4 OF THE NORTHWEST 1/4, OF SECTION 23, TOWNSHIP 34 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA, LYING WEST OF THE SOUTHERLY EXTENSION OF THE EAST LINE OF THE WEST 1/2 OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 14, TOWNSHIP 34 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA; AND BEING THE NORTH 6.18 ACRES OF THE NORTHWEST 1/4 OF THE NORTHWEST 1/4, LESS CANAL RIGHT–OF–WAY AND LESS THE EAST 40 FEET OF THE WEST 48 FEET THEREOF IN SECTION 23, TOWNSHIP 34 SOUTH, RANGE 39 EAST. ST. LUCIE COUNTY, FLORIDA.

TOGETHER WITH

THE NORTH 3/4 OF THE NORTH 1/2 OF THE NORTHEAST 1/4 OF THE NORTHWEST 1/4 LESS THE NORTH 230 FEET, SECTION 23, TOWNSHIP 34 SOUTH, RANGE 39 EAST, ALL IN ST. LUCIE COUNTY, FLORIDA, LESS RIGHTS–OF–WAY FOR CANALS AND PUBLIC ROADS AS EXISTING.

TOGETHER WITH

THE SOUTH HALF (1/2) OF THE NORTHEAST QUARTER (1/4) OF THE SOUTHWEST QUARTER (1/4) OF SECTION 14, TOWNSHIP 34 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA; LESS AND EXCEPT RIGHTS OF WAY FOR PUBLIC ROADS AND DRAINAGE CANALS. LESS AND EXCEPT THE NORTH 208.71 FEET OF THE EAST 208.71 FEET, THEREOF.

TOGETHER WITH

THE EAST (1/2) OF THE SOUTHEAST QUARTER (1/4) OF THE SOUTHWEST (1/4) OF SECTION 14, TOWNSHIP 34 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA. LESS AND EXCEPTING ALL EXISTING RIGHTS OF WAY FOR PUBLIC ROADS AND DRAINAGE CANALS.

CONTAINING: 127.029 ACRES, MORE OR LESS

CERTIFICATION:

KEL CAPITAL, LLC, A FLORIDA LIMITED LIABILITY COMPANY
FIRST AMERICAN TITLE INSURANCE COMPANY

SURVEY NOTES:

1. LAST DATE OF FIELD DATA ACQUISITION FOR THIS SURVEY IS APRIL 8, 2025.
2. THIS SURVEY MAP AND REPORT OR THE COPIES THEREOF ARE NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.
3. ALL MEASUREMENTS ARE IN ACCORDANCE WITH THE UNITED STATES STANDARD FEET. FIELD LOCATIONS DEPICTED ON THIS SURVEY WERE OBTAINED USING REAL TIME KINEMATIC (RTK) GPS METHODS WITH AN EXPECTED HORIZONTAL ACCURACY OF +/– 0.05". ALL PROPERTY CORNERS WERE DOUBLE OCCUPIED FOR REDUNDANT MEASUREMENTS.
4. THIS SURVEY MEETS OR EXCEEDS APPLICABLE ACCURACY REQUIREMENTS AND IS PREPARED ACCORDING TO THE STANDARDS OF PRACTICE SET FORTH BY THE FLORIDA ADMINISTRATIVE CHAPTER 5J–17 AS CODE, ADOPTED BY THE BOARD OF PROFESSIONAL SURVEYOR AND MAPPERS. RURAL: LINEAR: 1 FOOT IN 5,000 FEET.
5. ADDITIONS OR DELETIONS TO SURVEY MAPS OR REPORTS BY OTHER THAN THE SIGNING PARTY OR PARTIES IS PROHIBITED WITHOUT WRITTEN CONSENT OF THE SIGNING PARTY OR PARTIES.
6. BEARINGS SHOWN HEREON ARE RELATIVE TO THE FLORIDA STATE PLANE COORDINATE SYSTEM, TRAVERSE MERCATOR PROJECTION, FLORIDA EAST ZONE, NORTH AMERICAN DATUM (NAD) OF 1983, 1990 ADJUSTMENT, AS ESTABLISHED FROM FDOT RIGHT OF WAY MAP STATE ROAD NO. 614 (INDRIO ROAD) SECTION NO. 94004–2501. HAVING A BEARING OF SOUTH 89°51'59"EAST ALONG THE NORTH LINE OF THE SOUTHWEST QUARTER OF SECTION 14, TOWNSHIP 34 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA, AND ALL OTHER BEARINGS ARE RELATIVE THERETO.
7. SUBJECT PROPERTY FALLS WITHIN ZONE "X", ACCORDING TO THE NATIONAL FLOOD INSURANCE PROGRAM (NFIP) FLOOD INSURANCE RATE MAP (FIRM); MAP NUMBER 12111C0070J UNINCORPORATED ST. LUCIE COUNTY, COMMUNITY NUMBER. 120285, PANEL 0070, SUFFIX J; DATED FEBRUARY 16, 2012.
8. THE APPARENT PHYSICAL FOR THIS PROPERTY IS PROPOSED DEVELOPMENT.
9. THERE ARE NOT GAPS, GORES OR HIATUSES, THE TRACTS ARE CONTIGUOUS ALONG THEIR BOUNDARIES.
10. SECTIONAL DATA FOR THIS SURVEY WAS CALCULATED BY USING FDOT RIGHT OF WAY MAPS FOR INDRIO ROAD, SEMINOLE ROAD, JOHNSTON ROAD AND FORT PIERCE FARMS WATER CONTROL DISTRICT. ALONG WITH CERTIFIED CORNER RECORDS WHERE AVAILABLE. CALCULATIONS WERE COMPARED FOR FOUND MONUMENTATION TO DETERMINE THE BOUNDARY.
11. THE VERTICAL DATUM REFERENCES THE NORTH AMERICAN VERTICAL DATUM (NAVD) OF 1988 AND IS IN THE U.S. SURVEY FOOT UNIT OF MEASUREMENT. ELEVATIONS FOR THIS SURVEY ARE DERIVED FROM A BENCHMARK OF ORIGIN; ST. LUCIE COUNTY BENCHMARK BLC19, WITH A PUBLISHED ELEVATION OF 21.61' FEET (NAVD 88).
12. LIDAR ELEVATIONS AS SHOWN WERE OBTAINED USING XXXX

SURVEYOR'S CERTIFICATE:

THIS IS TO CERTIFY THAT THIS MAP AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS. THE FIELDWORK WAS COMPLETED ON APRIL 8, 2025.

DATE OF MAP: MARCH 20, 2025.

RONNIE L. FURNISS
PROFESSIONAL SURVEYOR MAPPER #6272
STATE OF FLORIDA

CAULFIELD AND WHEELER, INC
SURVEYORS – ENGINEERS – PLANNERS
7900 GLADES ROAD, SUITE 100
BOCA RATON, FL 33434
CERTIFICATION OF AUTHORIZATION NO. LB 3591

BY	DATE	REVISIONS
BP	04-08-2025	ADJUST/ADD TOPOGRAPHIC DATA
BP	04-02-2025	ADD TOPOGRAPHIC DATA

FILE NAME 11285-BNDY ALTA SURVEY.DWG

CAULFIELD & WHEELER, INC.
CIVIL ENGINEERING
LANDSCAPE ARCHITECTURE SURVEYING
7900 GLADES ROAD - SUITE 100
BOCA RATON, FLORIDA 33434
PHONE (561)-392-1991 / FAX (561)-750-1452

LAND LYING IN SECTION 14 & 23, TOWNSHIP 34 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA

DATE 03/20/2025
DRAWN BY BP
F.B./ PG. ELECT
SCALE AS SHOWN

JOB # 11285
SHT.NO. 1
OF 11 SHEETS

ALTA BOUNDARY SURVEY

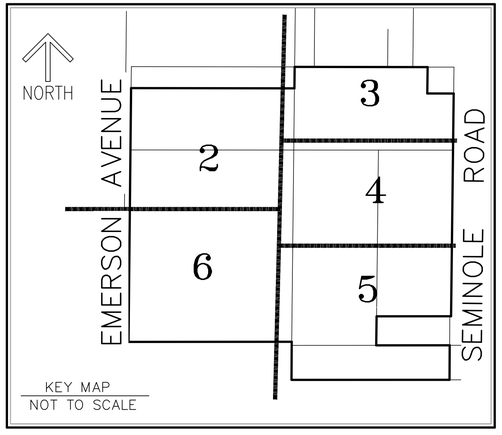
LAND LYING IN SECTION 14 & 23,
TOWNSHIP 34 SOUTH, RANGE 39 EAST,
ST. LUCIE COUNTY, FLORIDA

NORTH

GRAPHIC SCALE
60 0 30 60 120
(IN FEET)
INTENDED DISPLAY SCALE
1 INCH = 60 FEET

LEGEND

ORB – OFFICIAL RECORD BOOK
R/W – RIGHT-OF-WAY
PB – PLAT BOOK
PG – PAGE
DB – DEED BOOK
F.P.F.W.C.D. – FORT PIERCE FARMS WATER CONTROL DISTRICT
LB – LICENSED BUSINESS
PG. – PAGE
PLS – PROFESSIONAL LAND SURVEYOR
PSM – PROFESSIONAL SURVEYOR AND MAPPER
RLS – REGISTERED LAND SURVEYOR
R/W – FORT RIGHT OF WAY
– ANCHOR
x x – 4' BARBWIRE FENCE
OHW OHW – ELECTRICAL WIRES OVERHEAD
– WOOD POWER POLE (UNLESS NOTED)
– EXISTING ELEVATION
– DENOTES FOUND PERMANENT CONTROL POINT
– 1/4 SECTION CORNER
– SECTION CORNER
W – WELL
– GUARD RAIL
– DIRT ROAD
– GRASS PATH



KEY MAP
NOT TO SCALE

WEST 1/4 CORNER
SECTION 14
FOUND NAIL & DISC LB 4945
S=0.12'
E=0.36'

(BEARING BASIS)
S89°51'59"E 2682.81'
NORTH LINE OF THE SW 1/4

FDOT RIGHT OF WAY MAP
STATE ROAD NO. 614 (INDRIO ROAD)
SECTION NO. 94004-2501

GATE
GATE
170'

RUSSAKIS INVESTMENTS LLC
Parcel ID: 1314-323-0001-000-6
N 170 FT OF S 1/2 OF NW 1/4 OF SW 1/4-LESS CANAL AND RD RW

FOUND 5/8" IRON ROD & CAP PLS 4945
S=0.22'
E=0.29'

S89°54'38"E 1292.84' (C)

4' BARBWIRE FENCE 0.5' SOUTH OF PROPERTY LINE

4' BARBWIRE FENCE 0.2' NORTH OF PROPERTY LINE

5'
48'
43'
DIRT ROAD
EMERSON AVENUE
F.P.F.W.C.D. CANAL NO. 6
C.M.B. 3, PG. 293, D.B. 55, PG. 93
EXIST. R/W LINE & EXIST CANAL R/W LINE

BRINDHAVANAM LLC
Parcel ID: 1314-323-0002-000-3
THE SOUTH 1/2 OF THE NORTHWEST 1/4 OF THE SOUTHWEST 1/4, LESS CANAL RIGHT-OF-WAY; LESS THE EAST 43 FEET OF THE WEST 48 FEET THEREOF; AND LESS EMERSON AVENUE; AND ALSO LESS THE NORTH 170.00 FEET

SECTION LINE
4' BARBWIRE FENCE 6.2' EAST OF PROPERTY LINE

FOUND 5/8" IRON ROD & CAP PLS 4945
S=0.11'
E=0.19'

N00°35'07"E 2637.76'
DIRT ROAD
N00°35'07"E 1808.20' (C)

TOP OF BANK
EDGE OF WATER
W
W
CONCRETE PAD & WELL PUMP

EXIST CANAL R/W LINE
EDGE OF WATER
TOP OF BANK
4' BARBWIRE FENCE 3.1' EAST OF PROPERTY LINE

BRINDHAVANAM LLC
Parcel ID: 1314-331-0001-000-1
THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4, LESS CANAL RIGHT-OF-WAY AND LESS THE EAST 43 FEET OF THE WEST 48 FEET THEREOF

MATCH LINE SHEET 3
MATCH LINE SHEET 6

REVISIONS	DATE	BY
FILE NAME 11285-BNDY ALTA SURVEY.DWG		

CAULFIELD & WHEELER, INC.
CIVIL ENGINEERING
LANDSCAPE ARCHITECTURE SURVEYING
7900 GLADES ROAD - SUITE 100
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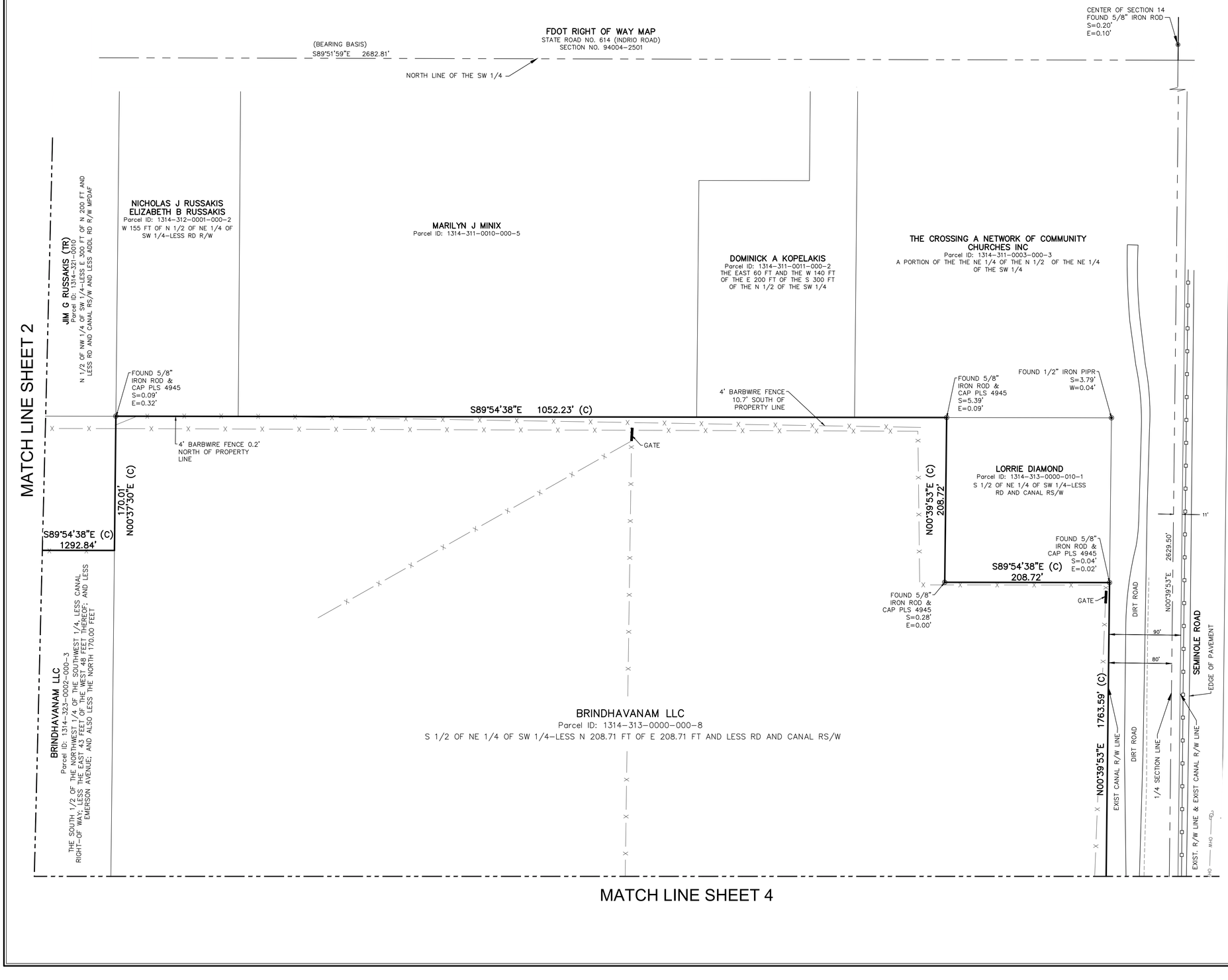
LAND LYING IN SECTION 14 & 23, TOWNSHIP 34 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA

DATE 03/20/2025
DRAWN BY BP
F.B./ PG. ELECT
SCALE AS SHOWN

JOB # 11285
SHT.NO. 2
OF 11 SHEETS

ALTA BOUNDARY SURVEY

LAND LYING IN SECTION 14 & 23, TOWNSHIP 34 SOUTH, RANGE 39 EAST,
ST. LUCIE COUNTY, FLORIDA



NORTH

GRAPHIC SCALE

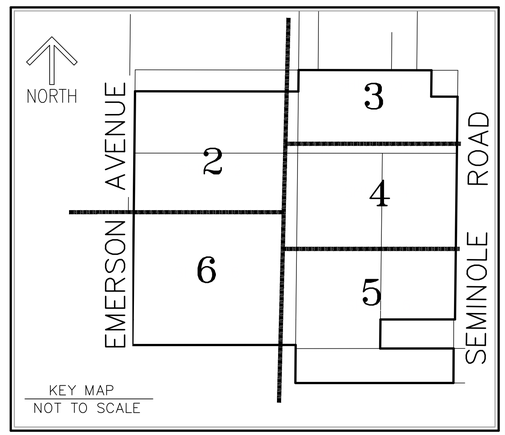
60 0 30 60 120

(IN FEET)

INTENDED DISPLAY SCALE
1 INCH = 60 FEET

LEGEND

ORB – OFFICIAL RECORD BOOK
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– EXISTING ELEVATION
– DENOTES FOUND PERMANENT CONTROL POINT
– 1/4 SECTION CORNER
– SECTION CORNER
– WELL
– GUARD RAIL
– DIRT ROAD
– GRASS PATH



REVISIONS	DATE	BY
FILE NAME 11285-BNDY ALTA SURVEY.DWG		

CAULFIELD & WHEELER, INC.
CIVIL ENGINEERING
LANDSCAPE ARCHITECTURE SURVEYING
7900 GLADES ROAD - SUITE 100
BOCA RATON, FLORIDA 33434
PHONE (561)-392-1991 / FAX (561)-750-1452

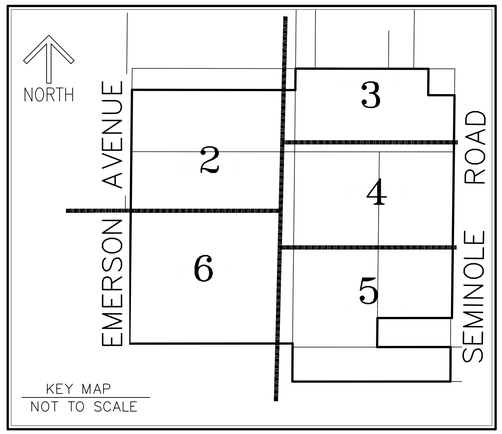
LAND LYING IN SECTION 14
& 23, TOWNSHIP 34 SOUTH,
RANGE 39 EAST,ST. LUCIE
COUNTY, FLORIDA

DATE 03/20/2025
DRAWN BY RLF
F.B./ PG. ELECT
SCALE AS SHOWN

JOB # 11285
SHT.NO. 3
OF 11 SHEETS

ALTA BOUNDARY SURVEY

LAND LYING IN SECTION 14 & 23, TOWNSHIP 34 SOUTH, RANGE 39 EAST,
ST. LUCIE COUNTY, FLORIDA



NORTH

GRAPHIC SCALE
60 0 30 60 120
(IN FEET)
INTENDED DISPLAY SCALE
1 INCH = 60 FEET

MATCH LINE SHEET 3

MATCH LINE SHEET 2

MATCH LINE SHEET 6

BRINDHAVANAM LLC
Parcel ID: 1314-313-0000-000-8
S 1/2 OF NE 1/4 OF SW 1/4-LESS N 208.71 FT OF E 208.71 FT AND LESS RD AND CANAL RS/W

FOUND 5/8" IRON ROD & CAP PLS 4945 S=0.08' E=0.09'

GATE

PIPE NOT FUNCTIONING PROPERLY COVERED WITH DIRT/DEBRI UNKNOWN PIPE SIZE AND INVERT

DIRT ROAD

CONCRETE PAD & WELL PUMP

TOP OF BANK

90'

80'

THE EAST (1/2) OF THE SOUTHEAST QUARTER (1/4) OF THE SOUTHWEST (1/4) OF SECTION 14, TOWNSHIP 34 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA. LESS AND EXCEPTING ALL EXISTING RIGHTS OF WAY FOR PUBLIC ROADS AND DRAINAGE CANALS

4' BARBWIRE FENCE 6.9' WEST OF PROPERTY LINE

N00°39'53"E 1763.59' (C)

1/4 SECTION LINE

F.P.F.W.C.D. CANAL NO. 5
C.M.B. 3, PG. 293
D.B. 55, PG. 93

N00°39'53"E 2629.50'

SEMINOLE ROAD

EDGE OF PAVEMENT

BRINDHAVANAM LLC
Parcel ID: 1314-331-0001-000-1
THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4-LESS CANAL RIGHT-OF-WAY AND LESS THE EAST 4.3 FEET OF THE WEST 44 FEET THEREOF

EDGE OF WATER

TOP OF BANK

EDGE OF WATER

TOP OF BANK

TOP OF BANK

EDGE OF WATER

SITE BENCHMARK #2
SET IRON ROD
ELEVATIONS 20.43'

8" PVC PIPE
INV: 16.27'

8" PVC PIPE
INV: 16.06'

BRINDHAVANAM LLC
Parcel ID: 1314-341-0000-000-5
THE WEST 1/2 OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4

THE EAST (1/2) OF THE SOUTHEAST QUARTER (1/4) OF THE SOUTHWEST (1/4) OF SECTION 14, TOWNSHIP 34 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA. LESS AND EXCEPTING ALL EXISTING RIGHTS OF WAY FOR PUBLIC ROADS AND DRAINAGE CANALS

LEGEND

ORB – OFFICIAL RECORD BOOK
R/W – RIGHT-OF-WAY
PB – PLAT BOOK
PG – PAGE
DB – DEED BOOK
F.P.F.W.C.D. – FORT PIERCE FARMS WATER CONTROL DISTRICT
LB – LICENSED BUSINESS
PG. – PAGE
PLS – PROFESSIONAL LAND SURVEYOR
PSM – PROFESSIONAL SURVEYOR AND MAPPER
RLS – REGISTERED LAND SURVEYOR
R/W – FORT RIGHT OF WAY
⟵ – ANCHOR
X — X — X — 4' BARBWIRE FENCE
OHW — OHW — ELECTRICAL WIRES OVERHEAD
– WOOD POWER POLE (UNLESS NOTED)
– EXISTING ELEVATION
– DENOTES FOUND PERMANENT CONTROL POINT
– 1/4 SECTION CORNER
– SECTION CORNER
Ⓦ – WELL
– GUARD RAIL
– DIRT ROAD
– GRASS PATH

BY	DATE	REVISIONS
		FILE NAME: 11285-BNDY ALTA SURVEY.DWG

CAULFIELD & WHEELER, INC.
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LAND LYING IN SECTION 14 & 23, TOWNSHIP 34 SOUTH, RANGE 39 EAST,ST. LUCIE COUNTY, FLORIDA

DATE 03/20/2025
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SCALE AS SHOWN

JOB # 11285
SHT.NO. 4
OF 11 SHEETS

ALTA BOUNDARY SURVEY

LAND LYING IN SECTION 14 & 23, TOWNSHIP 34 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA

MATCH LINE SHEET 4

MATCH LINE SHEET 6

TOP OF BANK
EDGE OF WATER
TOP OF BANK
PIPE NOT FUNCTIONING PROPERLY COVERED WITH DIRT/DEBRI UNKNOWN PIPE SIZE AND INVERT

BRINDHAVANAM LLC
Parcel ID: 1314-341-0000-000-5
THE WEST 1/2 OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4

THE EAST (1/2) OF THE SOUTHEAST QUARTER (1/4) OF THE SOUTHWEST (1/4) OF SECTION 14, TOWNSHIP 34 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA. LESS AND EXCEPTING ALL EXISTING RIGHTS OF WAY FOR PUBLIC ROADS AND DRAINAGE CANALS

4' BARBWIRE FENCE 7.7' WEST OF PROPERTY LINE

90'
80'
DIRT ROAD
SEMINOLE ROAD
EDGE OF PAVEMENT

BRINDHAVANAM LLC
Parcel ID: 1314-331-0001-000-1
THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4, LESS CANAL RIGHT-OF-WAY AND LESS THE EAST 43 FEET OF THE WEST 48 FEET THEREOF
EDGE OF WATER
TOP OF BANK

FOUND 5/8" IRON ROD & CAP PLS 2391
N=0.13'
E=0.14'

EAST LINE OF THE WEST 1/2 OF THE SE 1/4 OF THE SW 1/4

N00°39'53"E 1763.59' (M)
N00°39'53"E 2629.50'

S89°57'23"W 589.80' (C)

FOUND 5/8" IRON ROD & CAP PLS 4945
S=0.05'
E=0.18'

FOUND 1/2" IRON PIPE
N=0.03'
E=0.11'

THAT PART OF THE NORTH 230 FEET OF THE NORTHEAST 1/4 OF THE NORTHWEST 1/4, OF SECTION 23, TOWNSHIP 34 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA, LYING WEST OF THE SOUTHERLY EXTENSION OF THE EAST LINE OF THE WEST 1/2 OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 14

10'

THE SOUTHERLY EXTENSION OF THE EAST LINE OF THE WEST 1/2 OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 14

PIPE NOT FUNCTIONING PROPERLY COVERED WITH DIRT/DEBRI UNKNOWN PIPE SIZE AND INVERT

BRINDHAVANAM LLC
Parcel ID: 1314-341-0000-000-5
THE WEST 1/2 OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4

230.02'
S00°38'41"W (C)

FOUND 5/8" IRON ROD & CAP PLS 4945
N=0.03'
E=0.04'

TOMMIE D POTTER
Parcel ID: 1323-211-0003-000-4
N 230 FT OF NE 1/4 OF NE 1/4 OF NW 1/4-LESS CANAL R/W

FOUND 1/2" IRON PIPE
S=0.03'
E=10.13'

1/4 SECTION LINE

FOUND 5/8" IRON ROD & CAP PLS 4945
S=0.32'
E=0.00'

1292.26'
S89°57'23"W (C)

EDGE OF WATER
TOP OF BANK

S89°57'23"W 581.41' (C)

EDGE OF WATER
TOP OF BANK

301.73' (C)
S00°25'39"W

BRINDHAVANAM LLC
Parcel ID: 1323-211-0005-000-8
THE NORTH 3/4 OF THE NORTH 1/2 OF THE NORTHEAST 1/4 OF THE NORTHWEST 1/4 LESS THE NORTH 230 FEET, SECTION 23, TOWNSHIP 34 SOUTH, RANGE 39 EAST, ALL IN ST. LUCIE COUNTY, FLORIDA, LESS RIGHTS-OF-WAY FOR CANALS AND PUBLIC ROADS AS EXISTING.

N00°14'43"E (C)
273.17'

90'

FOUND 5/8" IRON ROD & CAP PLS 4945
S=0.48'
E=0.05'

FOUND 5/8" IRON ROD & CAP PLS 4945
S=1.27'
E=10.10"

EXIST CANAL R/W LINE
GRASS PATH/TRAIL
EXIST. R/W LINE & EXIST CANAL R/W LINE

N89°58'37"E 1251.21' (C)

TOP OF BANK
EDGE OF WATER

FLORIDA TREE FARMS INC
Parcel ID: 1323-211-0025-000-4
S 1/4 OF N 1/2 OF NE 1/4 OF NW 1/4 AND S 1/2 OF NE 1/4 OF NW 1/4 AND N 3/4 OF S 1/2 OF NW 1/4 AND NW 1/4 OF NW 1/4-LESS N 6.18 AC AND LESS CANAL RS/W

CERTIFIED CORNER RECORD # 116127
FOUND 5/8" IRON ROD & CAD PSM 6330

23
26

NORTH

GRAPHIC SCALE
60 0 30 60 120
(IN FEET)
INTENDED DISPLAY SCALE
1 INCH = 60 FEET

LEGEND

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PG – PAGE
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F.P.F.W.C.D. – FORT PIERCE FARMS WATER CONTROL DISTRICT
LB – LICENSED BUSINESS
PG. – PAGE
PLS – PROFESSIONAL LAND SURVEYOR
PSM – PROFESSIONAL SURVEYOR AND MAPPER
RLS – REGISTERED LAND SURVEYOR
R/W – FORT RIGHT OF WAY
– ANCHOR
– 4' BARBWIRE FENCE
– ELECTRICAL WIRES OVERHEAD
– WOOD POWER POLE (UNLESS NOTED)
– EXISTING ELEVATION
– DENOTES FOUND PERMANENT CONTROL POINT
– 1/4 SECTION CORNER
– SECTION CORNER
– WELL
– GUARD RAIL
– DIRT ROAD
– GRASS PATH

NORTH
EMERSON AVENUE
SEMINOLE ROAD
3
2
4
6
5
KEY MAP
NOT TO SCALE

BY	DATE	REVISIONS
		FILE NAME 11285-BNDY ALTA SURVEY.DWG

CAULFIELD & WHEELER, INC.
CIVIL ENGINEERING
LANDSCAPE ARCHITECTURE SURVEYING
7900 GLADES ROAD - SUITE 100
BOCA RATON, FLORIDA 33434
PHONE (561)-392-1991 / FAX (561)-750-1452

LAND LYING IN SECTION 14 & 23, TOWNSHIP 34 SOUTH, RANGE 39 EAST,ST. LUCIE COUNTY, FLORIDA

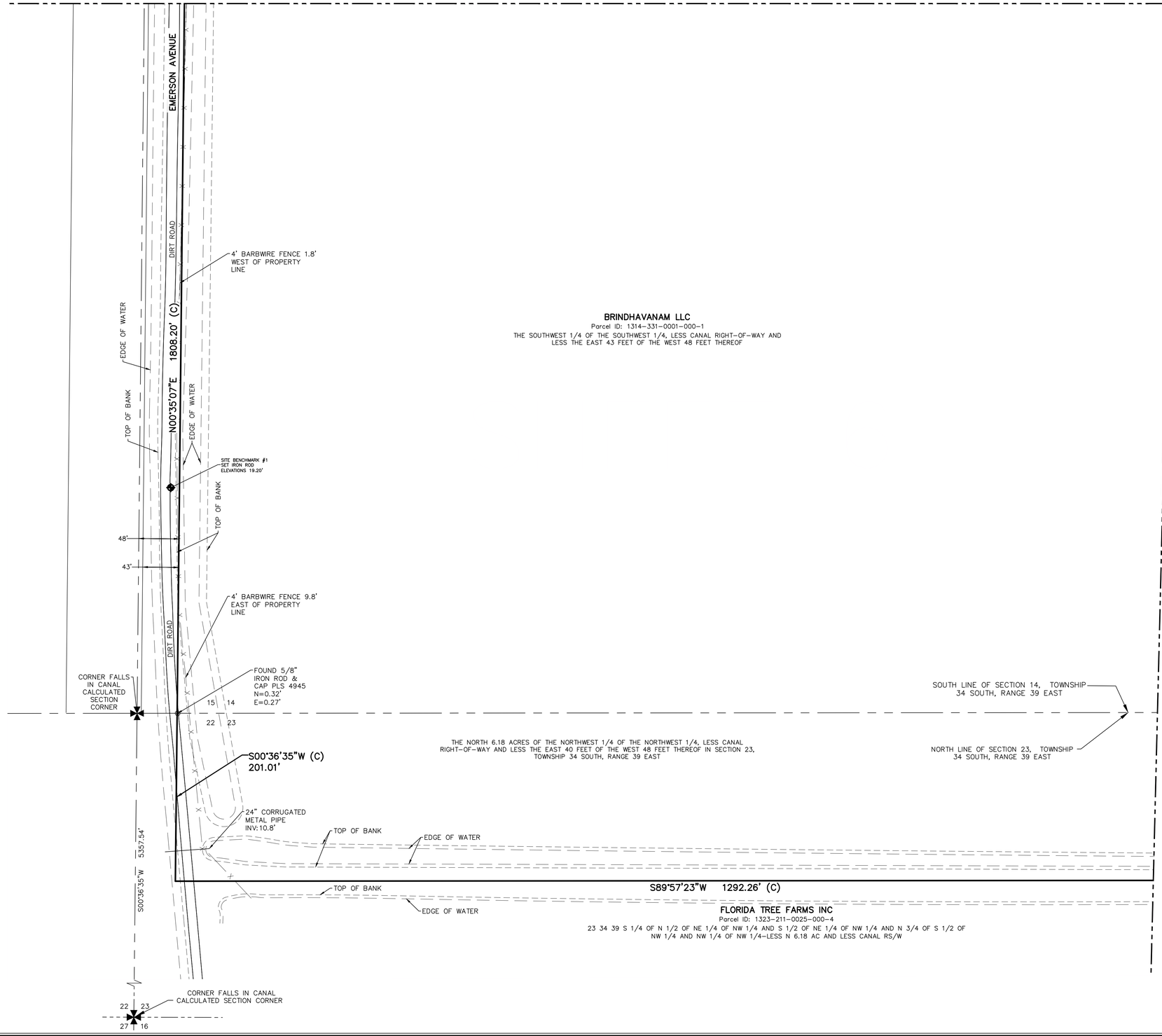
DATE 03/20/2025
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F.B./ PG. ELECT
SCALE AS SHOWN

JOB # 11285
SHT.NO. 5
OF 11 SHEETS

ALTA BOUNDARY SURVEY

LAND LYING IN SECTION 14 & 23, TOWNSHIP 34 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA

MATCH LINE SHEET 2



NORTH

GRAPHIC SCALE

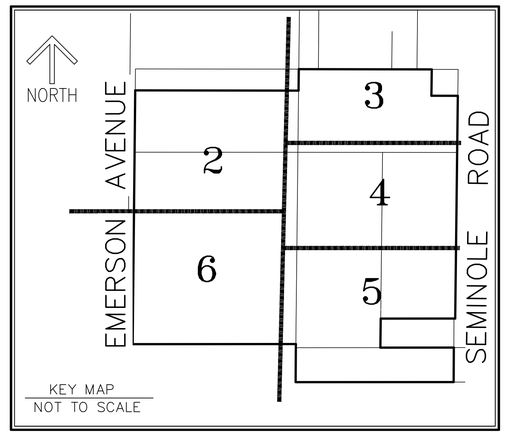
60 0 30 60 120

(IN FEET)

INTENDED DISPLAY SCALE
1 INCH = 60 FEET

LEGEND

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R/W – FORT RIGHT OF WAY
– ANCHOR
x x – 4' BARBWIRE FENCE
OHW OHW – ELECTRICAL WIRES OVERHEAD
– WOOD POWER POLE (UNLESS NOTED)
– EXISTING ELEVATION
– DENOTES FOUND PERMANENT CONTROL POINT
– 1/4 SECTION CORNER
– SECTION CORNER
W – WELL
– GUARD RAIL
– DIRT ROAD
– GRASS PATH



		DATE	BY
REVISIONS			
FILE NAME: 11285-BNDY ALTA SURVEY.DWG			

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LAND LYING IN SECTION 14 & 23, TOWNSHIP 34 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA

DATE 03/20/2025
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SCALE AS SHOWN

JOB # 11285
SHT.NO. 6
OF 11 SHEETS

TOPOGRAPHIC SURVEY

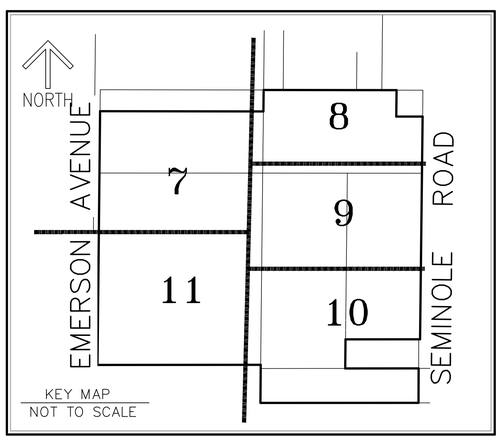
LAND LYING IN SECTION 14 & 23,
TOWNSHIP 34 SOUTH, RANGE 39 EAST,
ST. LUCIE COUNTY, FLORIDA

NORTH

GRAPHIC SCALE
60 0 30 60 120
(IN FEET)
INTENDED DISPLAY SCALE
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RLS – REGISTERED LAND SURVEYOR
R/W – FORT RIGHT OF WAY
– ANCHOR
x x – 4' BARBWIRE FENCE
OHW OHW – ELECTRICAL WIRES OVERHEAD
– WOOD POWER POLE (UNLESS NOTED)
20.00 – EXISTING ELEVATION
– DENOTES FOUND PERMANENT CONTROL POINT
– 1/4 SECTION CORNER
– SECTION CORNER
W – WELL
– GUARD RAIL
– DIRT ROAD
– GRASS PATH



WEST 1/4 CORNER
SECTION 14
FOUND NAIL &
DISC LB 4945
S=0.12'
E=0.36'

(BEARING BASIS)
S89°51'59"E 2682.81'

NORTH LINE OF THE SW 1/4

FDOT RIGHT OF WAY MAP
STATE ROAD NO. 614 (INDRIO ROAD)
SECTION NO. 94004–2501

S89°54'38"E 1292.84' (C)

N00°35'07"E 1808.20' (C)

MATCH LINE SHEET 8

MATCH LINE SHEET 11

REVISIONS	DATE	BY
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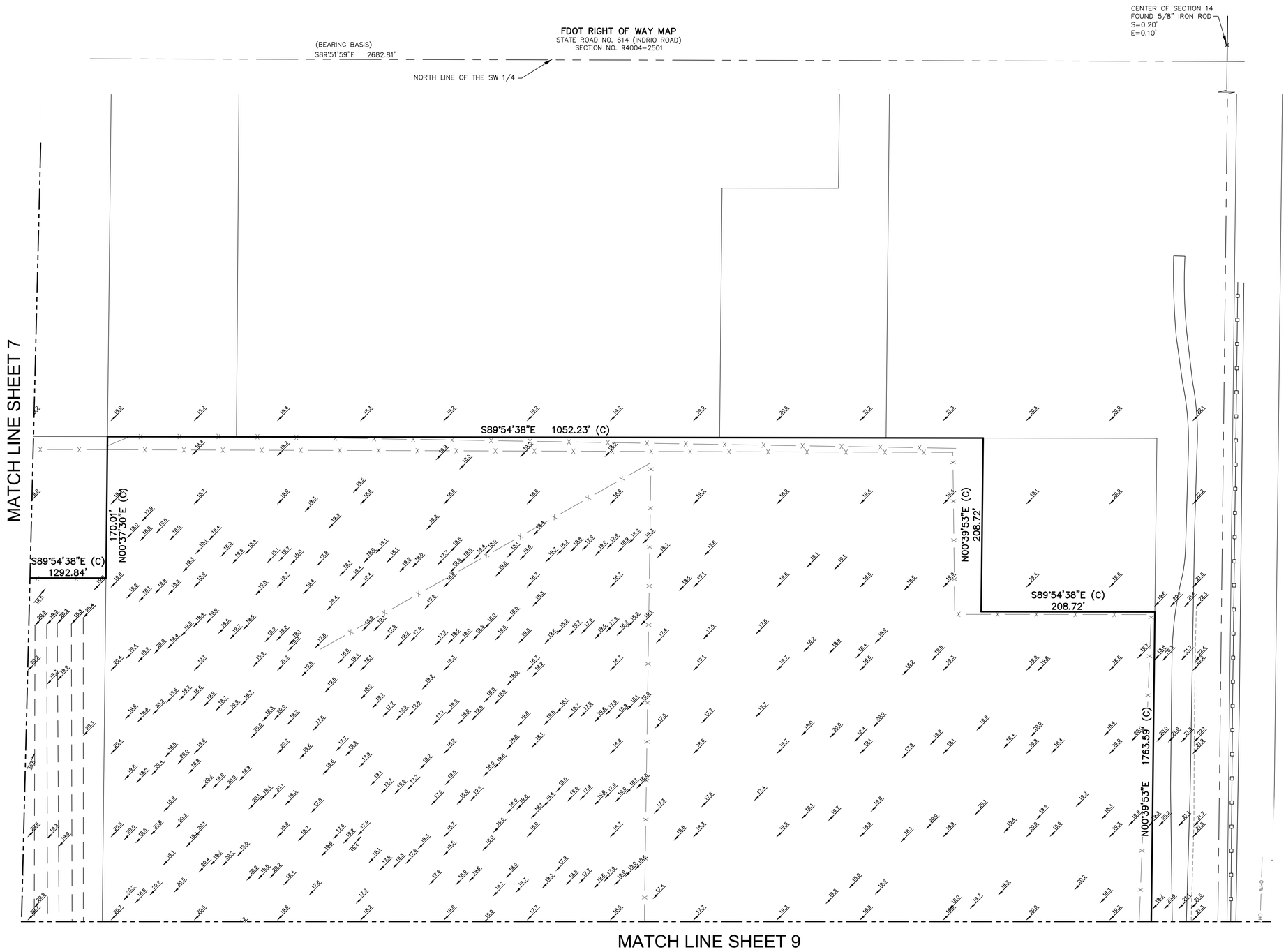
LAND LYING IN SECTION 14
& 23, TOWNSHIP 34 SOUTH,
RANGE 39 EAST,ST. LUCIE
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DATE 03/20/2025
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JOB # 11285
SHT.NO. 7
OF 11 SHEETS

TOPOGRAPHIC SURVEY

LAND LYING IN SECTION 14 & 23, TOWNSHIP 34 SOUTH, RANGE 39 EAST,
ST. LUCIE COUNTY, FLORIDA



NORTH

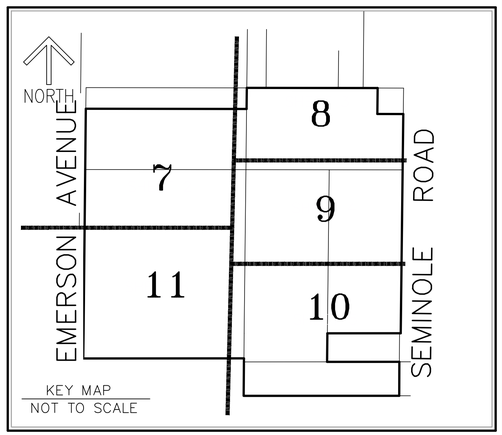
GRAPHIC SCALE

60 0 30 60 120

(IN FEET)
INTENDED DISPLAY SCALE
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RLS – REGISTERED LAND SURVEYOR
R/W – FORT RIGHT OF WAY
– ANCHOR
x x – 4' BARBWIRE FENCE
OHW OHW – ELECTRICAL WIRES OVERHEAD
– WOOD POWER POLE (UNLESS NOTED)
– EXISTING ELEVATION
– DENOTES FOUND PERMANENT CONTROL POINT
– 1/4 SECTION CORNER
– SECTION CORNER
W – WELL
– GUARD RAIL
– DIRT ROAD
– GRASS PATH



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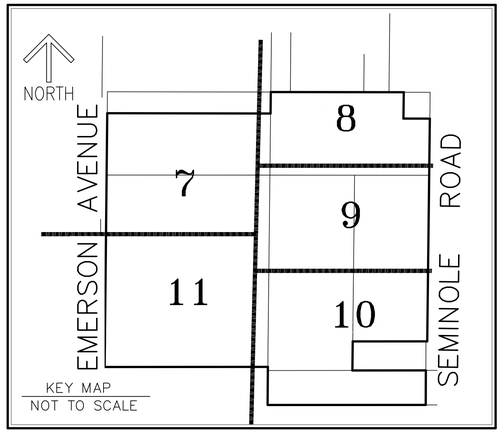
LAND LYING IN SECTION 14
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TOPOGRAPHIC SURVEY

LAND LYING IN SECTION 14 & 23, TOWNSHIP 34 SOUTH, RANGE 39 EAST,
ST. LUCIE COUNTY, FLORIDA



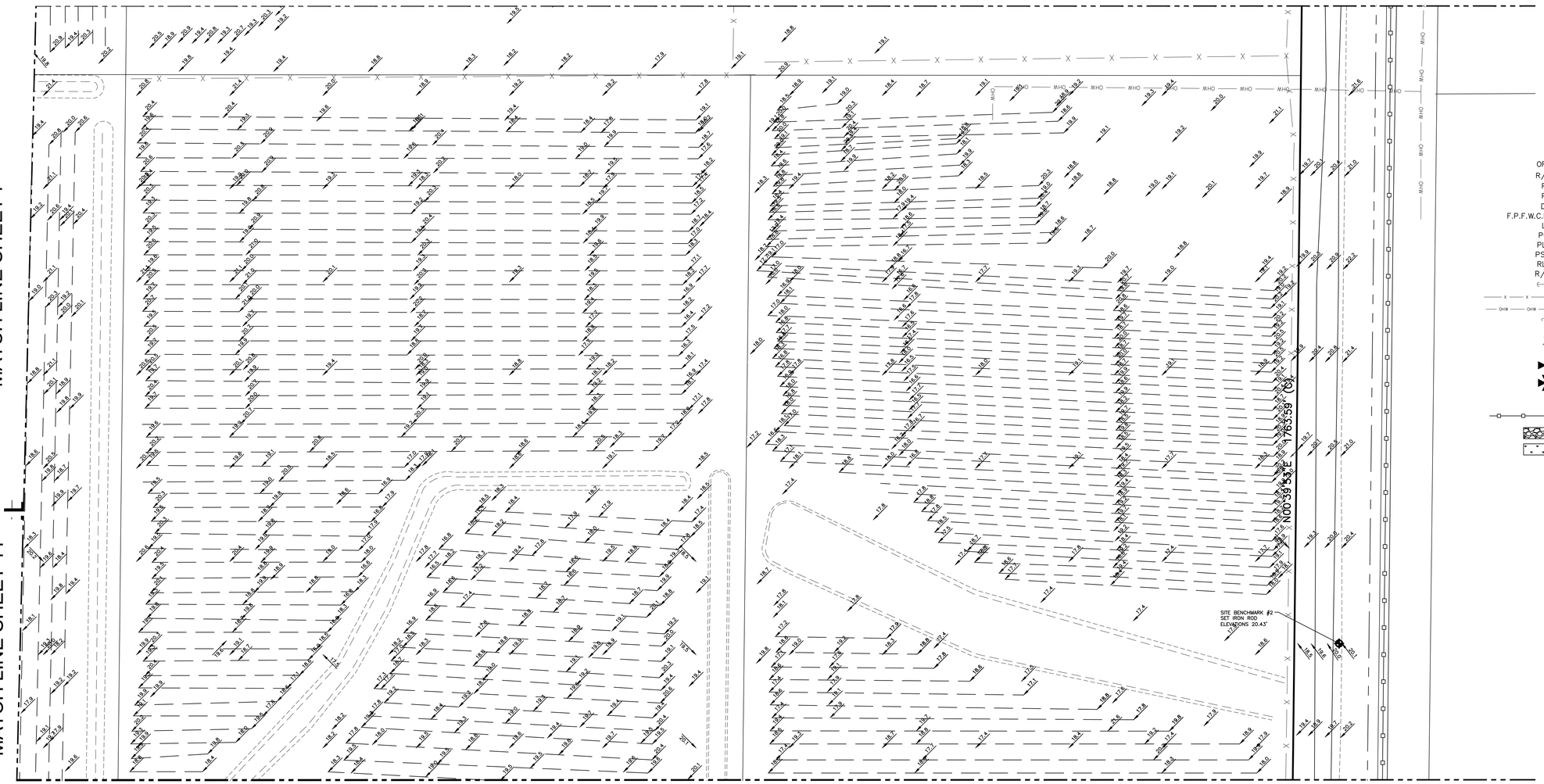
NORTH

GRAPHIC SCALE
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MATCH LINE SHEET 8

MATCH LINE SHEET 7

MATCH LINE SHEET 11



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– 1/4 SECTION CORNER
– SECTION CORNER
(W) – WELL
– GUARD RAIL
– DIRT ROAD
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JOB # 11285
SHT.NO. 9
OF 11 SHEETS

TOPOGRAPHIC SURVEY

LAND LYING IN SECTION 14 & 23, TOWNSHIP 34 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA

MATCH LINE SHEET 9

MATCH LINE SHEET 11



NORTH

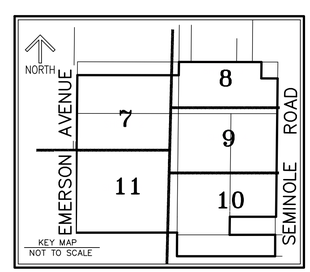
GRAPHIC SCALE

60 0 30 60 120

(IN FEET)
INTENDED DISPLAY SCALE
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– SECTION CORNER
– WELL
– GUARD RAIL
– DIRT ROAD
– GRASS PATH



	DATE	BY
REVISIONS		
FILE NAME: 11285-BNDY ALTA SURVEY.DWG		

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LAND LYING IN SECTION 14
& 23, TOWNSHIP 34 SOUTH,
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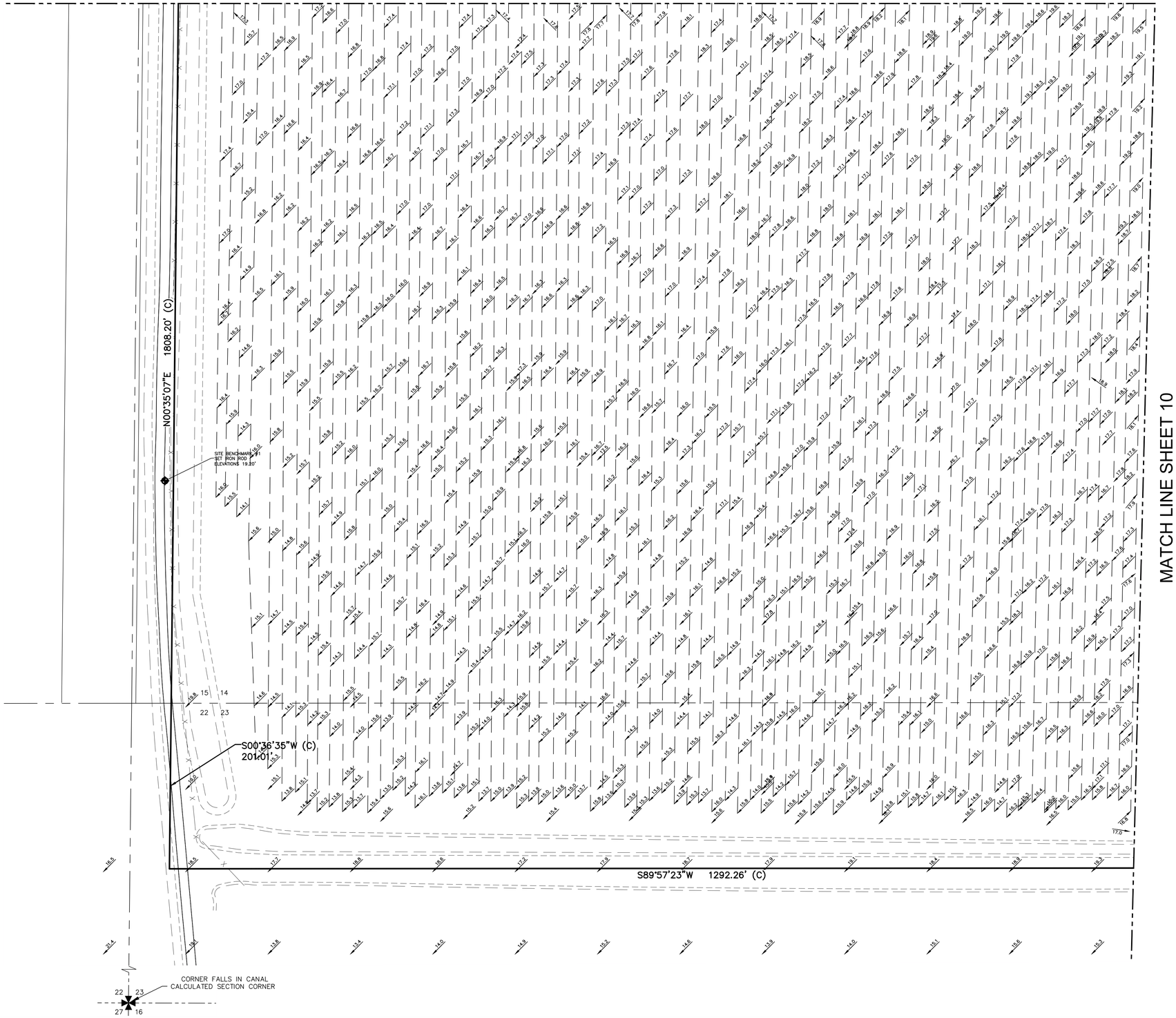
DATE 03/20/2025
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SCALE AS SHOWN

JOB # 11285
SHT.NO.
10
OF 11 SHEETS

TOPOGRAPHIC SURVEY

LAND LYING IN SECTION 14 & 23, TOWNSHIP 34 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA

MATCH LINE SHEET 7



MATCH LINE SHEET 10

NORTH

GRAPHIC SCALE

60 0 30 60 120

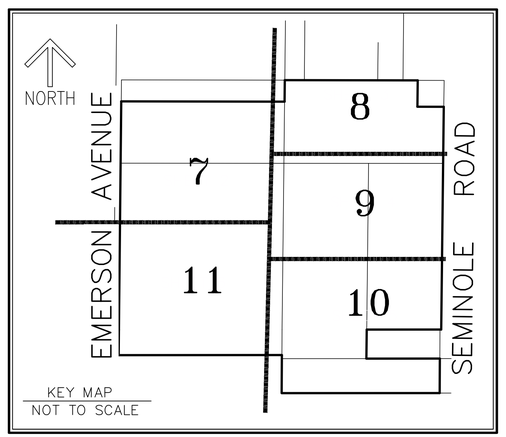
(IN FEET)

INTENDED DISPLAY SCALE

1 INCH = 60 FEET

LEGEND

ORB – OFFICIAL RECORD BOOK
R/W – RIGHT-OF-WAY
PB – PLAT BOOK
PG – PAGE
DB – DEED BOOK
F.P.F.W.C.D. – FORT PIERCE FARMS WATER CONTROL DISTRICT
LB – LICENSED BUSINESS
PG. – PAGE
PLS – PROFESSIONAL LAND SURVEYOR
PSM – PROFESSIONAL SURVEYOR AND MAPPER
RLS – REGISTERED LAND SURVEYOR
R/W – FORT RIGHT OF WAY
– ANCHOR
– 4' BARBWIRE FENCE
– ELECTRICAL WIRES OVERHEAD
– WOOD POWER POLE (UNLESS NOTED)
– EXISTING ELEVATION
– DENOTES FOUND PERMANENT CONTROL POINT
– 1/4 SECTION CORNER
– SECTION CORNER
(W) – WELL
– GUARD RAIL
– DIRT ROAD
– GRASS PATH



REVISIONS	DATE	BY

FILE NAME: 11285-BNDY ALTA SURVEY.DWG

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DATE 03/20/2025
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JOB # 11285
SHT.NO. 11
OF 11 SHEETS

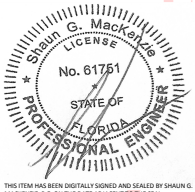
TRAFFIC IMPACT ANALYSIS

The Club at Indrio Creek
St. Lucie County, FL

Prepared for:
Fort Pierce Holdings GP, Inc.

Prepared by:

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311001
Revised November 2025
September 2025
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CA 29013

EXECUTIVE SUMMARY

MacKenzie Engineering & Planning, Inc. performed an analysis of the traffic impacts resulting from the proposed project site located south of Indrio Road, east of Emerson Avenue, and west of Seminole Road, St. Luice County, FL (Parcel ID: 1314-323-0002-000-3; 1314-313-0000-000-8; 1314-331-0001-000-1; 1314-342-0001-000-5 and 1323-211-0005-000-8). The project proposed construction of 212 Single-Family Detached and 196 Mulit-Family Housing (Low-Rise) dwelling units (DUs). The buildout year is 2031.

The proposed development will generate the following net new external and driveway trips:

- 3,200 daily, 230 AM peak hour (60 in/170 out), and 293 PM peak hour (182 in/111 out) trips.

Access to the project will be provided via the extension of Emerson Avenue and an emergency access will be provided to Seminole Road.

A 235-feet southbound left-turn lane on Emerson Avenue into the project site is recommended.

This project is constructing approximately 3,000 feet of the needed Indrio Road parallel facility (New East-West Road) and is constructing approximately 1,000 feet of Emerson Avenue from Indrio Road to its project entrance. Emerson Avenue and the New East-West Road are identified as future 2-lane facilities in both the TVC Element and Transportation Element of the County's Comprehensive Plan.

The following needed improvements are not the responsibility of the applicant and are recommended to be the responsibility of other unapproved development projects:

- Kings Highway & Indrio Road
    - Adjust Signal Timings
    - Extend Eastbound left-turn lane to 425 feet
- Koblegard Road & Indrio Road
    - Adjust Signal Timings
    - Extend Turn Lanes

Indrio Road from Seminole Road to Kings Highway is projected to fail due to background traffic growth. In accordance with Chapter 163.3180 F.S., the street maintaining agency has the responsibility to improve Indrio Road from Seminole Road to Kings Highway from 2-lane to 4-lanes or identify and construct an alternative parallel facility as recommended within the TVC plan.

The study demonstrates that the project satisfies the County's Transportation Concurrency requirements.

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Exhibit 3 - Intersection Analysis
Exhibit 4 - Arterial Analysis
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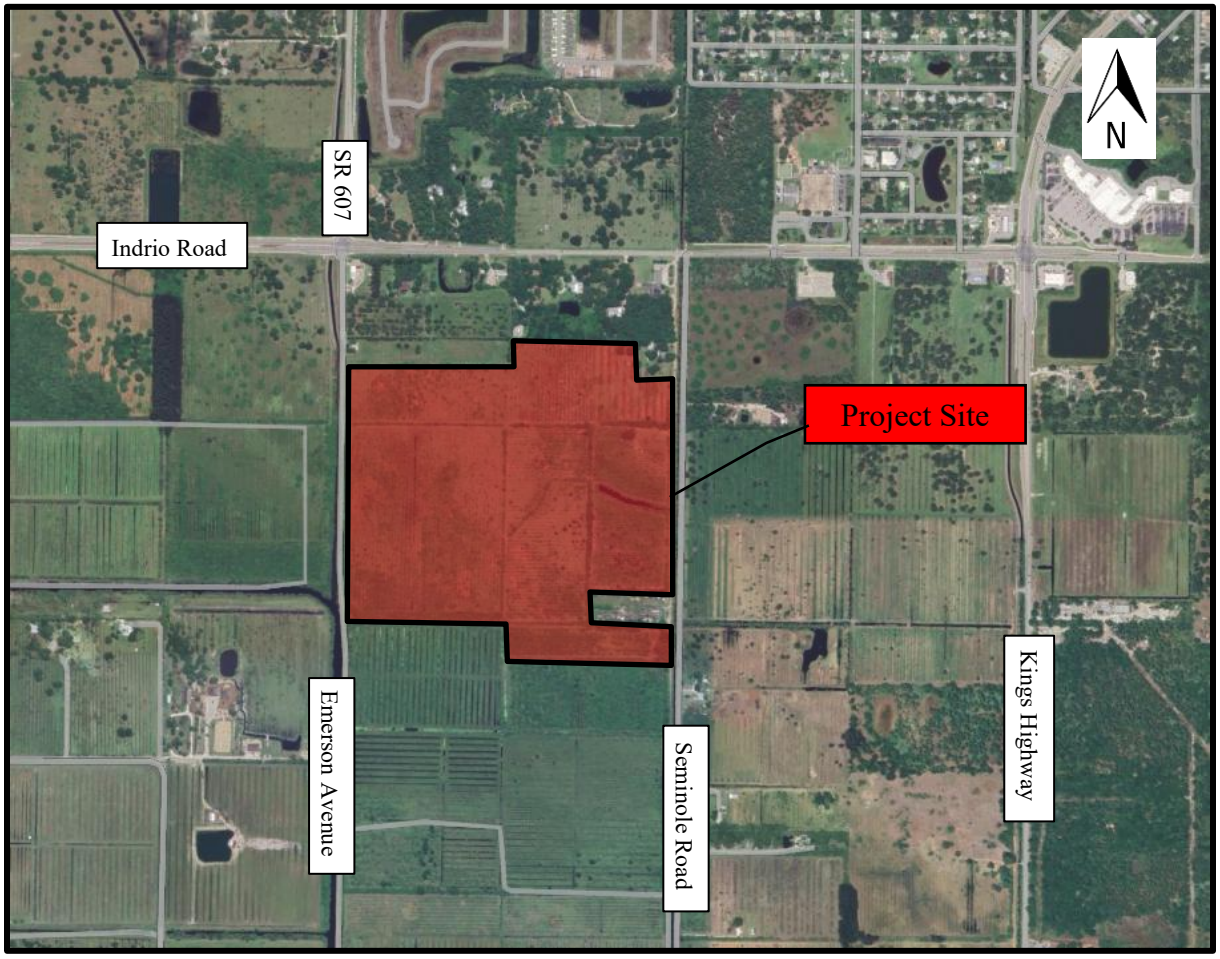
Appendix A - Traffic Study Methodology
Appendix B - ITE Report, *Trip Generation (12th Edition)*
Appendix C - St. Lucie TPO's Traffic Counts and Level of Service Report (2025)
Appendix D - St. Lucie TPO's Standardized TIS Methodology and Procedures
Appendix E - FDOT Peak Season Factor Category Report
Appendix F - FDOT's Q/LOS Manual 2023
Appendix G - Committed Projects
Appendix H - Property Cards
Appendix I - Committed Improvements

INTRODUCTION

MacKenzie Engineering & Planning, Inc. performed an analysis of the traffic impacts resulting from the proposed project site located south of Indrio Road, east of Emerson Avenue, and west of Seminole Road, St. Luice County, FL (Parcel ID: 1314-323-0002-000-3; 1314-313-0000-000-8; 1314-331-0001-000-1; 1314-342-0001-000-5 and 1323-211-0005-000-8). The project proposed construction of 212 Single-Family Detached and 196 Mulit-Family Housing (Low-Rise) dwelling units (DUs). The buildout year is 2031.

Figure 1 illustrates the site location.

Figure 1. Site Location



The applicant will construct approximately 1,000 feet of Emerson Avenue from Indrio Road to its project entrance and approximately 3,100 feet of a new East-West Road between Emerson Avenue and Seminole Road.

INVENTORY AND PLANNING DATA

The information contained below was used to develop the foregoing traffic analysis.

- FDOT Florida Traffic Online
  - Traffic Count Information (2024)
  - Peak Season Factor Category Report (2024)
  - Annual Average Daily Traffic Report (2024)
- MacKenzie Engineering & Planning, Inc., Turning Movement Counts
- FDOT's 2023 Quality/Level of Service Manual
- St. Lucie TPO Traffic Counts and Level of Service Report (2025)
- Trip Generation, *12th Edition (ITE report)*

PROJECT TRAFFIC

Trip Generation

Trip generation was approved as a part of the methodology and utilizes ITE's Trip Generation Manual, *12th Edition* (see Table 1). The study uses trip generation rates for Single Family Detached (ITE Land Use 210) and Multi-Family (Low-Rise) (ITE Land Use 220).

Project Uses

- 212 single family detached dwelling units (DUs)
- 196 multi-family (low-rise) dwelling units (DUs)

The proposed development will generate the following net new external and driveway trips:

- 3,200 daily, 230 AM peak hour (60 in/170 out), and 293 PM peak hour (182 in/111 out) trips.

Internal Capture

The site contains no internal capture.

Pass-by Trip Capture

The proposed pass-by capture is 0.

Table 1. Approved Trip Generation

Land Use	Intensity		Daily Trips	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
Proposed Traffic									
Single Family Detached	212	DU	1,976	148	40	108	192	119	73
Multi-family Housing (Low-rise)	196	DU	1,224	82	20	62	101	63	38
NET CHANGE IN TRIPS (FOR THE PURPOSES OF CONCURRENCY)			**3,200**	**230**	**60**	**170**	**293**	**182**	**111**
NET CHANGE IN DRIVEWAY VOLUMES			**3,200**	**230**	**60**	**170**	**293**	**182**	**111**

Note: Trip generation was calculated using the following data:

Land Use	ITE Code	Unit	Daily Rate	Pass-by Rate	AM Peak Hour		PM Peak Hour	
					in/out	Rate	in/out	Equation
Single Family Detached	210	DU	T = 8.07(X) + 265.45	0%	27/73	T = 0.67(X) + 5.59	62/38	Ln(T) = 0.92 Ln(X) + 0.33
Multi-family Housing (Low-rise)	220	DU	T = 5.63(X) + 120.45	0%	24/76	T = 0.35(X) + 12.93	62/38	T = 0.48(X) + 7.35

ITE 12th Edition

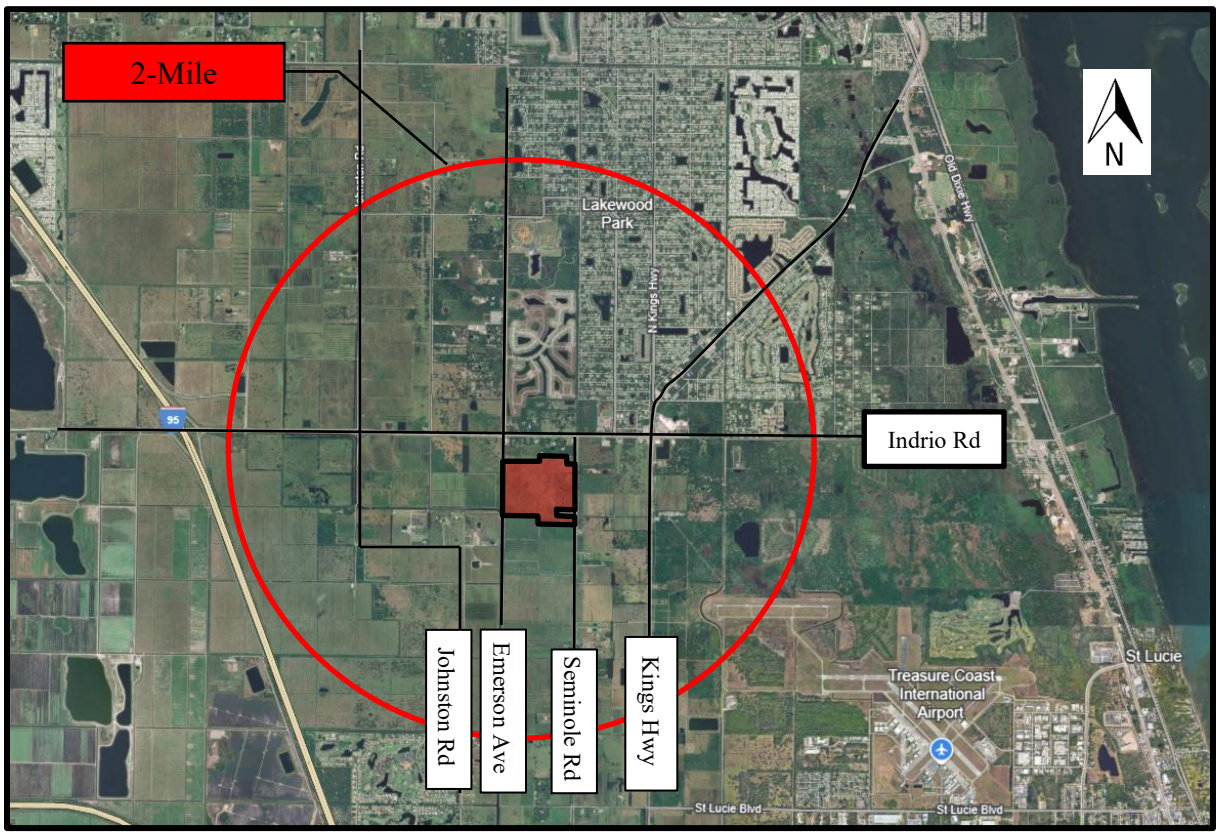
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STUDY AREA

Based on the Approved Methodology and St. Lucie TPO Standardized TIS Methodology and Procedures, Appendix B, the area of influence for transportation concurrency is 2.0 miles.

In accordance with the methodology, the study segments will be defined by section 3 of the City's standard methodology (1 percent significance on roadways within the study area and 5 percent significance on all other road segments). The significance will be based on peak hour peak direction trips and capacity.

Figure 2. Two (2) Mile Study Radius Map

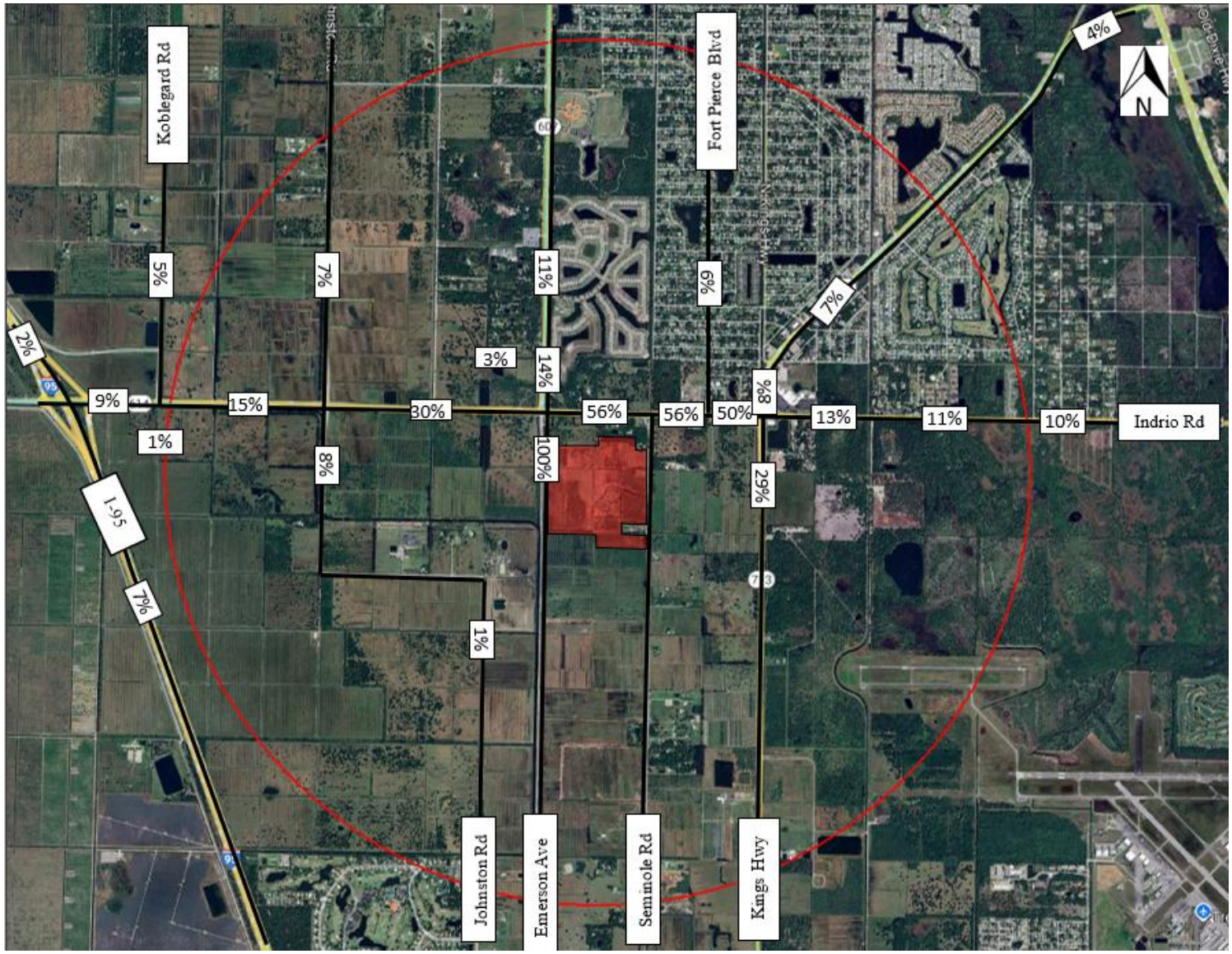


TRAFFIC DISTRIBUTION AND ASSIGNMENT

As agreed upon in the methodology, the traffic distribution and assignment was developed based upon a select zone assignment for the project using the Treasure Coast Regional Planning Model (Version 5.1) (see Appendix A). Land use representing the buildout of the project was input into the 2045 model. The resulting traffic assignment is representative of the distribution and assignment from the model. The overall distribution is summarized by general directions and is depicted below:

NORTH	-	14 percent
EAST	-	56 percent
WEST	-	30 percent

Figure 3. Traffic Assignment



COMMITTED PROJECTS

The following projects are approved and included as committed traffic:

- 25% Preliminary Projects + 100% Buc-ee's + 100% Approved Projects
- Bedner Farms (Preliminary for Commercial)
- Indrio & I-95 Development (25%) (Zoning Approval Only) (Preliminary)
- Buc-ee's
- Publix at Indrio
- Indrio Woods
- Sabal Palm Grove
- Cabo Rio RV
- Indrio Groves (25%) (Not Approved)
- Eagle Bend (Preliminary)
- 2098 Johnston Road (Preliminary)
- NVR Fort Pierce (Serenoa)
- Pineapple Grove
- 4540 North Kings Highway (Preliminary)
- Indrio Townhomes (Preliminary)
- Sea Grove

COMMITTED IMPROVEMENTS

Based on review of FDOT's 5-Year Work Program and the St. Lucie TPO's Transportation Improvement Program, which includes St. Lucie County's 5-Year Capital Improvement Plan. The following improvement is identified in the plans to add capacity within the study area:

- Kings Highway (SR 713) – St. Lucie Boulevard to Indrio Road – 4-Laning – ROW 2027
- SR-68/Orange Avenue from SR-713/Kings Highway to E of SR-9/I-95 SB Ramp – Interchange Improvements – 2029

- Oslo Road - 82nd Ave to 58th Ave – 4-Laning – Under Construction
- Oslo Road & I-95 Interchange – Under Construction
- Buc-ees Committed Improvements:
    1. Construct a 2nd northbound right-turn lane and urbanize the northbound right-turn off ramp at the intersection of I-95 northbound Ramp. Urbanizing the turn lane includes signalizing the movement, reducing the turning radius, and removing the free flow condition.
    2. Coordinate the I-95 northbound and southbound ramp signals with the intersection of Indrio Road & Koblegard Road.
    3. Construct approximately 1,250 feet of Koblegard Road as a 4-lane facility south of Indrio Road and construct the northbound approach at the intersection of Indrio Road & Koblegard Road with the following:
        a. Two northbound left turn lanes
        b. One northbound through lane
        c. One northbound right turn lane
    4. Make additional improvements at the intersection of Indrio & Koblegard Road, including
        a. Construct one eastbound right turn lane
        b. Extend the westbound left turn lane
    5. Construct an ingress-only driveway approximately 440 feet west of the intersection of Indrio Road & Koblegard Road, outside of FDOT limited access right-of-way (ROW).

GROWTH

As agreed in the methodology, the existing peak hour traffic volumes will be increased based on the greater of the annual compound growth rate of 3.8% or a 1% growth rate plus approved site plan traffic to develop the projected year 2031 background traffic volumes.

ROADWAY ANALYSIS

Roadway Capacity

As agreed to in the methodology, Roadway classification follows the St. Lucie Comprehensive Plan outlining the roadway functional classification. The St. Lucie County Transportation Element outlines the minimum Level of Service (LOS) for each roadway functional classification. Roadway Capacity is based on the St. Lucie TPO's 2025 Level of Service Report for non-state roadways. Where road segment information is not available, the study uses St. Lucie County's minimum LOS standards to apply FDOT's 2023 Multimodal Quality/LOS Handbook. Indrio Road will be classified as C3R or C3C (as appropriate based on pending development) to provide a conservative analysis.

Significance

Traffic assignment was compared to the roadway capacities and roadway segments within 2 miles of the property. The study area is 2 miles based on the County Code , and impacts of greater than one percent (1%) within the 2 mile study are and five percent (5%) beyond 2 miles are considered to have significant impact in accordance with the County's "Standardized Traffic Impact Studies Methodology and Procedures". Table 2 displays the roadway segments with significant impact.

Table 2. Project Impacts (Significance)

Roadway	Segments	E + C Lanes	Area Tpe	Capacity	Assign	Project Traffic		Impact		Significant Impact? (Y/N)	
						NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
Johnston Road	25th St SW to Russos Road	2	C2	1,070	7%	8	13	0.75%	1.21%	NO	NO
	Russos Road to Indrio Road	2	C2	1,070	7%	8	13	0.75%	1.21%	NO	**YES**
	Indrio Rd to Old Johnston Rd	2	C2	1,070	8%	15	9	1.40%	0.84%	**YES**	NO
	Old Johnston Rd to Meadowood Dr	2	C2	1,070	1%	2	1	0.19%	0.09%	NO	NO
Emerson Ave	Fort Pierce Blvd to Russos Road	2	C2	760	11%	12	20	1.58%	2.63%	NO	NO
	Russos Road to Indrio Road*	2	C3R	1,110	14%	16	25	1.44%	2.25%	**YES**	**YES**
	Indrio Road to Driveway*	2	C3R	1,110	100%	111	182	10.00%	16.40%	**YES**	**YES**
Kings Hwy	US 1 to Spanish Lakes Blvd	2	C3R	1,110	4%	4	7	0.36%	0.63%	NO	NO
	Spanish Lakes Blvd to Indrio Road*	2	C3R	1,110	8%	9	15	0.81%	1.35%	NO	**YES**
	Indrio Rd to St. Lucie Blvd*	2	C3C	1,070	29%	53	32	4.95%	2.99%	**YES**	**YES**
	St. Lucie Blvd to Angle Road*	2	C3C	1,070	15%	27	17	2.52%	1.59%	NO	NO
Indrio Road	Private Rd to I-95	2	C2	1,080	0.0%	0	0	0.00%	0.00%	NO	NO
	I-95 to Koblegard Rd*	4	C3C	1,810	9.0%	16	10	0.88%	0.55%	NO	NO
	Koblegard Road to Johnston Road*	4	C3C	1,810	15.0%	27	17	1.49%	0.94%	**YES**	NO
	Johnston Road to Emerson Ave*	4	C3R	1,850	30%	55	33	2.97%	1.78%	**YES**	**YES**
	Emerson Ave to Seminole Rd*	2	C3R	1,110	56%	62	102	5.59%	9.19%	**YES**	**YES**
	Seminole Rd to Kings Hwy*	2	C3R	1,110	50%	56	91	5.05%	8.20%	**YES**	**YES**
	Kings Hwy to Slash Pine Trl*	2	C3R	1,110	13%	14	24	1.26%	2.16%	**YES**	**YES**
	Slash Pine Trl to US 1*	2	C3R	1,110	10%	11	18	0.99%	1.62%	NO	NO
Koblegard Road	Indrio Road to 25th St SW*	2	C3R	1,110	5%	6	9	0.54%	0.81%	NO	NO

* Roadway Capacity based on FDOT Area Type

Background Analysis

The 2024 peak hour traffic volumes were increased based on the greater of the annual compound growth rate or a 1% growth rate plus committed traffic to develop the projected year 2031 background traffic volumes. The background 2031 traffic volumes were compared to the service volumes for each respective roadway segment to determine if the road is projected to operate acceptably as shown in Tables 4A & 4B. The committed project traffic are located in Appendix G.

Indrio Road from Seminole Road to Kings Highway are projected to fail due to background traffic growth. In accordance with Chapter 163.3180 F.S., the street maintaining agency has the responsibility improve adding turn lanes to Kings Highway from Spanish Lakes Boulevard to St. Lucie Boulevard and Indrio Road from Emerson Avenue to Kings Highway from 2-lane to 4-lanes. The proposed analysis with project traffic includes the one needed improvement as existing in accordance with Chapter 163.3180 F.S.

Based on the analysis, the remaining road segments are projected to operate acceptably as shown in Tables 3A and 3B.

MacKenzie
Engineering & Planning, Inc.

Table 3A. 2031 Background AM Peak Hour Roadway Analysis

Roadway	Segment	E + C Lanes	Roadway Capacity	Count year	Existing Peak Hour Peak Direction Volumes		PSCF	Peak season Peak Hour Direction Volumes		Reference	Total Committed Traffic		Growth Rate	Growth from Historic Growth Rate		Committed Traffic + 1% Growth rate		2031 Background		Acceptable?		Needed Improvement	Improved Capacity	Acceptable?	
					NB/EB	SB/WB		NB/EB	SB/WB		NB/EB	SB/WB		NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB			NB/EB	SB/WB
Johnston Road	Russos Road to Indrio Road	2	1070	2024	419	429	1.00	419	429	Appendix G	121	98	3.8%	125	128	151	129	570	558	YES	YES				
	Indrio Rd to Old Johnston Rd	2	1070	2024	100	78	1.00	100	78		116	111	3.8%	30	23	124	117	224	195	YES	YES				
Emerson Ave	Russos Road to Indrio Road	2	1110	2024	251	407	1.00	251	407		53	80	3.8%	75	121	71	109	326	528	YES	YES				
	Indrio Road to Driveway	2	1,110	2024	3	3	1.00	3	3		0	1	3.8%	1	1	0	1	4	4	YES	YES				
Kings Hwy	Spanish Lakes Blvd to Indrio Rd	2	1,110	2024	507	755	1.00	507	755		157	95	3.8%	151	225	193	149	700	980	YES	YES				
	Indrio Rd to St. Lucie Blvd	2	1,070	2024	518	738	1.00	518	738		146	140	3.8%	155	220	184	193	702	958	YES	YES				
Indrio Road	Koblegard Rd to Johnston Rd	4	1,810	2024	704	847	1.00	704	847		307	217	3.8%	210	253	358	278	1062	1125	YES	YES				
	Johnston Rd to Emerson Ave	4	1,850	2024	582	471	1.00	582	471		190	268	3.8%	174	141	232	302	814	773	YES	YES				
	Emerson Ave to Seminole Rd	2	1,110	2024	493	453	1.00	493	453		274	213	3.8%	147	135	309	246	802	699	YES	YES				
	Seminole Rd to Kings Hwy	2	1,110	2024	589	494	1.00	589	494		305	210	3.8%	176	147	347	245	936	739	YES	YES	Add 4 Lanes	1850	**YES**	**YES**
	Kings Hwy to Slash Pine Trl	2	1,110	2024	334	236	1.00	334	236		113	134	3.8%	100	70	137	151	471	387	YES	YES				

Table 3B. 2031 Background PM Peak Hour Roadway Analysis

Roadway	Segment	E + C Lanes	Roadway Capacity	Count year	Existing Peak Hour Peak Direction Volumes		PSCF	Peak season Peak Hour Direction Volumes		Reference	Total Committed Traffic		Growth Rate	Growth from Historic Growth Rate		Committed Traffic + 1% Growth rate		2031 Background		Acceptable?		Needed Improvement	Improved Capacity	Acceptable?	
					NB/EB	SB/WB		NB/EB	SB/WB		NB/EB	SB/WB		NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB			NB/EB	SB/WB
Johnston Road	Russos Road to Indrio Road	2	1070	2024	460	503	1.00	460	503	Appendix G	149	161	3.8%	137	150	183	197	643	700	YES	YES				
	Indrio Rd to Old Johnston Rd	2	1070	2024	120	125	1.00	120	125		160	156	3.8%	36	37	168	165	288	290	YES	YES				
Emerson Ave	Russos Road to Indrio Road	2	1110	2024	506	236	1.00	506	236		85	133	3.8%	151	70	122	150	657	386	YES	YES				
	Indrio Road to Driveway	2	1110	2024	4	3	1.00	4	3		0	3	3.8%	1	1	0	3	5	6	YES	YES				
Kings Hwy	Spanish Lakes Blvd to Indrio Rd	2	1110	2024	656	579	1.00	656	579		183	209	3.8%	196	173	230	251	886	830	YES	YES				
	Indrio Rd to St. Lucie Blvd	2	1070	2024	799	569	1.00	799	569		163	209	3.8%	238	170	220	250	1037	819	YES	YES				
Indrio Road	Koblegard Rd to Johnston Rd	4	1810	2024	909	776	1.00	909	776		358	425	3.8%	271	231	424	481	1333	1257	YES	YES				
	Johnston Rd to Emerson Ave	4	1850	2024	516	687	1.00	516	687		375	317	3.8%	154	205	412	366	928	1053	YES	YES				
	Emerson Ave to Seminole Rd	2	1110	2024	551	643	1.00	551	643		374	405	3.8%	164	192	413	451	964	1094	YES	YES				
	Seminole Rd to Kings Hwy	2	1110	2024	626	761	1.00	626	761		351	317	3.8%	187	227	396	372	1022	1133	YES	**NO**	Add 4 Lanes	1850	**YES**	**YES**
	Kings Hwy to Slash Pine Trl	2	1110	2024	337	493	1.00	337	493		149	149	3.8%	101	147	174	184	511	677	YES	YES				

Post-Development Analysis

The post-development 2031 traffic volumes were developed by adding 2031 background traffic volume (from Tables 4A and 4B) plus project traffic. The post-development 2031 traffic volumes were compared to the service volumes for each respective roadway segment to determine if the road is projected to operate acceptably.

Kings Highway (northbound) from Indrio Road to St. Lucie Boulevard and Indrio Road (westbound) from Emerson Ave to Seminole Road exceed the generalized service volume.

Based on the analysis, the remaining road segments are projected to operate acceptably in 2031 with the projected development as shown in Tables 4A and 4B.

Detailed arterial analysis will be required for Kings Highway from Indrio Road to St. Lucie Boulevard and Indrio Road from Emerson Ave to Seminole Road to determine if the road will operate acceptably.

Table 4A. 2031 AM Post-Development Roadway analysis

Roadway	Segment	E + C Lanes + Needed Improv	Roadway Capacity	2031 Background		Assign	Project Traffic		2031 Buildout		Acceptable?	
				NB/EB	SB/WB		NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
Johnston Road	Russos Road to Indrio Road	2	1070	570	558	7%	12	4	582	562	YES	YES
	Indrio Rd to Old Johnston Rd	2	1070	224	195	8%	5	14	229	209	YES	YES
Emerson Ave	Russos Road to Indrio Road	2	1110	326	528	14%	24	8	350	536	YES	YES
	Indrio Road to Driveway	2	1110	4	4	100%	170	60	174	64	YES	YES
Kings Hwy	Spanish Lakes Blvd to Indrio Rd	2	1110	700	980	8%	14	5	714	985	YES	YES
	Indrio Rd to St. Lucie Blvd	2	1070	702	958	29%	17	49	719	1007	YES	YES
Indrio Road	Koblegard Rd to Johnston Rd	4	1810	1062	1125	15%	9	26	1071	1151	YES	YES
	Johnston Rd to Emerson Ave	4	1850	814	773	30%	18	51	832	824	YES	YES
	Emerson Ave to Seminole Rd	2	1110	802	699	56%	95	34	897	733	YES	YES
	Seminole Rd to Kings Hwy	4	1850	936	739	50%	85	30	1021	769	YES	YES
	Kings Hwy to Slash Pine Trl	2	1110	471	387	13%	22	8	493	395	YES	YES

Table 4B. 2031 PM Post-Development Roadway analysis

Roadway	Segment	E + C Lanes + Needed Improv	Roadway Capacity	2031 Background		Assign	Project Traffic		2031 Buildout		Acceptable?	
				NB/EB	SB/WB		NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
Johnston Road	Russos Road to Indrio Road	2	1070	643	700	7%	8	13	651	713	YES	YES
	Indrio Rd to Old Johnston Rd	2	1070	288	290	8%	15	9	303	299	YES	YES
Emerson Ave	Russos Road to Indrio Road	2	1110	657	386	14%	16	25	673	411	YES	YES
	Indrio Road to Driveway	2	1110	5	6	100%	111	182	116	188	YES	YES
Kings Hwy	Spanish Lakes Blvd to Indrio Rd	2	1110	886	830	8%	9	15	895	845	YES	YES
	Indrio Rd to St. Lucie Blvd	2	1070	1037	819	29%	53	32	1090	851	**Yes***	YES
Indrio Road	Koblegard Rd to Johnston Rd	4	1810	1333	1257	15%	27	17	1360	1274	YES	YES
	Johnston Rd to Emerson Ave	4	1850	928	1053	30%	55	33	983	1086	YES	YES
	Emerson Ave to Seminole Rd	2	1110	964	1094	56%	62	102	1026	1196	YES	**Yes***
	Seminole Rd to Kings Hwy	4	1850	1022	1133	50%	56	91	1078	1224	YES	YES
	Kings Hwy to Slash Pine Trl	2	1110	511	677	13%	14	24	525	701	YES	YES

*See deatiled Arterial Analysis

ARTERIAL ANALYSIS

Arterial analyses were performed to determine the operation on Kings Highway (northbound) from Indrio Road to St. Lucie Boulevard and Indrio Road (westbound) from Emerson Ave to Seminole Road.

The roadways were examined for AM and PM peak hour conditions. The arterial analyses were performed using Synchro 12. The analysis used speed limit data obtained from aerial and ground photography. The speed results obtained from the software were compared to the levels of service in the Highway Capacity Manual – 7th Edition. The arterial analysis results are shown in Exhibit 4.

Table 5. 2031 PM Post-Development Roadway analysis

Roadway	From	To	AM (MPH/LOS)		PM (MPH/LOS)		Meets Los
			NB	WB	NB	WB	
Kings Highway	Indrio Road	St. Lucie Boulevard	42.8/A	-	40.9/B	-	Yes
Indrio Road	Emerson Ave	Seminole Road	-	25.6/C	-	24.3/C	Yes

Based on the detailed arterial analysis, King Highway from St. Lucie Boulevard to Indrio Road and Indrio Road from Emerson Avenue to Seminole Road are projected to operate acceptably.

INTERSECTION ANALYSIS

Intersections

The intersections within the study area were evaluated in Existing, 2031 pre-development (background), and 2031 post development (pre-development traffic plus committed plus project traffic) conditions. This study analyzes the impacts to the following intersections for the AM and PM peak hours:

- Indrio Road & Koblegard Road
- Indrio Road & Johnston Road
- Indrio Road & Emerson Avenue
- Indrio Road & Seminole Road
- Indrio Road & Kings Highway

Data from the existing facilities within the study area were collected based on aerial photography and site observations. MacKenzie Engineering and Planning, Inc. collected AM and PM peak hour turning movement counts. The counts were adjusted to peak season conditions using FDOT's peak season adjustment factors. The intersection laneage, average delay per vehicle, and LOS are shown in Tables 6A, 6B, 7A, and 7B. The detailed intersection analysis is contained in Exhibit 3, and the queue summary is contained in Exhibit 5.

Analysis

Indrio Road & Koblegard Road

MEP evaluated the Indrio Road & Koblegard Road intersection using Synchro 12. With project traffic, the intersection is projected to operate acceptably with all movements operating under capacity (v/c ratio less than 1.0). The intersection is projected to operate acceptably. Turn lane extensions are needed for the eastbound left, westbound left, southbound left, southbound right and westbound right as a result of committed and anticipated traffic. No turn lane extensions are needed as a result of the project.

Indrio Road & Johnston Road

MEP evaluated the Indrio Road & Johnston Road intersection using Synchro 12. With project traffic, the intersection is projected to operate acceptably with all movements operating under capacity (v/c ratio less than 1.0). The intersection is projected to operate acceptably.

Indrio Road & Emerson Avenue

MEP evaluated the Indrio Road & Emerson Avenue intersection using Synchro 12. With project traffic, the intersection is projected to operate acceptably with all movements operating under capacity (v/c ratio less than 1.0). The intersection is projected to operate acceptably.

Indrio Road & Seminole Road

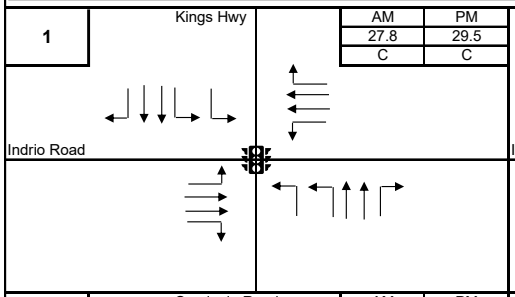
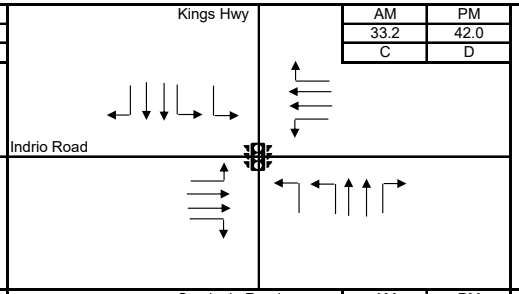
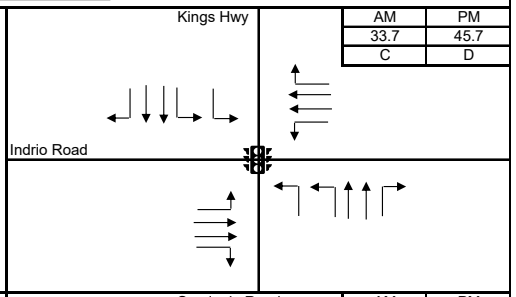
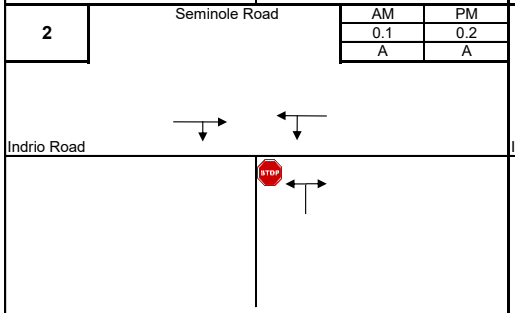
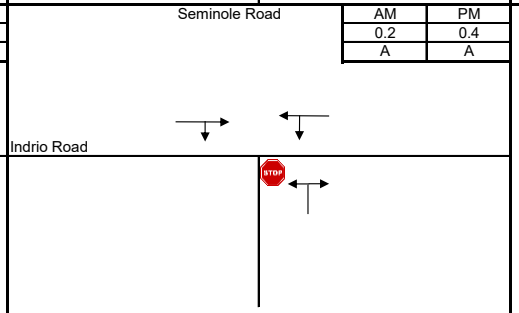
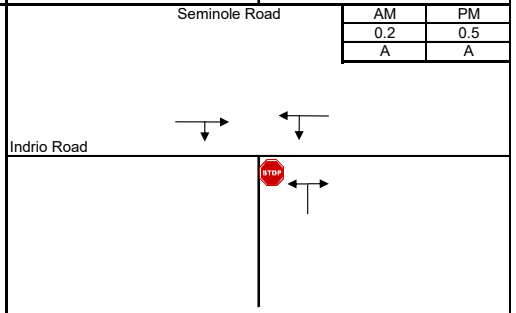
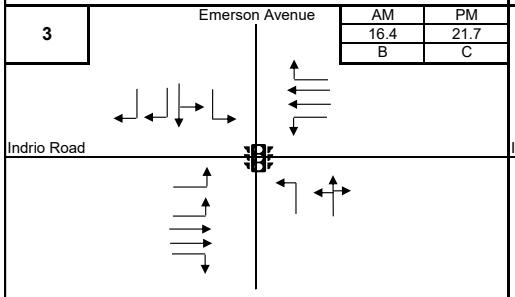
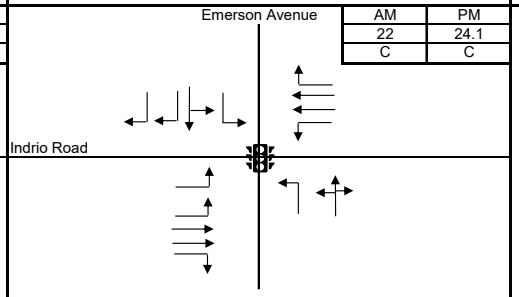
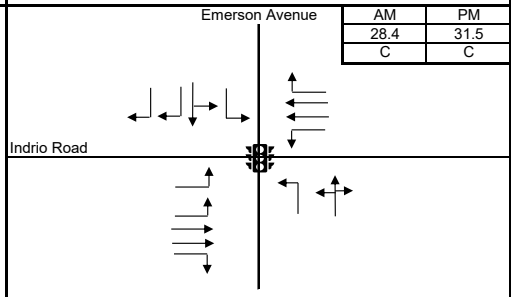
MEP evaluated the Indrio Road & Seminole Road intersection using Synchro 12. With project traffic, the intersection is projected to operate acceptably with all movements operating under capacity (v/c ratio less than 1.0). The intersection is projected to operate acceptably.

Indrio Road & Kings Highway

MEP evaluated the Indrio Road & Kings Highway intersection using Synchro 12. With project traffic, the intersection is projected to operate acceptably with all movements operating under capacity (v/c ratio less than 1.0). The eastbound left-turn lane needs to be extended to 475 feet with project traffic, which is a 50-foot increase compared the pre-development condition.

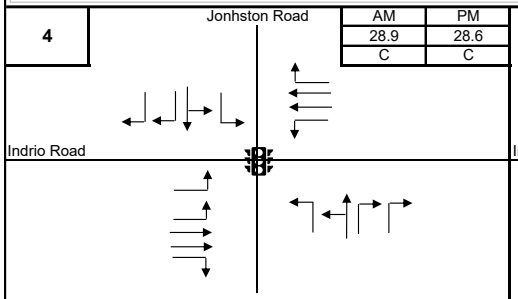
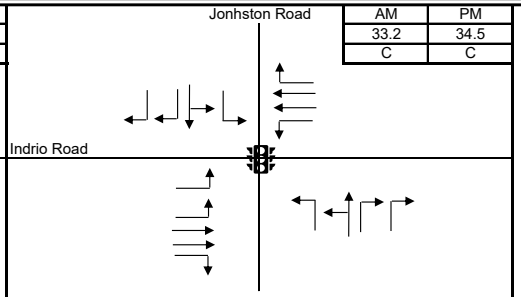
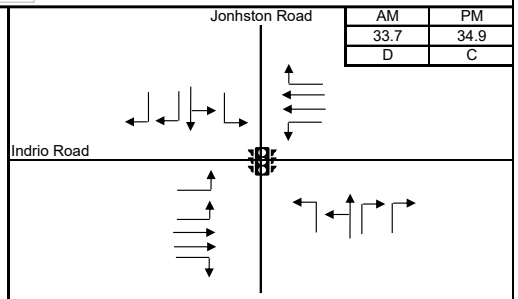
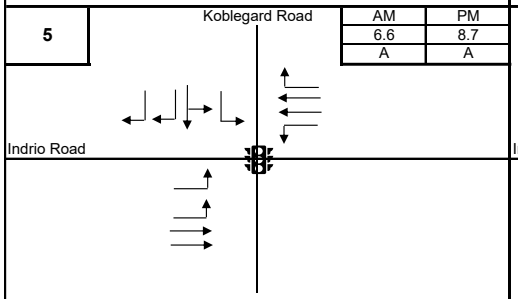
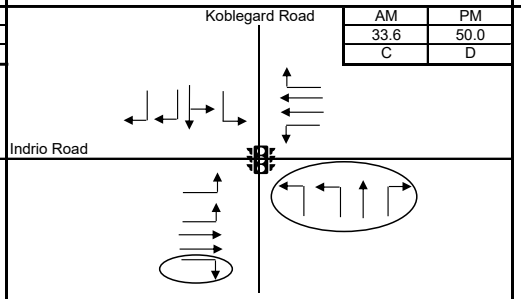
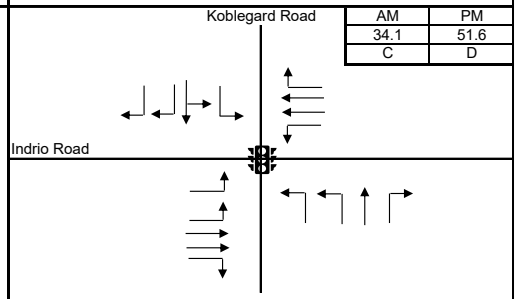
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Table 6A. Intersection Analysis Summary

Existing	Committed / Background	Background Needs Improvement	Post-Development
Legend: Improvements ◯			
1  AM 27.8 C; PM 29.5 C	1  AM 33.2 C; PM 42.0 D		1  AM 33.7 C; PM 45.7 D
2  AM 0.1 A; PM 0.2 A	2  AM 0.2 A; PM 0.4 A		2  AM 0.2 A; PM 0.5 A
3  AM 16.4 B; PM 21.7 C	3  AM 22 C; PM 24.1 C		3  AM 28.4 C; PM 31.5 C

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Engineering & Planning, Inc.

Table 6B. Intersection Analysis Summary

Existing	Committed / Background	Background Needs Improvement	Post-Development
Legend: Improvements			
4  AM: 28.9 C PM: 28.6 C	 AM: 33.2 C PM: 34.5 C		 AM: 33.7 D PM: 34.9 C
5  AM: 6.6 A PM: 8.7 A	 AM: 33.6 C PM: 50.0 D		 AM: 34.1 C PM: 51.6 D

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Table 7A. Intersection Level of Service Summary – AM

No.	Intersection	Period	EBL			EBT			EBR			WBL			WBT			WBR			NBL			NBT			NBR			SBL			SBT			SBR			TOTAL	
			v/c ratio	Delay	LOS	v/c ratio	Delay	LOS	v/c ratio	Delay	LOS	v/c ratio	Delay	LOS	v/c ratio	Delay	LOS	v/c ratio	Delay	LOS	v/c ratio	Delay	LOS	v/c ratio	Delay	LOS	v/c ratio	Delay	LOS	v/c ratio	Delay	LOS	v/c ratio	Delay	LOS	v/c ratio	Delay	LOS	Delay	LOS
1	Indrio Road & Kings Highway	2025 Existing	0.39	21.1	C	0.2	22.2	C	0.26	23	C	0.13	23	C	0.21	26.5	C	0.04	25.4	C	0.7	42.5	D	0.41	25.3	C	0.03	22.4	C	0.59	39.2	D	0.59	27.7	C	0.18	24.1	C	27.8	C
		Total		21.9				C					25.5				C					31.3				C					29.9				C					
		2031 Pre	0.66	30.8	C	0.35	29.3	C	0.12	27.4	C	0.24	30.4	C	0.43	36	D	0.07	33	C	0.75	46	D	0.44	26.4	C	0.02	22.4	C	0.68	46.9	D	0.66	31.2	C	0.09	24.8	C	33.2	C
		Total		29.9				C					34.5				C					33.7				C					34.5				C					
		2031 Post	0.71	33.4	C	0.38	30	C	0.26	29.3	C	0.25	30.8	C	0.45	36.6	D	0.07	33.4	C	0.76	46.6	D	0.43	26.2	C	0.02	22.3	C	0.69	47.3	D	0.67	31.5	C	0.1	25.2	C	33.7	C
		Total		31.3				C					35				D					34.1				C					34.8				C					
2	Indrio Road & Semniole Road	2025 Existing																			0.025	19.6	C		-			-												0.1	A
		Total																				19.57				C														
		2031 Pre																			0.066	39.7	E		-			-												0.2	A
		Total																				39.65				E														
		2031 Post																			0.025	47.6	E		-			-												0.2	A
		Total																				47.59				E														
3	Indrio Road & Emerson Avenue	2025 Existing	0.38	20	C	0.31	12.7	B	0	0	A	0.29	65.4	E	0.58	18.6	B	0.07	16.2	B	0	0	A	0	0	A	0	0	A	0.28	16.8	B	0	0	A	0.06	11.3	B	16.4	B
		Total		15.1				B					18.6				B					0				A					15.4				B					
		2031 Pre	0.64	30.3	C	0.49	16.4	B	0	0	A	0.31	80.2	F	0.7	22.8	C	0.05	18.1	B	0	0	A	0	0	A	0.24	46.9	D	0.51	26.5	C	0	0	A	0.05	18.5	B	22	C
		Total		20				C					22.8				C					46.9				D					25.5				C					
		2031 Post	0.68	36.3	D	0.6	23.7	C	0.03	19.1	B	0.45	39.4	D	0.73	27.8	C	0.06	22	C	0.27	31.9	C	0	0	A	0.28	32	C	0.61	33.2	C	0	0	A	0.06	23.4	C	28.4	C
		Total		26.9				C					28.2				C					31.9				C					32				C					
4	Indrio Road & Johnston Road	2025 Existing	0.73	36.2	D	0.42	22.9	C	0.01	19.9	B	0.4	41	D	0.72	30.9	C	0.06	25.3	C	0.06	28.6	C	0.22	29.7	C	0.01	25.5	C	0.15	27.8	C	0.14	27.8	C	0.1	19.7	B	28.9	C
		Total		28.4				C					31.2				C					29.1				C					23.7				C					
		2031 Pre	0.8	41.8	D	0.55	24.6	C	0.01	19.5	B	0.7	51.9	D	0.78	33.9	C	0.02	25.8	C	0.16	35.5	D	0.39	37.5	D	0.01	29.5	C	0.26	36.3	D	0.29	36.5	D	0.07	23.1	C	33.2	C
		Total		31.1				C					35.6				D					36.6				D					32.4				C					
		2031 Post	0.81	42.6	D	0.56	24.9	C	0.01	19.6	B	0.78	54.8	D	0.79	34	C	0.05	25.8	C	0.16	36.3	D	0.4	38.3	D	0.02	29.7	C	0.28	37.3	D	0.3	37.3	D	0.07	23.7	C	33.7	C
		Total		31.4				C					36				D					37.1				D					33.2				C					
5	Indrio Road & Koblegard Road	2025 Existing	0.24	18.4	B	0.34	3.8	A	0	0	A	0	0	A	0.59	7.7	A	0	0	A					-						0.25	16.6	B	0	0	A	0.02	14.9	B	6.6	A
		Total		4.3				A					7.7				A													16.4				B					
		2031 Pre	0.66	52.7	D	0.67	26	C	0.07	19.2	B	0.8	56.1	E	0.83	27.7	C	0.04	16.9	B	0.84	43.4	D	0.06	33.5	C	0.06	33.5	C	0.74	47.9	D	0	0	A	0.2	38.2	D	33.6	C
		Total		28.6				C					30				C					42.7				D					45.4				D					
		2031 Post	0.66	53.7	D	0.67	26.3	C	0.07	19.3	B	0.7	56.9	E	0.83	28.1	C	0.05	17	B	0.85	44.4	D	0.06	34.2	C	0.06	34.2	C	0.75	48.9	D	0	0	A	0.2	38.9	D	34.1	C
		Total		28.9				C					30.3				C					43.7				D					46.3				D					

Table 7B. Intersection Level of Service Summary – PM

No.	Intersection	Period	EBL			EBT			EBR			WBL			WBT			WBR			NBL			NBT			NBR			SBL			SBT			SBR			TOTAL	
			v/c ratio	Delay	LOS	v/c ratio	Delay	LOS	v/c ratio	Delay	LOS	v/c ratio	Delay	LOS	v/c ratio	Delay	LOS	v/c ratio	Delay	LOS	v/c ratio	Delay	LOS	v/c ratio	Delay	LOS	v/c ratio	Delay	LOS	v/c ratio	Delay	LOS	v/c ratio	Delay	LOS	v/c ratio	Delay	LOS	Delay	LOS
1	Indrio Road & Kings Highway	2025 Existing	0.59	22.7	C	0.22	23.2	C	0.07	22.2	C	0.25	25	C	0.47	30.8	C	0.32	30.2	C	0.69	37.2	D	0.54	27.6	C	0.13	24	C	0.43	39.5	D	0.58	32.7	C	0.16	29.1	C	29.5	C
		Total		22.9						C			29.5						C			31.1					C			33.7					C				
		2031 Pre	0.91	49.9	D	0.35	30.3	C	0.15	28.3	C	0.36	33	C	0.67	43.7	D	0.05	36.5	D	0.83	54.7	D	0.59	33.5	C	0.03	26.8	C	0.67	59	E	0.68	43	D	0.16	36.7	D	42	D
		Total		39.7						D			41.1						D			42.2					D			45.7					D				
		2031 Post	0.93	56.8	E	0.35	32	C	0.1	29.3	C	0.36	35.1	D	0.68	46.9	D	0.05	38.9	D	0.86	58.9	E	0.57	34.8	C	0.03	28	C	0.68	64.2	E	0.69	47.1	D	0.21	40.8	D	45.7	D
		Total		44.1						D			44.1						D			45.4					D			49.8					D				
2	Indrio Road & Semniole Road	2025 Existing																			0.047	18.6	C		-			-											21.7	C
		Total																				18.59					C												
		2031 Pre																			0.185	54.9	F		-			-											24.1	C
		Total																				54.9					F												
		2031 Post																			0.234	71.7	F		-			-											31.5	C
		Total																				71.74					F												
3	Indrio Road & Emerson Avenue	2025 Existing	0.67	27	C	0.38	16.1	B	0	0	A	0.3	52.8	D	0.64	23.4	C	0.16	20.5	C	0	0	A	0.2	39.3	D	0	0	A	0.27	22.9	C	0	0	A	0.03	15.7	B	21.7	C
		Total		20.5						C			23.3						C			39.3					D			21.9					C				
		2031 Pre	0.77	35.7	D	0.46	14.3	B	0	11	B	0.3	56.3	E	0.75	25.1	C	0.25	19.9	B	0	0	A	0.2	46.6	D	0	0	A	0.51	34.8	C	0	0	A	0.05	21.7	C	24.1	C
		Total		21.5						C			24.6						C			46.6					D			32.9					C				
		2031 Post	0.8	41.5	D	0.57	22.7	C	0.02	17.6	B	0.78	51.3	D	0.78	29.9	C	0.26	23.7	C	0.22	10.2	B	0	0	A	0.23	40.3	D	0.69	42.5	D	0	0	A	0.05	26.4	C	31.5	C
		Total		29						C			31.3						C			40.3					D			40.3					D				
4	Indrio Road & Johnston Road	2025 Existing	0.73	33.9	C	0.64	25.4	C	0.01	20.5	C	0.4	38.7	D	0.68	30.8	C	0.11	26.6	C	0.05	27.1	C	0.21	28.1	C	0.01	24	C	0.23	26.4	C	0.22	26.3	C	0.06	17.4	B	28.6	C
		Total		28.4						C			31.1						C			27.6					C			23.9					C				
		2031 Pre	0.81	42.8	D	0.69	26.9	C	0.02	19.6	B	0.78	55.2	E	0.79	34.5	C	0.03	26	C	0.2	37.4	D	0.44	39.5	D	0.03	30.3	C	0.4	39.1	D	0.49	40	D	0.06	23.6	C	34.5	C
		Total		32.1						C			36.7						D			38					D			36.4					D				
		2031 Post	0.82	43.3	D	0.71	27.6	C	0.02	19.8	B	0.79	54.9	D	0.79	34.5	C	0.04	26	C	0.2	37.9	D	0.44	40	D	0.05	30.4	C	0.46	40.2	D	0.49	40.6	D	0.06	24	C	34.9	C
		Total		32.7						C			36.7						D			37.9					D			37.3					D				
5	Indrio Road & Koblegard Road	2025 Existing	0.27	16.1	B	0.57	7.5	A	0	0	A	0.39	58.3	E	0.53	8.6	A	0	0	A					-					0.27	15.3	B	0	0	A	0.02	12.7	B	8.7	A
		Total		8.1						A			8.7						A											15					B				
		2031 Pre	0.86	69.6	E	0.88	44.2	D	0.09	26.3	C	0.85	83.8	F	0.75	39.2	D	0.13	28.4	C	0.9	57.3	E	0.07	37.6	D	0.08	37.7	D	0.82	64.6	E	0	0	A	0.18	41.5	D	50	D
		Total		49						D			44						D			55.8					E			58.1					E				
		2031 Post	0.86	72.2	E	0.88	45.3	D	0.09	26.9	C	0.86	83.9	F	0.75	40	D	0.13	29.2	C	0.9	59.2	E	0.07	39.3	D	0.08	39.5	D	0.84	68.3	E	0	0	A	0.1	42.5	D	51.6	D
		Total		50.4						D			44.6						D			55.7					E			63.6					E				

DRIVEWAYS

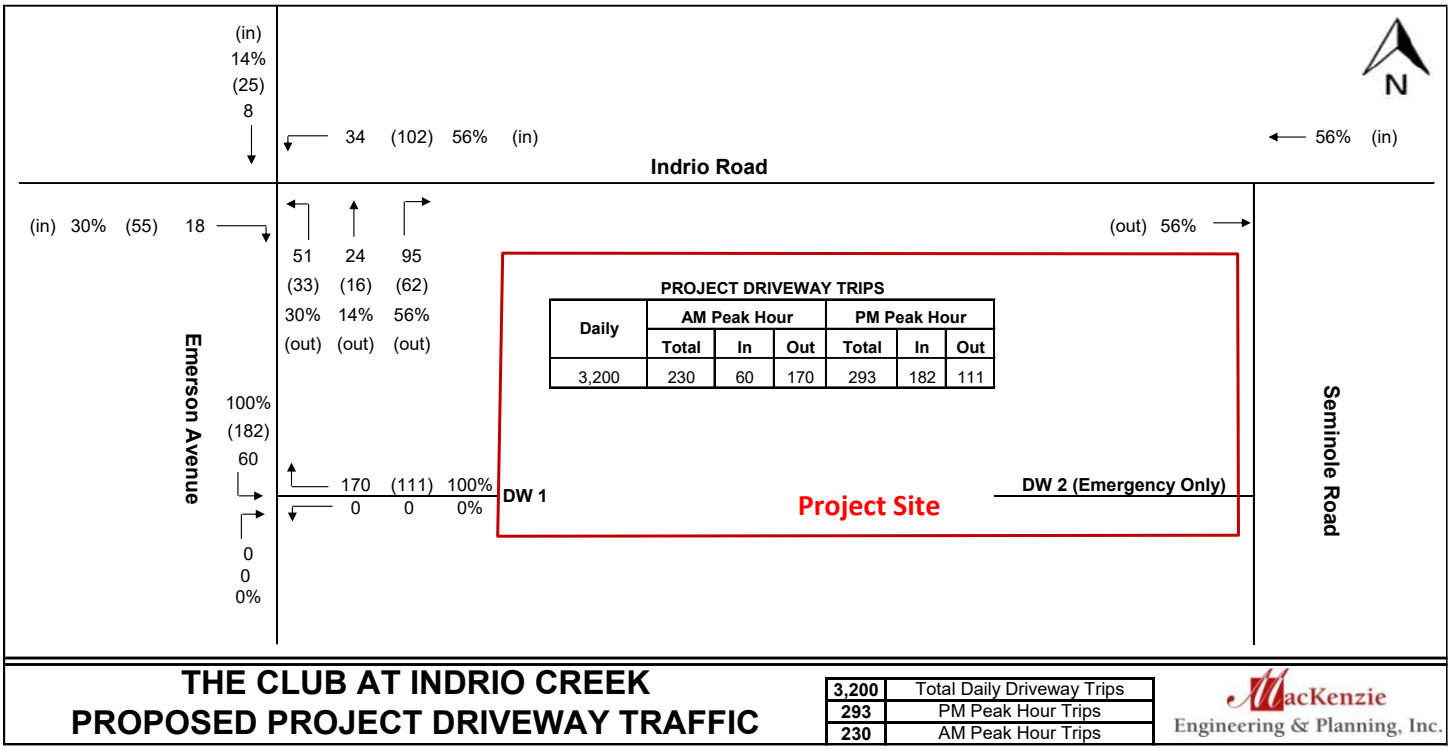
Driveway Access

The project provides two points of access:

- Driveway 1 – Emerson Avenue – Full Opening
- Driveway 2 – Seminole Avenue – Emergency Only

Figure 4 shows the proposed project driveway volumes.

Figure 4. Proposed Driveway Volumes



Driveway Analysis

Driveway 1 (Emerson Avenue)

MEP evaluated the Emerson Avenue & Driveway 1 intersection. A left-turn lane is not required in the existing condition because Emerson Avenue does not extend past the project. However, a left-turn lane is recommended based on the future extension of Emerson Avenue to Immokolee Road. A 235-feet southbound left-turn lane is recommended based on queue storage of 50 feet and design speed of 45 mph.

With project traffic, the intersection is projected to operate acceptably with all movements operating under capacity (v/c ratio less than 1.0). The intersection is projected to operate acceptably.

Direction	Queue Length	Decel Distance (45 MPH) (in Feet)	Required Turn Lane (in Feet)
Southbound Left	50 Feet	185	235

CONCLUSION

MacKenzie Engineering & Planning, Inc. performed an analysis of the traffic impacts resulting from the proposed project site located south of Indrio Road, east of Emerson Avenue, and west of Seminole Road, St. Luice County, FL (Parcel ID: 1314-323-0002-000-3; 1314-313-0000-000-8; 1314-331-0001-000-1; 1314-342-0001-000-5 and 1323-211-0005-000-8). The project proposed construction of 212 Single-Family Detached and 196 Mulit-Family Housing (Low-Rise) dwelling units (DUs). The buildout year is 2031.

The proposed development will generate the following net new external and driveway trips:

- 3,200 daily, 230 AM peak hour (60 in/170 out), and 293 PM peak hour (182 in/111 out) trips.

Access to the project will be provided via the extension of Emerson Avenue and an emergency access will be provided to Seminole Road.

A 235-feet southbound left-turn lane on Emerson Avenue into the project site is recommended.

This project is constructing approximately 3,000 feet of the needed Indrio Road parallel facility (New East-West Road) and is constructing approximately 1,000 feet of Emerson Avenue from Indrio Road to its project entrance. Emerson Avenue and the New East-West Road are identified as future 2-lane facilities in both the TVC Element and Transportation Element of the County's Comprehensive Plan.

The following needed improvements are not the responsibility of the applicant and are recommended to be the responsibility of other unapproved development projects:

- Kings Highway & Indrio Road
    - Adjust Signal Timings
    - Extend Eastbound left-turn lane to 425 feet
- Koblegard Road & Indrio Road
    - Adjust Signal Timings
    - Extend Turn Lanes

Indrio Road from Seminole Road to Kings Highway is projected to fail due to background traffic growth. In accordance with Chapter 163.3180 F.S., the street maintaining agency has the responsibility to improve Indrio Road from Seminole Road to Kings Highway from 2-lane to 4-lanes or identify and construct an alternative parallel facility as recommended within the TVC plan.

The study demonstrates that the project satisfies the County's Transportation Concurrency requirements.

APPENDICES

Appendix A	-	Traffic Study Methodology
Appendix B	-	ITE Report, *Trip Generation (12th Edition)*
Appendix C	-	St. Lucie TPO's Traffic Counts and Level of Service Report (2025)
Appendix D	-	St. Lucie TPO's Standardized TIS Methodology and Procedures
Appendix E	-	FDOT Peak Season Factor Category Report
Appendix F	-	FDOT's Q/LOS Manual 2023
Appendix G	-	Committed Projects
Appendix H	-	Property Cards
Appendix I	-	Committed Improvements

Exhibit 1

THE CLUB AT INDRIO CREEK

Land Use	Intensity		Daily Trips	AM Peak Hour Total	AM Peak Hour In	AM Peak Hour Out	PM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out
Proposed Traffic									
Single Family Detached	212	DU	1,976	148	40	108	192	119	73
Multi-family Housing (Low-rise)	196	DU	1,224	82	20	62	101	63	38
NET CHANGE IN TRIPS (FOR THE PURPOSES OF CONCURRENCY)			**3,200**	**230**	**60**	**170**	**293**	**182**	**111**
NET CHANGE IN DRIVEWAY VOLUMES			**3,200**	**230**	**60**	**170**	**293**	**182**	**111**

Note: Trip generation was calculated using the following data:

Land Use	ITE Code	Unit	Daily Rate	Pass-by Rate	AM Peak Hour in/out	AM Peak Hour Rate	PM Peak Hour in/out	PM Peak Hour Equation
Single Family Detached	210	DU	T = 8.07(X) + 265.45	0%	27/73	T = 0.67(X) + 5.59	62/38	Ln(T) = 0.92 Ln(X) + 0.33
Multi-family Housing (Low-rise)	220	DU	T = 5.63(X) + 120.45	0%	24/76	T = 0.35(X) + 12.93	62/38	T = 0.48(X) + 7.35

ITE 12th Edition

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Club at Indrio Creek
AM PEAK HOUR TURNING MOVEMENTS
EXHIBIT 1A
Kings Highway & Indrio Rd

Count Taken: 2/7/2024

		ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr	totals
7:00 AM	7:15 AM	2	27	24	59	0	11	25	7	2	37	62	9	1	19	104	26	415
7:15 AM	7:30 AM	4	38	38	49	0	16	21	13	0	39	62	8	4	22	115	27	456
7:30 AM	7:45 AM	8	40	42	45	0	5	32	6	1	51	78	7	1	30	109	44	499
7:45 AM	8:00 AM	5	35	51	65	0	11	24	9	1	39	82	6	2	43	121	35	529
8:00 AM	8:15 AM	8	55	43	44	0	12	31	6	3	46	76	3	1	26	87	37	478
8:15 AM	8:30 AM	5	46	29	60	0	18	23	14	1	26	64	4	0	21	94	31	436
8:30 AM	8:45 AM	5	40	36	56	0	8	16	8	2	30	89	3	2	28	90	26	439
8:45 AM	9:00 AM	5	22	36	48	1	12	24	13	0	29	67	7	2	23	74	18	381
		42	303	299	426	1	93	196	76	10	297	580	47	13	212	794	244	3633
Peak Hour Traffic Volume																		
7:15 AM	8:15 AM	25	168	174	203	0	44	108	34	5	175	298	24	8	121	432	143	1962

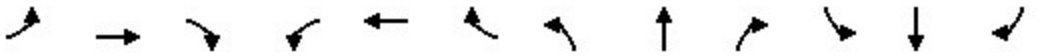
Count Taken: 2/8/2024

		ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr	totals
7:00 AM	7:15 AM	4	33	28	48	0	13	32	8	0	37	68	7	1	21	106	28	434
7:15 AM	7:30 AM	2	33	40	60	0	18	30	8	1	43	86	9	1	27	123	35	516
7:30 AM	7:45 AM	10	35	41	49	0	12	39	9	0	39	71	4	1	37	120	53	520
7:45 AM	8:00 AM	10	43	40	73	0	9	26	5	0	44	86	4	2	39	111	40	532
8:00 AM	8:15 AM	3	46	51	53	0	8	37	10	2	50	69	10	2	32	99	33	505
8:15 AM	8:30 AM	4	53	32	55	0	12	48	10	1	43	80	4	1	23	113	28	507
8:30 AM	8:45 AM	6	31	33	45	0	6	36	11	2	30	74	6	2	26	87	26	421
8:45 AM	9:00 AM	5	45	32	44	0	12	26	6	2	35	76	7	2	20	81	28	421
		44	319	297	427	0	90	274	67	8	321	610	51	12	225	840	271	3856
Peak Hour Traffic Volume																		
7:15 AM	8:15 AM	25	157	172	235	0	47	132	32	3	176	312	27	6	135	453	161	2073
Maximum Peak Hour Traffic Volume																		
7:15 AM	8:15 AM	25	157	172	235	0	47	132	32	3	176	312	27	6	135	453	161	2073

Count Taken: 2/8/2024
Buildout year: 2031
Growth Rate: 3.8%
PSCF: 1.00
PHF 0.97 Adjusted PHF 0.95

	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
2/8/2024	25	157	172	235	0	47	132	32	3	176	312	27	6	135	453	161
PSCF	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Volumes		182	172	235		47	132	32		179	312	27		141	453	161
Growth Rate		**3.8%**	**3.8%**	**3.8%**		**3.8%**	**3.8%**	**3.8%**		**3.8%**	**3.8%**	**3.8%**		**3.8%**	**3.8%**	**3.8%**
2031 Growth		63	60	82		16	46	11		62	108	9		49	157	56
Growth 3.8%		245	232	317		63	178	43		241	420	36		190	610	217
Growth Rate		1.0%	1.0%	1.0%		1.0%	1.0%	1.0%		1.0%	1.0%	1.0%		1.0%	1.0%	1.0%
2031 Growth		15	14	19		4	11	3		15	26	2		12	38	13
Growth 1%		197	186	254		51	143	35		194	338	29		153	491	174
Committed Projects																
Publix at Indrio	AM	IN	65	OUT	53											
In/Out		Out	Out	OUT			In			In						In
%	0%	30%	15%	15%	0%	0%	15%	0%	0%	15%	0%	0%	0%	0%	0%	30%
Volumes	0	16	8	8	0	0	10	0	0	10	0	0	0	0	0	20
Indrio Woods	AM	IN	26	OUT	89											
In/Out			In			Out	Out	Out				In		In		
%	0%	0%	18%	0%	0%	22%	18%	24%	0%	0%	0%	22%	0%	24%	0%	0%
Volumes	0	0	5	0	0	20	16	21	0	0	0	6	0	6	0	0
Sabal Palm Grove	AM	IN	11	OUT	34											
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cabo Rio RV Resort	AM	IN	15	OUT	27											
In/Out				In		In				Out	Out	Out			In	
%				45%		15%				45%	15%	15%			15%	
Volumes	0	0	0	7	0	2	0	0	0	12	4	4	0	0	2	0
Indrio & I-95 Development (25%)	AM	IN	270	OUT	267											
In/Out		Out	Out	Out			In			In						In
%	0%	7%	7%	3%	0%	0%	7%	0%	0%	3%	0%	0%	0%	0%	0%	7%
Volumes	0	19	19	8	0	0	19	0	0	8	0	0	0	0	0	19
Indrio Groves (25%)	AM	IN	95	OUT	275											
In/Out		Out	Out	Out			In			In						In
%	0%	1%	10%	15%	0%	0%	10%	0%	0%	15%	0%	0%	0%	0%	0%	1%
Volumes	0	3	28	41	0	0	9	0	0	14	0	0	0	0	0	1
Bedner Farms (25%)	AM	IN	83	OUT	130											
In/Out		Out	Out	Out			In			In						In
%	0%	20%	13%	13%	0%	0%	13%	0%	0%	13%	0%	0%	0%	0%	0%	20%
Volumes	0	26	17	17	0	0	11	0	0	11	0	0	0	0	0	17
Eagle Bend (25%)	AM	In	52	Out	158											
In/Out																
%																
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4540 N Kings Hwy (25%)	AM	IN	10	OUT	29											
In/Out				In		In				Out	Out	Out			In	
%				10%		15%				10%	35%	15%			35%	
Volumes	0	0	0	1	0	2	0	0	0	3	10	4	0	0	4	0
Buc-ee's	AM	IN	610	OUT	570											
In/Out		Out	Out	Out			In			In						In
%		1%	2%	1%			2%			1%						1%
Volumes	0	6	11	6	0	0	12	0	0	6	0	0	0	0	0	6
Indrio Townhomes (25%)	AM	IN	11	OUT	24											
In/Out			In			Out	Out					In		in		
%			28%			16%	28%					16%		8%		
Volumes	0	0	3	0	0	4	7	0	0	0	0	2	0	1	0	0
Total Committed	**0**	**69**	**90**	**88**	**0**	**27**	**84**	**21**	**0**	**64**	**14**	**16**	**0**	**7**	**6**	**62**
Committed + 1%	0	266	276	342	0	78	227	56	0	258	352	45	0	160	497	236
Weighted T-factor		6.1%	5.7%	6.2%		6.4%	6.2%	6.1%		10.5%	11.0%	9.3%		4.1%	4.1%	4.0%
Growth 3.8% or Committed + 1%		266	276	342		78	227	56		258	420	45		190	610	236
2031 Pre-Development		**266**	**276**	**342**		**78**	**227**	**56**		**258**	**420**	**45**		**190**	**610**	**236**
Project Volumes		14	22	49		0	8	0		17	0	0		0	0	5
Post-Development		**280**	**298**	**391**		**78**	**235**	**56**		**275**	**420**	**45**		**190**	**610**	**241**
% Trucks		7.5%				9.0%				13.7%				4.4%		
Assignment		Out	Out	Out			In			In						In
	0%	8%	13%	29%	0%	0%	13%	0%	0%	29%	0%	0%	0%	0%	0%	8%

	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
Existing	**0**	**182**	**172**	**235**	**0**	**47**	**132**	**32**	**0**	**179**	**312**	**27**	**0**	**141**	**453**	**161**
Pre-Development	**0**	**266**	**276**	**342**	**0**	**78**	**227**	**56**	**0**	**258**	**420**	**45**	**0**	**190**	**610**	**236**
Post-Development	**0**	**280**	**298**	**391**	**0**	**78**	**235**	**56**	**0**	**275**	**420**	**45**	**0**	**190**	**610**	**241**



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	182	172	235	47	132	32	179	312	27	141	453	161
Future Volume (veh/h)	182	172	235	47	132	32	179	312	27	141	453	161
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1811	1796	1796	1796	1796	1722	1722	1722	1826	1826	1841
Adj Flow Rate, veh/h	192	181	105	49	139	13	188	328	12	148	477	64
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	7	6	7	7	7	7	12	12	12	5	5	4
Cap, veh/h	493	916	405	384	663	296	268	797	356	251	812	365
Arrive On Green	0.12	0.27	0.27	0.05	0.19	0.19	0.08	0.24	0.24	0.07	0.23	0.23
Sat Flow, veh/h	1711	3441	1522	1711	3413	1522	3182	3272	1459	3374	3469	1560
Grp Volume(v), veh/h	192	181	105	49	139	13	188	328	12	148	477	64
Grp Sat Flow(s),veh/h/ln	1711	1721	1522	1711	1706	1522	1591	1636	1459	1687	1735	1560
Q Serve(g_s), s	6.6	3.1	4.2	1.7	2.6	0.5	4.4	6.5	0.5	3.3	9.4	2.5
Cycle Q Clear(g_c), s	6.6	3.1	4.2	1.7	2.6	0.5	4.4	6.5	0.5	3.3	9.4	2.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	493	916	405	384	663	296	268	797	356	251	812	365
V/C Ratio(X)	0.39	0.20	0.26	0.13	0.21	0.04	0.70	0.41	0.03	0.59	0.59	0.18
Avail Cap(c_a), veh/h	790	1912	846	804	1989	887	330	2076	926	349	2201	990
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.0	21.9	22.3	22.7	26.1	25.3	34.4	24.5	22.3	34.6	26.3	23.6
Incr Delay (d2), s/veh	1.1	0.2	0.7	0.3	0.3	0.1	8.1	0.7	0.1	4.6	1.5	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.7	2.2	2.6	1.2	1.9	0.3	3.4	4.2	0.3	2.5	6.6	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	21.1	22.2	23.0	23.0	26.5	25.4	42.5	25.3	22.4	39.2	27.7	24.1
LnGrp LOS	C	C	C	C	C	C	D	C	C	D	C	C
Approach Vol, veh/h		478			201			528			689	
Approach Delay, s/veh		21.9			25.5			31.3			29.9	
Approach LOS		C			C			C			C	

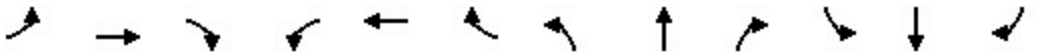
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.6	22.1	12.7	25.8	11.0	27.7	13.5	25.1
Change Period (Y+Rc), s	7.1	7.1	7.0	7.0	7.1	7.1	7.0	7.0
Max Green Setting (Gmax), s	22.9	45.0	8.0	49.0	22.9	42.9	8.0	49.0
Max Q Clear Time (g_c+I1), s	8.6	4.6	5.3	8.5	3.7	6.2	6.4	11.4
Green Ext Time (p_c), s	1.0	1.8	0.2	4.1	0.2	3.1	0.2	6.6

Intersection Summary	
HCM 7th Control Delay, s/veh	27.8
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	266	276	342	78	227	56	258	420	45	190	610	236
Future Volume (veh/h)	266	276	342	78	227	56	258	420	45	190	610	236
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1811	1796	1796	1796	1796	1722	1722	1722	1826	1826	1841
Adj Flow Rate, veh/h	280	291	44	82	239	17	272	442	10	200	642	37
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	7	6	7	7	7	7	12	12	12	5	5	4
Cap, veh/h	424	843	373	338	554	247	365	1002	447	292	965	434
Arrive On Green	0.14	0.24	0.24	0.06	0.16	0.16	0.11	0.31	0.31	0.09	0.28	0.28
Sat Flow, veh/h	1711	3441	1522	1711	3413	1522	3182	3272	1459	3374	3469	1560
Grp Volume(v), veh/h	280	291	44	82	239	17	272	442	10	200	642	37
Grp Sat Flow(s),veh/h/ln	1711	1721	1522	1711	1706	1522	1591	1636	1459	1687	1735	1560
Q Serve(g_s), s	12.2	6.4	2.1	3.6	5.8	0.9	7.6	10.0	0.4	5.3	15.1	1.6
Cycle Q Clear(g_c), s	12.2	6.4	2.1	3.6	5.8	0.9	7.6	10.0	0.4	5.3	15.1	1.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	424	843	373	338	554	247	365	1002	447	292	965	434
V/C Ratio(X)	0.66	0.35	0.12	0.24	0.43	0.07	0.75	0.44	0.02	0.68	0.66	0.09
Avail Cap(c_a), veh/h	424	1996	883	357	1736	774	551	1771	790	548	1840	827
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.7	28.8	27.1	29.6	34.9	32.8	39.6	25.7	22.4	41.0	29.5	24.6
Incr Delay (d2), s/veh	5.1	0.5	0.3	0.8	1.1	0.2	6.4	0.7	0.0	5.9	1.7	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.2	4.8	1.3	2.8	4.4	0.6	5.6	6.6	0.3	4.2	10.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	30.8	29.3	27.4	30.4	36.0	33.0	46.0	26.4	22.4	46.9	31.2	24.8
LnGrp LOS	C	C	C	C	D	C	D	C	C	D	C	C
Approach Vol, veh/h		615			338			724			879	
Approach Delay, s/veh		29.9			34.5			33.7			34.5	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	22.1	15.0	35.3	12.4	29.7	17.6	32.7
Change Period (Y+Rc), s	7.1	7.1	7.0	7.0	7.1	7.1	7.0	7.0
Max Green Setting (Gmax), s	12.9	47.0	15.0	50.0	6.3	53.6	16.0	49.0
Max Q Clear Time (g_c+I1), s	14.2	7.8	7.3	12.0	5.6	8.4	9.6	17.1
Green Ext Time (p_c), s	0.0	3.2	0.7	5.7	0.0	4.3	1.0	8.6

Intersection Summary	
HCM 7th Control Delay, s/veh	33.2
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	280	298	391	78	235	56	275	420	45	190	610	241
Future Volume (veh/h)	280	298	391	78	235	56	275	420	45	190	610	241
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1811	1796	1796	1796	1796	1722	1722	1722	1826	1826	1841
Adj Flow Rate, veh/h	295	314	96	82	247	17	289	442	10	200	642	43
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	7	6	7	7	7	7	12	12	12	5	5	4
Cap, veh/h	417	836	370	325	550	245	381	1018	454	292	964	434
Arrive On Green	0.14	0.24	0.24	0.06	0.16	0.16	0.12	0.31	0.31	0.09	0.28	0.28
Sat Flow, veh/h	1711	3441	1522	1711	3413	1522	3182	3272	1459	3374	3469	1560
Grp Volume(v), veh/h	295	314	96	82	247	17	289	442	10	200	642	43
Grp Sat Flow(s),veh/h/ln	1711	1721	1522	1711	1706	1522	1591	1636	1459	1687	1735	1560
Q Serve(g_s), s	12.9	7.1	4.7	3.7	6.1	0.9	8.2	10.0	0.4	5.4	15.3	1.9
Cycle Q Clear(g_c), s	12.9	7.1	4.7	3.7	6.1	0.9	8.2	10.0	0.4	5.4	15.3	1.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	417	836	370	325	550	245	381	1018	454	292	964	434
V/C Ratio(X)	0.71	0.38	0.26	0.25	0.45	0.07	0.76	0.43	0.02	0.69	0.67	0.10
Avail Cap(c_a), veh/h	417	1981	876	344	1722	768	547	1757	784	543	1825	821
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.6	29.4	28.5	29.9	35.3	33.1	39.7	25.5	22.2	41.3	29.8	25.0
Incr Delay (d2), s/veh	6.8	0.6	0.8	0.9	1.2	0.3	6.9	0.6	0.0	6.0	1.7	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.9	5.3	3.1	2.9	4.7	0.6	6.1	6.6	0.3	4.2	10.1	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	33.4	30.0	29.3	30.8	36.6	33.4	46.6	26.2	22.3	47.3	31.5	25.2
LnGrp LOS	C	C	C	C	D	C	D	C	C	D	C	C
Approach Vol, veh/h		705			346			741			885	
Approach Delay, s/veh		31.3			35.0			34.1			34.8	
Approach LOS		C			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	22.1	15.0	36.0	12.4	29.7	18.1	32.9
Change Period (Y+Rc), s	7.1	7.1	7.0	7.0	7.1	7.1	7.0	7.0
Max Green Setting (Gmax), s	12.9	47.0	15.0	50.0	6.3	53.6	16.0	49.0
Max Q Clear Time (g_c+I1), s	14.9	8.1	7.4	12.0	5.7	9.1	10.2	17.3
Green Ext Time (p_c), s	0.0	3.6	0.7	5.7	0.0	5.1	1.0	8.6

Intersection Summary	
HCM 7th Control Delay, s/veh	33.7
HCM 7th LOS	C

Club at Indrio Creek
PM PEAK HOUR TURNING MOVEMENTS
EXHIBIT 1B
Kings Highway & Indrio Rd

Count Taken: 2/7/2024

		ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr	totals
4:00 PM	4:15 PM	4	58	29	25	2	18	60	21	2	59	73	11	0	16	60	28	466
4:15 PM	4:30 PM	9	41	38	49	0	18	61	26	3	69	97	11	1	10	99	36	568
4:30 PM	4:45 PM	8	36	40	35	1	8	45	28	2	68	109	13	2	17	101	38	551
4:45 PM	5:00 PM	7	48	48	35	3	16	65	34	5	90	112	13	3	22	73	53	627
5:00 PM	5:15 PM	5	59	46	43	0	12	71	34	0	74	118	18	2	15	77	45	619
5:15 PM	5:30 PM	5	38	45	46	2	10	56	33	3	84	101	17	1	24	85	50	600
5:30 PM	5:45 PM	4	49	25	51	0	17	77	24	1	81	116	17	1	17	77	36	593
5:45 PM	6:00 PM	11	37	36	44	3	10	53	25	2	55	88	9	5	24	82	22	506
		53	366	307	328	11	109	488	225	18	580	814	109	15	145	654	308	4530
Peak Hour Traffic Volume																		
4:45 PM	5:45 PM	21	194	164	175	5	55	269	125	9	329	447	65	7	78	312	184	2439

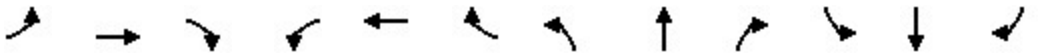
Count Taken: 2/8/2024

		ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr	totals
4:00 PM	4:15 PM	7	39	41	47	1	13	44	24	2	54	94	6	3	22	99	36	532
4:15 PM	4:30 PM	2	49	54	38	2	17	72	29	0	65	100	11	1	17	72	45	574
4:30 PM	4:45 PM	5	54	64	37	5	15	69	20	1	70	92	14	5	17	70	38	576
4:45 PM	5:00 PM	5	57	40	33	3	16	68	21	2	98	128	27	2	29	85	53	667
5:00 PM	5:15 PM	5	56	41	48	3	23	46	26	2	66	103	10	2	14	84	37	566
5:15 PM	5:30 PM	5	63	52	46	4	23	94	37	2	64	109	11	1	18	86	38	653
5:30 PM	5:45 PM	5	41	36	43	2	16	56	17	1	68	96	12	2	34	84	42	555
5:45 PM	6:00 PM	6	47	34	27	2	17	54	22	2	66	98	11	4	17	77	36	520
		40	406	362	319	22	140	503	196	12	551	820	102	20	168	657	325	4643
Peak Hour Traffic Volume																		
4:30 PM	5:30 PM	20	230	197	164	15	77	277	104	7	298	432	62	10	78	325	166	2462
Maximum Peak Hour Traffic Volume																		
4:30 PM	5:30 PM	20	230	197	164	15	77	277	104	7	298	432	62	10	78	325	166	2462

Count Taken: 2/8/2024
Buildout year: 2031
Growth Rate: 3.8%
PSCF: 1.00
PHF 0.92 Adjusted PHF 0.92

	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
2/8/2024	20	230	197	164	15	77	277	104	7	298	432	62	10	78	325	166
PSCF	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Volumes		250	197	164		92	277	104		305	432	62		88	325	166
Growth Rate		**3.8%**	**3.8%**	**3.8%**		**3.8%**	**3.8%**	**3.8%**		**3.8%**	**3.8%**	**3.8%**		**3.8%**	**3.8%**	**3.8%**
2031 Growth		87	68	57		32	96	36		106	150	22		31	113	58
Growth 3.8%		337	265	221		124	373	140		411	582	84		119	438	224
Growth Rate		1.0%	1.0%	1.0%		1.0%	1.0%	1.0%		1.0%	1.0%	1.0%		1.0%	1.0%	1.0%
2031 Growth		21	16	14		8	23	9		25	36	5		7	27	14
Growth 1%		271	213	178		100	300	113		330	468	67		95	352	180
Committed Projects																
Publix at Indrio	PM	IN	136	OUT	142											
In/Out		Out	Out	OUT			In			In						In
%	0%	30%	15%	15%	0%	0%	15%	0%	0%	15%	0%	0%	0%	0%	0%	30%
Volumes	0	43	21	21	0	0	20	0	0	20	0	0	0	0	0	41
Indrio Woods	PM	IN	69	OUT	44											
In/Out			In			Out	Out	Out				In		In		
%	0%	0%	18%	0%	0%	22%	18%	24%	0%	0%	0%	22%	0%	24%	0%	0%
Volumes	0	0	12	0	0	10	8	11	0	0	0	15	0	17	0	0
Sabal Palm Grove	PM	IN	32	OUT	22											
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cabo Rio RV Resort	PM	IN	36	OUT	19											
In/Out				In		In				Out	Out	Out			In	
%				45%		15%				45%	15%	15%			15%	
Volumes	0	0	0	16	0	5	0	0	0	9	3	3	0	0	5	0
Indrio & I-95 Development (25%)	PM	IN	373	OUT	386											
In/Out		Out	Out	Out			In			In						In
%	0%	7%	7%	3%	0%	0%	7%	0%	0%	3%	0%	0%	0%	0%	0%	7%
Volumes	0	27	27	12	0	0	26	0	0	11	0	0	0	0	0	26
Indrio Groves (25%)	PM	IN	95	OUT	197											
In/Out		Out	Out	Out			In			In						In
%	0%	1%	10%	15%	0%	0%	10%	0%	0%	15%	0%	0%	0%	0%	0%	1%
Volumes	0	2	20	29	0	0	9	0	0	14	0	0	0	0	0	1
Bedner Farms (25%)	PM	IN	204	OUT	173											
In/Out		Out	Out	Out			In			In						In
%	0%	20%	13%	13%	0%	0%	13%	0%	0%	13%	0%	0%	0%	0%	0%	20%
Volumes	0	35	22	22	0	0	27	0	0	27	0	0	0	0	0	41
Eagle Bend (25%)	PM	In	185	Out	109											
In/Out																
%																
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4540 N Kings Hwy (25%)	PM	IN	32	OUT	19											
In/Out				In		In				Out	Out	Out			In	
%				10%		15%				10%	35%	15%			35%	
Volumes	0	0	0	3	0	5	0	0	0	2	6	3	0	0	11	0
Buc-ee's	PM	IN	772	OUT	786											
In/Out		Out	Out	Out			In			In						In
%		1%	2%	1%			2%			1%						1%
Volumes	0	8	16	8	0	0	15	0	0	8	0	0	0	0	0	8
Indrio Townhomes (25%)	PM	IN	23	OUT	18											
In/Out			In			Out	Out					In		in		
%			28%			16%	28%					16%		8%		
Volumes	0	0	7	0	0	3	5	0	0	0	0	4	0	2	0	0
Total Committed	**0**	**114**	**125**	**112**	**0**	**23**	**111**	**11**	**0**	**90**	**9**	**25**	**0**	**18**	**16**	**116**
Committed + 1%	0	385	338	290	0	123	411	124	0	420	477	92	0	113	368	296
Weighted T-factor		4.4%	4.0%	3.9%		4.1%	3.8%	4.0%		3.5%	3.3%	3.3%		3.9%	3.8%	3.2%
Growth 3.8% or Committed + 1%		385	338	290		124	411	140		420	582	92		119	438	296
2031 Pre-Development		**385**	**338**	**290**		**124**	**411**	**140**		**420**	**582**	**92**		**119**	**438**	**296**
Project Volumes		9	14	32		0	24	0		53	0	0		0	0	15
Post-Development		**394**	**352**	**322**		**124**	**435**	**140**		**473**	**582**	**92**		**119**	**438**	**311**
% Trucks		5.2%				4.2%				3.4%				4.0%		
Assignment		Out	Out	Out			In			In						In
	0%	8%	13%	29%	0%	0%	13%	0%	0%	29%	0%	0%	0%	0%	0%	8%

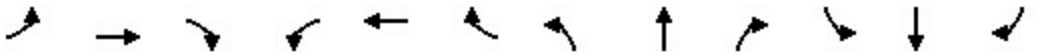
	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
Existing	**0**	**250**	**197**	**164**	**0**	**92**	**277**	**104**	**0**	**305**	**432**	**62**	**0**	**88**	**325**	**166**
Pre-Development	**0**	**385**	**338**	**290**	**0**	**124**	**411**	**140**	**0**	**420**	**582**	**92**	**0**	**119**	**438**	**296**
Post-Development	**0**	**394**	**352**	**322**	**0**	**124**	**435**	**140**	**0**	**473**	**582**	**92**	**0**	**119**	**438**	**311**



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	250	197	164	92	277	104	305	432	62	88	325	166
Future Volume (veh/h)	250	197	164	92	277	104	305	432	62	88	325	166
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1841	1841	1826	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	272	214	31	100	301	91	332	470	51	96	353	44
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	4	4	5	4	4	4	4	4	4	4	4
Cap, veh/h	461	954	425	407	643	287	478	875	390	222	612	273
Arrive On Green	0.15	0.27	0.27	0.07	0.18	0.18	0.14	0.25	0.25	0.07	0.17	0.17
Sat Flow, veh/h	1739	3497	1560	1739	3497	1560	3401	3497	1560	3401	3497	1560
Grp Volume(v), veh/h	272	214	31	100	301	91	332	470	51	96	353	44
Grp Sat Flow(s),veh/h/ln	1739	1749	1560	1739	1749	1560	1700	1749	1560	1700	1749	1560
Q Serve(g_s), s	9.6	3.9	1.2	3.7	6.3	4.1	7.6	9.5	2.1	2.2	7.6	2.0
Cycle Q Clear(g_c), s	9.6	3.9	1.2	3.7	6.3	4.1	7.6	9.5	2.1	2.2	7.6	2.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	461	954	425	407	643	287	478	875	390	222	612	273
V/C Ratio(X)	0.59	0.22	0.07	0.25	0.47	0.32	0.69	0.54	0.13	0.43	0.58	0.16
Avail Cap(c_a), veh/h	595	2544	1135	431	2012	897	918	2659	1186	375	2102	937
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.2	23.0	22.0	24.3	29.7	28.8	33.4	26.5	23.7	36.7	30.9	28.6
Incr Delay (d2), s/veh	2.6	0.3	0.2	0.7	1.1	1.3	3.8	1.1	0.3	2.8	1.8	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.1	2.8	0.8	2.8	4.7	2.7	5.6	6.7	1.3	1.7	5.5	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	22.7	23.2	22.2	25.0	30.8	30.2	37.2	27.6	24.0	39.5	32.7	29.1
LnGrp LOS	C	C	C	C	C	C	D	C	C	D	C	C
Approach Vol, veh/h		517			492			853			493	
Approach Delay, s/veh		22.9			29.5			31.1			33.7	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.7	22.1	12.3	27.4	12.5	29.3	18.5	21.3
Change Period (Y+Rc), s	7.1	7.1	7.0	7.0	7.1	7.1	7.0	7.0
Max Green Setting (Gmax), s	12.9	46.9	9.0	62.0	6.5	59.3	22.0	49.0
Max Q Clear Time (g_c+I1), s	11.6	8.3	4.2	11.5	5.7	5.9	9.6	9.6
Green Ext Time (p_c), s	1.0	4.7	0.2	6.7	0.0	3.1	1.9	4.7

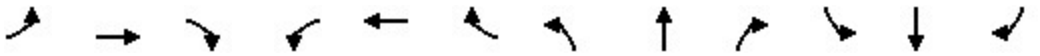
Intersection Summary	
HCM 7th Control Delay, s/veh	29.5
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	385	338	290	124	411	140	420	582	92	119	438	296
Future Volume (veh/h)	385	338	290	124	411	140	420	582	92	119	438	296
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1841	1841	1826	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	418	367	70	135	447	16	457	633	13	129	476	50
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	4	4	5	4	4	4	4	4	4	4	4
Cap, veh/h	462	1057	471	380	668	298	547	1069	477	193	704	314
Arrive On Green	0.19	0.30	0.30	0.08	0.19	0.19	0.16	0.31	0.31	0.06	0.20	0.20
Sat Flow, veh/h	1739	3497	1560	1739	3497	1560	3401	3497	1560	3401	3497	1560
Grp Volume(v), veh/h	418	367	70	135	447	16	457	633	13	129	476	50
Grp Sat Flow(s),veh/h/ln	1739	1749	1560	1739	1749	1560	1700	1749	1560	1700	1749	1560
Q Serve(g_s), s	20.9	9.0	3.6	6.8	13.0	0.9	14.3	16.9	0.6	4.1	13.8	2.9
Cycle Q Clear(g_c), s	20.9	9.0	3.6	6.8	13.0	0.9	14.3	16.9	0.6	4.1	13.8	2.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	462	1057	471	380	668	298	547	1069	477	193	704	314
V/C Ratio(X)	0.91	0.35	0.15	0.36	0.67	0.05	0.83	0.59	0.03	0.67	0.68	0.16
Avail Cap(c_a), veh/h	462	1820	812	395	1461	652	650	1878	837	340	1559	696
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.9	29.9	28.0	31.8	41.2	36.3	44.7	32.4	26.7	50.8	40.6	36.2
Incr Delay (d2), s/veh	22.0	0.4	0.3	1.2	2.5	0.2	10.0	1.1	0.0	8.2	2.4	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	16.7	6.8	2.4	5.3	9.7	0.6	10.7	11.2	0.4	3.4	9.9	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	49.9	30.3	28.3	33.0	43.7	36.5	54.7	33.5	26.8	59.0	43.0	36.7
LnGrp LOS	D	C	C	C	D	D	D	C	C	E	D	D
Approach Vol, veh/h		855			598			1103			655	
Approach Delay, s/veh		39.7			41.1			42.2			45.7	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	28.0	28.1	13.2	40.6	15.8	40.3	24.7	29.1
Change Period (Y+Rc), s	7.1	7.1	7.0	7.0	7.1	7.1	7.0	7.0
Max Green Setting (Gmax), s	20.9	45.9	11.0	59.0	9.6	57.2	21.0	49.0
Max Q Clear Time (g_c+I1), s	22.9	15.0	6.1	18.9	8.8	11.0	16.3	15.8
Green Ext Time (p_c), s	0.0	5.9	0.3	8.7	0.1	5.7	1.4	6.3

Intersection Summary	
HCM 7th Control Delay, s/veh	42.0
HCM 7th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	394	352	322	124	435	140	473	582	92	119	438	311
Future Volume (veh/h)	394	352	322	124	435	140	473	582	92	119	438	311
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1841	1841	1826	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	428	383	51	135	473	16	514	633	13	129	476	66
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	4	4	5	4	4	4	4	4	4	4	4
Cap, veh/h	459	1094	488	379	692	309	599	1111	496	189	689	307
Arrive On Green	0.19	0.31	0.31	0.08	0.20	0.20	0.18	0.32	0.32	0.06	0.20	0.20
Sat Flow, veh/h	1739	3497	1560	1739	3497	1560	3401	3497	1560	3401	3497	1560
Grp Volume(v), veh/h	428	383	51	135	473	16	514	633	13	129	476	66
Grp Sat Flow(s),veh/h/ln	1739	1749	1560	1739	1749	1560	1700	1749	1560	1700	1749	1560
Q Serve(g_s), s	22.9	10.1	2.8	7.3	14.9	1.0	17.5	18.0	0.7	4.4	15.1	4.2
Cycle Q Clear(g_c), s	22.9	10.1	2.8	7.3	14.9	1.0	17.5	18.0	0.7	4.4	15.1	4.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	459	1094	488	379	692	309	599	1111	496	189	689	307
V/C Ratio(X)	0.93	0.35	0.10	0.36	0.68	0.05	0.86	0.57	0.03	0.68	0.69	0.21
Avail Cap(c_a), veh/h	459	1729	771	389	1348	601	685	1820	812	314	1439	642
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.0	31.6	29.1	33.9	44.3	38.7	47.6	33.9	28.0	55.2	44.5	40.1
Incr Delay (d2), s/veh	26.8	0.4	0.2	1.2	2.6	0.1	11.2	1.0	0.0	9.0	2.7	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	18.6	7.7	1.8	5.8	11.0	0.7	12.7	11.9	0.5	3.7	10.7	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	56.8	32.0	29.3	35.1	46.9	38.9	58.9	34.8	28.0	64.2	47.1	40.8
LnGrp LOS	E	C	C	D	D	D	E	C	C	E	D	D
Approach Vol, veh/h		862			624			1160			671	
Approach Delay, s/veh		44.1			44.1			45.4			49.8	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.0	30.7	13.6	44.8	16.3	44.4	28.0	30.5
Change Period (Y+Rc), s	7.1	7.1	7.0	7.0	7.1	7.1	7.0	7.0
Max Green Setting (Gmax), s	22.9	45.9	11.0	62.0	9.9	58.9	24.0	49.0
Max Q Clear Time (g_c+I1), s	24.9	16.9	6.4	20.0	9.3	12.1	19.5	17.1
Green Ext Time (p_c), s	0.0	6.6	0.3	8.8	0.0	5.8	1.5	6.4

Intersection Summary	
HCM 7th Control Delay, s/veh	45.7
HCM 7th LOS	D

Club at Indrio Creek
AM PEAK HOUR TURNING MOVEMENTS
EXHIBIT 1C
Seminole Road & Indrio Rd

Count Taken: 9/23/2025

		ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr	totals
7:00 AM	7:15 AM	0	0	103	0	0	0	103	0	0	1	0	0	0	0	0	0	207
7:15 AM	7:30 AM	0	0	124	1	0	0	94	0	0	1	0	0	0	0	0	0	220
7:30 AM	7:45 AM	0	0	140	0	0	0	99	0	0	0	0	0	0	0	0	0	239
7:45 AM	8:00 AM	0	0	160	1	0	0	92	0	0	3	0	0	0	0	0	0	256
8:00 AM	8:15 AM	0	0	147	2	0	0	102	0	0	1	0	1	0	0	0	0	253
8:15 AM	8:30 AM	0	0	105	2	0	0	85	0	0	0	0	0	0	0	0	0	192
8:30 AM	8:45 AM	0	0	106	2	0	1	77	0	0	1	0	0	0	0	0	0	187
8:45 AM	9:00 AM	0	0	115	1	0	4	84	0	0	2	0	3	0	0	0	0	209
		0	0	1000	9	0	5	736	0	0	9	0	4	0	0	0	0	1763
Peak Hour Traffic Volume																		
7:15 AM	8:15 AM	0	0	571	4	0	0	387	0	0	5	0	1	0	0	0	0	968

Count Taken: 9/23/2025
Buildout year: 2031
Growth Rate: 3.8%
PSCF: 1.09
PHF 0.95 Adjusted PHF 0.95

	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
9/23/2025	0	0	571	4	0	0	387	0	0	5	0	1	0	0	0	0
PSCF	0	0	51	0	0	0	35	0	0	0	0	0	0	0	0	0
Adjusted Volumes		0	622	4		0	422	0		5	0	1		0	0	0
Growth Rate		**3.8%**	**3.8%**	**3.8%**		**3.8%**	**3.8%**	**3.8%**		**3.8%**	**3.8%**	**3.8%**		**3.8%**	**3.8%**	**3.8%**
2031 Growth		0	186	1		0	126	0		1	0	0		0	0	0
Growth 3.8%		0	808	5		0	548	0		6	0	1		0	0	0
Growth Rate		1.0%	1.0%	1.0%		1.0%	1.0%	1.0%		1.0%	1.0%	1.0%		1.0%	1.0%	1.0%
2031 Growth		0	45	0		0	30	0		0	0	0		0	0	0
Growth 1%		0	667	4		0	452	0		5	0	1		0	0	0
Committed Projects																
Publix at Indrio	AM	IN	65	OUT	53											
In/Out			Out				In									
%	0%	0%	65%	0%	0%	0%	65%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	34	0	0	0	42	0	0	0	0	0	0	0	0	0
Indrio Woods	AM	IN	26	OUT	89											
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sabal Palm Grove	AM	IN	11	OUT	34											
In/Out			out				in									
%	0%	0%	45%	0%	0%	0%	23%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	15	0	0	0	3	0	0	0	0	0	0	0	0	0
Cabo Rio RV Resort	AM	IN	15	OUT	27											
In/Out			In				Out									
%	0%	0%	45%	0%	0%	0%	45%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	7	0	0	0	12	0	0	0	0	0	0	0	0	0
Indrio & I-95 Development (25%)	AM	IN	270	OUT	267											
In/Out			Out				In									
%	0%	0%	20%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	53	0	0	0	54	0	0	0	0	0	0	0	0	0
Indrio Groves (25%)	AM	IN	95	OUT	275											
In/Out			Out				In									
%	0%	0%	26%	0%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	72	0	0	0	25	0	0	0	0	0	0	0	0	0
Bedner Farms (25%)	AM	IN	83	OUT	130											
In/Out			Out				In									
%	0%	0%	46%	0%	0%	0%	46%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	60	0	0	0	38	0	0	0	0	0	0	0	0	0
Eagle Bend (25%)	AM	In	52	Out	158											
In/Out																
%																
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4540 N Kings Hwy (25%)	AM	IN	10	OUT	29											
In/Out			in				Out									
%			9%				9%									
Volumes	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0
Buc-ee's	AM	IN	610	OUT	570											
In/Out			Out				In									
%			5%				5%									
Volumes	0	0	29	0	0	0	31	0	0	0	0	0	0	0	0	0
Indrio Townhomes (25%)			4				8									
Total Committed	**0**	**0**	**274**	**0**	**0**	**0**	**215**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Committed + 1%	0	0	941	4	0	0	667	0	0	5	0	1	0	0	0	0
Weighted T-factor			3.2%	3.4%			3.1%			3.6%		4.3%				
Growth 3.8% or Committed + 1%		0	941	5		0	667	0		6	0	1		0	0	0
2031 Pre-Development		**0**	**941**	**5**		**0**	**667**	**0**		**6**	**0**	**1**		**0**	**0**	**0**
Project Volumes		0	95	0		0	34	0		0	0	0		0	0	0
Post-Development		**0**	**1036**	**5**		**0**	**701**	**0**		**6**	**0**	**1**		**0**	**0**	**0**
% Trucks		3.3%				6.2%				16.7%				0.0%		
Assignment			Out				In									
	0%	0%	56%	0%	0%	0%	56%	0%	0%	0%	0%	0%	0%	0%	0%	0%

	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
Existing	**0**	**0**	**622**	**4**	**0**	**0**	**422**	**0**	**0**	**5**	**0**	**1**	**0**	**0**	**0**	**0**
Pre-Development	**0**	**0**	**941**	**5**	**0**	**0**	**667**	**0**	**0**	**6**	**0**	**1**	**0**	**0**	**0**	**0**
Post-Development	**0**	**0**	**1036**	**5**	**0**	**0**	**701**	**0**	**0**	**6**	**0**	**1**	**0**	**0**	**0**	**0**

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	622	4	0	422	5	1
Future Vol, veh/h	622	4	0	422	5	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	655	4	0	444	5	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	659	0	1101	657
Stage 1	-	-	-	-	657	-
Stage 2	-	-	-	-	444	-
Critical Hdwy	-	-	4.14	-	6.44	6.24
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	-	-	2.236	-	3.536	3.336
Pot Cap-1 Maneuver	-	-	920	-	232	461
Stage 1	-	-	-	-	512	-
Stage 2	-	-	-	-	642	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	920	-	232	461
Mov Cap-2 Maneuver	-	-	-	-	232	-
Stage 1	-	-	-	-	512	-
Stage 2	-	-	-	-	642	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	19.57
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	253	-	-	920	-
HCM Lane V/C Ratio	0.025	-	-	-	-
HCM Control Delay (s/veh)	19.6	-	-	0	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	941	5	0	667	6	1
Future Vol, veh/h	941	5	0	667	6	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	991	5	0	702	6	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	996	0	1695	993
Stage 1	-	-	-	-	993	-
Stage 2	-	-	-	-	702	-
Critical Hdwy	-	-	4.14	-	6.44	6.24
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	-	-	2.236	-	3.536	3.336
Pot Cap-1 Maneuver	-	-	687	-	101	295
Stage 1	-	-	-	-	355	-
Stage 2	-	-	-	-	488	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	687	-	101	295
Mov Cap-2 Maneuver	-	-	-	-	101	-
Stage 1	-	-	-	-	355	-
Stage 2	-	-	-	-	488	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	39.65
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	111	-	-	687	-
HCM Lane V/C Ratio	0.066	-	-	-	-
HCM Control Delay (s/veh)	39.7	-	-	0	-
HCM Lane LOS	E	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1036	5	0	701	6	1
Future Vol, veh/h	1036	5	0	701	6	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	1091	5	0	738	6	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1096	0	1831	1093
Stage 1	-	-	-	-	1093	-
Stage 2	-	-	-	-	738	-
Critical Hdwy	-	-	4.14	-	6.44	6.24
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	-	-	2.236	-	3.536	3.336
Pot Cap-1 Maneuver	-	-	629	-	83	258
Stage 1	-	-	-	-	318	-
Stage 2	-	-	-	-	469	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	629	-	83	258
Mov Cap-2 Maneuver	-	-	-	-	83	-
Stage 1	-	-	-	-	318	-
Stage 2	-	-	-	-	469	-

Approach	EB	WB	NB
HCM Control Delay, s/veh	0	0	47.59
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	92	-	-	629	-
HCM Lane V/C Ratio	0.08	-	-	-	-
HCM Control Delay (s/veh)	47.6	-	-	0	-
HCM Lane LOS	E	-	-	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Club at Indrio Creek
PM PEAK HOUR TURNING MOVEMENTS
EXHIBIT 1D
Seminole Road & Indrio Rd

Count Taken: 9/23/2025

		ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr	totals
4:00 PM	4:15 PM	0	0	102	0	0	0	86	0	0	2	0	1	0	0	0	0	191
4:15 PM	4:30 PM	0	0	95	1	0	2	152	0	0	2	0	1	0	0	0	0	253
4:30 PM	4:45 PM	0	0	117	0	0	1	139	0	0	2	0	2	0	0	0	0	261
4:45 PM	5:00 PM	0	0	130	0	0	1	142	0	0	1	0	2	0	0	0	0	276
5:00 PM	5:15 PM	0	0	129	1	0	0	160	0	0	0	0	1	0	0	0	0	291
5:15 PM	5:30 PM	0	0	164	0	0	2	189	0	0	1	0	2	0	0	0	0	358
5:30 PM	5:45 PM	0	0	109	2	0	0	130	0	0	2	0	1	0	0	0	0	244
5:45 PM	6:00 PM	0	0	84	1	0	1	134	0	0	0	0	0	0	0	0	0	220
		0	0	930	5	0	7	1132	0	0	10	0	10	0	0	0	0	2094
Peak Hour Traffic Volume																		
4:30 PM	5:30 PM	0	0	540	1	0	4	630	0	0	4	0	7	0	0	0	0	1186

Count Taken: 9/23/2025
Buildout year: 2031
Growth Rate: 3.8%
PSCF: 1.09
PHF 0.83 Adjusted PHF 0.92

	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
9/23/2025	0	0	540	1	0	4	630	0	0	4	0	7	0	0	0	0
PSCF	0	0	49	0	0	0	57	0	0	0	0	1	0	0	0	0
Adjusted Volumes		0	589	1		4	687	0		4	0	8		0	0	0
Growth Rate		**3.8%**	**3.8%**	**3.8%**		**3.8%**	**3.8%**	**3.8%**		**3.8%**	**3.8%**	**3.8%**		**3.8%**	**3.8%**	**3.8%**
2031 Growth		0	176	0		1	205	0		1	0	2		0	0	0
Growth 3.8%		0	765	1		5	892	0		5	0	10		0	0	0
Growth Rate		1.0%	1.0%	1.0%		1.0%	1.0%	1.0%		1.0%	1.0%	1.0%		1.0%	1.0%	1.0%
2031 Growth		0	42	0		0	50	0		0	0	1		0	0	0
Growth 1%		0	631	1		4	737	0		4	0	9		0	0	0
Committed Projects																
Publix at Indrio	PM	IN	136	OUT	142											
In/Out			Out				In									
%	0%	0%	65%	0%	0%	0%	65%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	92	0	0	0	88	0	0	0	0	0	0	0	0	0
Indrio Woods	PM	IN	69	OUT	44											
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sabal Palm Grove	PM	IN	32	OUT	22											
In/Out			out				in									
%	0%	0%	45%	0%	0%	0%	23%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	10	0	0	0	7	0	0	0	0	0	0	0	0	0
Cabo Rio RV Resort	PM	IN	36	OUT	19											
In/Out			In				Out									
%	0%	0%	45%	0%	0%	0%	45%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	16	0	0	0	9	0	0	0	0	0	0	0	0	0
Indrio & I-95 Development (25%)	PM	IN	373	OUT	386											
In/Out			Out				In									
%	0%	0%	20%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	77	0	0	0	75	0	0	0	0	0	0	0	0	0
Indrio Groves (25%)	PM	IN	335	OUT	197											
In/Out			Out				In									
%	0%	0%	26%	0%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	51	0	0	0	87	0	0	0	0	0	0	0	0	0
Bedner Farms (25%)	PM	IN	204	OUT	173											
In/Out			Out				In									
%	0%	0%	46%	0%	0%	0%	46%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	79	0	0	0	94	0	0	0	0	0	0	0	0	0
Eagle Bend (25%)	PM	In	185	Out	109											
In/Out																
%																
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4540 N Kings Hwy (25%)	PM	IN	32	OUT	19											
In/Out			in				Out									
%			9%				9%									
Volumes	0	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0
Buc-ee's	PM	IN	772	OUT	786											
In/Out			Out				In									
%			5%				5%									
Volumes	0	0	39	0	0	0	39	0	0	0	0	0	0	0	0	0
Indrio Townhomes (25%)			8				5									
Total Committed	**0**	**0**	**376**	**0**	**0**	**0**	**405**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Committed + 1%	0	0	1007	1	0	4	1142	0	0	4	0	9	0	0	0	0
Weighted T-factor			3.6%	5.4%			3.6%			4.3%		4.4%				
Growth 3.8% or Committed + 1%		0	1007	1		5	1142	0		5	0	10		0	0	0
2031 Pre-Development		**0**	**1007**	**1**		**5**	**1142**	**0**		**5**	**0**	**10**		**0**	**0**	**0**
Project Volumes		0	62	0		0	102	0		0	0	0		0	0	0
Post-Development		**0**	**1069**	**1**		**5**	**1244**	**0**		**5**	**0**	**10**		**0**	**0**	**0**
% Trucks		4.4%				2.1%				0.0%				0.0%		
Assignment			Out				In									
	0%	0%	56%	0%	0%	0%	56%	0%	0%	0%	0%	0%	0%	0%	0%	0%

	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
Existing	**0**	**0**	**589**	**1**	**0**	**4**	**687**	**0**	**0**	**4**	**0**	**8**	**0**	**0**	**0**	**0**
Pre-Development	**0**	**0**	**1007**	**1**	**0**	**5**	**1142**	**0**	**0**	**5**	**0**	**10**	**0**	**0**	**0**	**0**
Post-Development	**0**	**0**	**1069**	**1**	**0**	**5**	**1244**	**0**	**0**	**5**	**0**	**10**	**0**	**0**	**0**	**0**

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	589	1	4	687	4	8
Future Vol, veh/h	589	1	4	687	4	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	4	6	4	4	4	4
Mvmt Flow	640	1	4	747	4	9

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	641	0	1396	641
Stage 1	-	-	-	-	641	-
Stage 2	-	-	-	-	755	-
Critical Hdwy	-	-	4.14	-	6.44	6.24
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	-	-	2.236	-	3.536	3.336
Pot Cap-1 Maneuver	-	-	934	-	154	471
Stage 1	-	-	-	-	521	-
Stage 2	-	-	-	-	461	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	934	-	153	471
Mov Cap-2 Maneuver	-	-	-	-	153	-
Stage 1	-	-	-	-	521	-
Stage 2	-	-	-	-	457	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.05	18.59
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	278	-	-	10	-
HCM Lane V/C Ratio	0.047	-	-	0.005	-
HCM Control Delay (s/veh)	18.6	-	-	8.9	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1007	1	5	1142	5	10
Future Vol, veh/h	1007	1	5	1142	5	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	4	6	4	4	4	4
Mvmt Flow	1095	1	5	1241	5	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1096	0	2347	1095
Stage 1	-	-	-	-	1095	-
Stage 2	-	-	-	-	1252	-
Critical Hdwy	-	-	4.14	-	6.44	6.24
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	-	-	2.236	-	3.536	3.336
Pot Cap-1 Maneuver	-	-	630	-	39	257
Stage 1	-	-	-	-	318	-
Stage 2	-	-	-	-	267	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	630	-	38	257
Mov Cap-2 Maneuver	-	-	-	-	38	-
Stage 1	-	-	-	-	318	-
Stage 2	-	-	-	-	259	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.05	54.92
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	88	-	-	8	-
HCM Lane V/C Ratio	0.185	-	-	0.009	-
HCM Control Delay (s/veh)	54.9	-	-	10.8	0
HCM Lane LOS	F	-	-	B	A
HCM 95th %tile Q(veh)	0.6	-	-	0	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1069	1	5	1244	5	10
Future Vol, veh/h	1069	1	5	1244	5	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	4	6	4	4	4	4
Mvmt Flow	1162	1	5	1352	5	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1163	0	2526	1163
Stage 1	-	-	-	-	1163	-
Stage 2	-	-	-	-	1363	-
Critical Hdwy	-	-	4.14	-	6.44	6.24
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	-	-	2.236	-	3.536	3.336
Pot Cap-1 Maneuver	-	-	594	-	30	235
Stage 1	-	-	-	-	295	-
Stage 2	-	-	-	-	236	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	594	-	29	235
Mov Cap-2 Maneuver	-	-	-	-	29	-
Stage 1	-	-	-	-	295	-
Stage 2	-	-	-	-	227	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.04	71.74
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	70	-	-	7	-
HCM Lane V/C Ratio	0.234	-	-	0.009	-
HCM Control Delay (s/veh)	71.7	-	-	11.1	0
HCM Lane LOS	F	-	-	B	A
HCM 95th %tile Q(veh)	0.8	-	-	0	-

Club at Indrio Creek
AM PEAK HOUR TURNING MOVEMENTS
EXHIBIT 1E
Emerson Avenue & Indrio Rd

Count Taken: 2/7/2024

		ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr	totals
7:00 AM	7:15 AM	0	18	48	0	0	0	67	27	0	0	0	0	0	41	0	48	249
7:15 AM	7:30 AM	0	25	68	0	0	0	52	23	0	0	1	0	0	42	0	74	285
7:30 AM	7:45 AM	0	30	101	0	0	0	106	22	0	0	0	0	0	41	0	55	355
7:45 AM	8:00 AM	0	41	74	0	1	0	86	29	0	0	0	0	0	45	0	42	318
8:00 AM	8:15 AM	0	37	78	1	0	0	65	26	0	0	0	0	0	34	0	45	286
8:15 AM	8:30 AM	0	46	78	0	0	0	68	29	0	0	0	0	0	39	0	43	303
8:30 AM	8:45 AM	0	24	75	1	0	0	58	26	0	0	0	1	0	32	0	39	256
8:45 AM	9:00 AM	0	37	64	0	0	0	51	21	0	0	0	1	0	31	0	46	251
		0	258	586	2	1	0	553	203	0	0	1	2	0	305	0	392	2303
Peak Hour Traffic Volume																		
7:30 AM	8:30 AM	0	154	331	1	1	0	325	106	0	0	0	0	0	159	0	185	1262

Count Taken: 2/8/2024

		ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr	totals
7:00 AM	7:15 AM	0	22	62	0	0	0	81	21	0	0	0	1	0	30	0	41	258
7:15 AM	7:30 AM	0	38	67	0	0	0	103	20	0	0	0	0	0	45	0	66	339
7:30 AM	7:45 AM	0	43	87	2	0	0	116	26	0	0	0	1	0	51	0	67	393
7:45 AM	8:00 AM	0	36	83	0	1	0	72	24	0	0	0	1	0	38	0	61	316
8:00 AM	8:15 AM	0	30	75	1	0	0	57	34	0	0	0	1	0	43	0	36	277
8:15 AM	8:30 AM	0	40	78	0	0	0	76	32	0	0	0	0	0	32	0	33	291
8:30 AM	8:45 AM	1	23	62	0	0	0	54	24	0	0	0	0	0	18	1	44	227
8:45 AM	9:00 AM	0	29	105	0	1	0	49	20	0	0	0	0	0	31	0	33	268
		1	261	619	3	2	0	608	201	0	0	0	4	0	288	1	381	2369
Peak Hour Traffic Volume																		
7:15 AM	8:15 AM	0	147	312	3	1	0	348	104	0	0	0	3	0	177	0	230	1325

Maximum Peak Hour Traffic Volume

7:15 AM	8:15 AM	0	147	312	3	1	0	348	104	0	0	0	3	0	177	0	230	1325

Count Taken: 2/8/2024
Buildout year: 2031
Growth Rate: 3.8%
PSCF: 1.00
PHF 0.84 Adjusted PHF 0.92

		ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
2/8/2024		0	147	312	3	1	0	348	104	0	0	0	3	0	177	0	230
PSCF		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Volumes			147	312	3		1	348	104		0	0	3		177	0	230
Growth Rate			**3.8%**	**3.8%**	**3.8%**		**3.8%**	**3.8%**	**3.8%**		**3.8%**	**3.8%**	**3.8%**		**3.8%**	**3.8%**	**3.8%**
2031 Growth			51	108	1		0	121	36		0	0	1		62	0	80
Growth 3.8%			198	420	4		1	469	140		0	0	4		239	0	310
Growth Rate			1.0%	1.0%	1.0%		1.0%	1.0%	1.0%		1.0%	1.0%	1.0%		1.0%	1.0%	1.0%
2031 Growth			12	26	0		0	29	9		0	0	0		15	0	19
Growth 1%			159	338	3		1	377	113		0	0	3		192	0	249
Committed Projects																	
Publix at Indrio	AM	IN	65	OUT	53												
In/Out		Out	Out					In	In						Out		
%	0%	5%	20%	0%	0%	0%	60%	5%	0%	0%	0%	0%	0%	0%	45%	0%	0%
Volumes	0	3	11	0	0	0	39	3	0	0	0	0	0	0	24	0	0
Indrio Woods	AM	IN	26	OUT	89												
In/Out																	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sabal Palm Grove	AM	IN	11	OUT	34												
In/Out		In						In							Out		Out
%	0%	45%	0%	0%	0%	0%	0%	23%	0%	0%	0%	0%	0%	0%	45%	0%	23%
Volumes	0	5	0	0	0	0	0	3	0	0	0	0	0	0	15	0	8
Cabo Rio RV Resort	AM	IN	15	OUT	27												
In/Out			In				Out	Out							In		
%	0%	0%	41%	0%	0%	0%	41%	4%	0%	0%	0%	0%	0%	0%	4%	0%	0%
Volumes	0	0	6	0	0	0	11	1	0	0	0	0	0	0	1	0	0
Indrio & I-95 Development (25%)	AM	IN	270	OUT	267												
In/Out		Out	Out					In									In
%	0%	6%	20%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%
Volumes	0	16	53	0	0	0	54	0	0	0	0	0	0	0	0	0	16
Indrio Groves (25%)	AM	IN	95	OUT	275												
In/Out		Out	Out					In									In
%	0%	2%	26%	0%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%
Volumes	0	6	72	0	0	0	25	0	0	0	0	0	0	0	0	0	2
Bedner Farms (25%)	AM	IN	83	OUT	130												
In/Out		Out	Out					In									In
%	0%	5%	46%	0%	0%	0%	46%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%
Volumes	0	6	60	0	0	0	38	0	0	0	0	0	0	0	0	0	4
Eagle Bend (25%)	AM	In	52	Out	158												
In/Out																	
%																	
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4540 N Kings Hwy (25%)	AM	IN	10	OUT	29												
In/Out				in			Out	Out							In		
%				8%			8%	1%							1%		
Volumes	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0
Buc-ee's	AM	IN	610	OUT	570												
In/Out		Out	Out					In									In
%		2%	5%					5%									2%
Volumes	0	9	29	0	0	0	0	31	0	0	0	0	0	0	0	0	9
Indrio Townhomes (25%)			3					6	2						1		
Total Committed		**0**	**44**	**233**	**1**	**0**	**0**	**206**	**9**	**0**	**0**	**0**	**0**	**0**	**41**	**0**	**39**
Committed + 1%		0	203	571	4	0	1	583	122	0	0	0	3	0	233	0	288
Weighted T-Factor			7.4%	5.9%	7.6%		9.9%	6.3%	7.5%				7.4%		7.6%		7.5%
Growth 3.8% or Committed + 1%			203	571	4		1	583	140		0	0	4		239	0	310
2031 Pre-Development			**203**	**571**	**4**		**1**	**583**	**140**		**0**	**0**	**4**		**239**	**0**	**310**
Project Volumes			0	0	18		34	0	0		51	24	95		0	8	0
Post-Development			**203**	**571**	**22**		**35**	**583**	**140**		**51**	**24**	**99**		**239**	**8**	**310**
% Trucks			8.9%				7.3%				0.0%				4.7%		
Assignment					In		In				Out	Out	Out			In	
		0%	0%	0%	30%	0%	56%	0%	0%	0%	30%	14%	56%	0%	0%	14%	0%

	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
Existing	**0**	**147**	**312**	**3**	**0**	**1**	**348**	**104**	**0**	**0**	**0**	**3**	**0**	**177**	**0**	**230**
Pre-Development	**0**	**203**	**571**	**4**	**0**	**1**	**583**	**140**	**0**	**0**	**0**	**4**	**0**	**239**	**0**	**310**
Post-Development	**0**	**203**	**571**	**22**	**0**	**35**	**583**	**140**	**0**	**51**	**24**	**99**	**0**	**239**	**8**	**310**

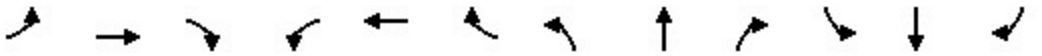
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	147	312	3	1	348	104	0	0	3	177	0	230
Future Volume (veh/h)	147	312	3	1	348	104	0	0	3	177	0	230
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1781	1811	1781	1752	1796	1781	1796	1796	1796	1781	1781	1781
Adj Flow Rate, veh/h	160	339	0	1	378	21	0	0	0	192	0	60
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	8	6	8	10	7	8	7	7	7	8	8	8
Cap, veh/h	420	1092	479	3	655	290	7	4	0	675	0	986
Arrive On Green	0.13	0.32	0.00	0.00	0.19	0.19	0.00	0.00	0.00	0.20	0.00	0.20
Sat Flow, veh/h	3291	3441	1510	1668	3413	1510	3421	1796	0	3393	0	3019
Grp Volume(v), veh/h	160	339	0	1	378	21	0	0	0	192	0	60
Grp Sat Flow(s),veh/h/ln	1646	1721	1510	1668	1706	1510	1711	1796	0	1697	0	1510
Q Serve(g_s), s	2.2	3.6	0.0	0.0	4.9	0.6	0.0	0.0	0.0	2.3	0.0	0.7
Cycle Q Clear(g_c), s	2.2	3.6	0.0	0.0	4.9	0.6	0.0	0.0	0.0	2.3	0.0	0.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	420	1092	479	3	655	290	7	4	0	675	0	986
V/C Ratio(X)	0.38	0.31	0.00	0.29	0.58	0.07	0.00	0.00	0.00	0.28	0.00	0.06
Avail Cap(c_a), veh/h	1775	4618	2026	282	3316	1467	1916	1006	0	3178	0	3213
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.4	12.6	0.0	24.2	17.8	16.1	0.0	0.0	0.0	16.5	0.0	11.2
Incr Delay (d2), s/veh	0.6	0.2	0.0	41.2	0.8	0.1	0.0	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.3	2.0	0.0	0.1	2.9	0.3	0.0	0.0	0.0	1.4	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	20.0	12.7	0.0	65.4	18.6	16.2	0.0	0.0	0.0	16.8	0.0	11.3
LnGrp LOS	C	B		E	B	B				B		B
Approach Vol, veh/h		499			400			0			252	
Approach Delay, s/veh		15.1			18.6			0.0			15.4	
Approach LOS		B			B						B	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	17.5	14.0	17.1	0.0	7.9	23.2
Change Period (Y+Rc), s	7.8	7.8	7.8	7.8	7.8	7.8
Max Green Setting (Gmax), s	45.5	26.2	47.2	27.2	8.2	65.2
Max Q Clear Time (g_c+I1), s	4.3	4.2	6.9	0.0	2.0	5.6
Green Ext Time (p_c), s	0.9	0.5	2.5	0.0	0.0	2.2

Intersection Summary	
HCM 7th Control Delay, s/veh	16.4
HCM 7th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	203	571	4	1	583	140	0	0	4	239	0	310
Future Volume (veh/h)	203	571	4	1	583	140	0	0	4	239	0	310
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1781	1811	1781	1752	1796	1781	1796	1796	1796	1781	1781	1781
Adj Flow Rate, veh/h	221	621	0	1	634	22	0	0	2	260	0	38
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	8	6	8	10	7	8	7	7	7	8	8	8
Cap, veh/h	344	1265	555	3	905	400	9	0	8	513	0	772
Arrive On Green	0.10	0.37	0.00	0.00	0.27	0.27	0.00	0.00	0.01	0.15	0.00	0.15
Sat Flow, veh/h	3291	3441	1510	1668	3413	1510	1711	0	1522	3393	0	3019
Grp Volume(v), veh/h	221	621	0	1	634	22	0	0	2	260	0	38
Grp Sat Flow(s),veh/h/ln	1646	1721	1510	1668	1706	1510	1711	0	1522	1697	0	1510
Q Serve(g_s), s	4.2	9.2	0.0	0.0	11.0	0.7	0.0	0.0	0.1	4.6	0.0	0.6
Cycle Q Clear(g_c), s	4.2	9.2	0.0	0.0	11.0	0.7	0.0	0.0	0.1	4.6	0.0	0.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	344	1265	555	3	905	400	9	0	8	513	0	772
V/C Ratio(X)	0.64	0.49	0.00	0.31	0.70	0.05	0.00	0.00	0.24	0.51	0.00	0.05
Avail Cap(c_a), veh/h	1209	3511	1540	182	2601	1151	707	0	629	2293	0	2356
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.3	16.1	0.0	32.8	21.8	18.0	0.0	0.0	32.6	25.7	0.0	18.5
Incr Delay (d2), s/veh	2.0	0.3	0.0	47.4	1.0	0.1	0.0	0.0	14.3	0.8	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.9	5.5	0.0	0.1	7.1	0.4	0.0	0.0	0.1	3.1	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	30.3	16.4	0.0	80.2	22.8	18.1	0.0	0.0	46.9	26.5	0.0	18.5
LnGrp LOS	C	B		F	C	B			D	C		B
Approach Vol, veh/h		842			657			2			298	
Approach Delay, s/veh		20.0			22.8			46.9			25.5	
Approach LOS		C			C			D			C	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	17.8	14.7	25.3	8.2	7.9	32.0
Change Period (Y+Rc), s	7.8	7.8	7.8	7.8	7.8	7.8
Max Green Setting (Gmax), s	44.5	24.2	50.2	27.2	7.2	67.2
Max Q Clear Time (g_c+I1), s	6.6	6.2	13.0	2.1	2.0	11.2
Green Ext Time (p_c), s	1.0	0.6	4.4	0.0	0.0	4.3

Intersection Summary	
HCM 7th Control Delay, s/veh	22.0
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	203	571	22	35	583	140	51	24	99	239	8	310
Future Volume (veh/h)	203	571	22	35	583	140	51	24	99	239	8	310
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1781	1811	1781	1752	1796	1781	1796	1796	1796	1781	1781	1781
Adj Flow Rate, veh/h	221	621	13	38	634	22	54	28	26	266	0	38
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	8	6	8	10	7	8	7	7	7	8	8	8
Cap, veh/h	323	1033	453	84	863	382	199	100	93	438	0	686
Arrive On Green	0.10	0.30	0.30	0.05	0.25	0.25	0.12	0.12	0.12	0.13	0.00	0.13
Sat Flow, veh/h	3291	3441	1510	1668	3413	1510	1711	857	796	3393	0	3019
Grp Volume(v), veh/h	221	621	13	38	634	22	54	0	54	266	0	38
Grp Sat Flow(s),veh/h/ln	1646	1721	1510	1668	1706	1510	1711	0	1653	1697	0	1510
Q Serve(g_s), s	5.0	11.9	0.5	1.7	13.2	0.9	2.2	0.0	2.3	5.7	0.0	0.8
Cycle Q Clear(g_c), s	5.0	11.9	0.5	1.7	13.2	0.9	2.2	0.0	2.3	5.7	0.0	0.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.48	1.00		1.00
Lane Grp Cap(c), veh/h	323	1033	453	84	863	382	199	0	193	438	0	686
V/C Ratio(X)	0.68	0.60	0.03	0.45	0.73	0.06	0.27	0.00	0.28	0.61	0.00	0.06
Avail Cap(c_a), veh/h	1030	2723	1195	242	2127	941	624	0	603	1996	0	2073
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.7	23.1	19.1	35.7	26.5	21.9	31.2	0.0	31.2	31.8	0.0	23.4
Incr Delay (d2), s/veh	2.6	0.6	0.0	3.7	1.2	0.1	0.7	0.0	0.8	1.4	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.6	7.9	0.3	1.3	8.7	0.5	1.6	0.0	1.6	4.1	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.3	23.7	19.1	39.4	27.8	22.0	31.9	0.0	32.0	33.2	0.0	23.4
LnGrp LOS	D	C	B	D	C	C	C		C	C		C
Approach Vol, veh/h		855			694			108			304	
Approach Delay, s/veh		26.9			28.2			31.9			32.0	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	17.8	15.4	27.3	16.8	11.7	31.0
Change Period (Y+Rc), s	7.8	7.8	7.8	7.8	7.8	7.8
Max Green Setting (Gmax), s	45.5	24.2	48.2	28.2	11.2	61.2
Max Q Clear Time (g_c+I1), s	7.7	7.0	15.2	4.3	3.7	13.9
Green Ext Time (p_c), s	1.1	0.6	4.4	0.4	0.0	4.4

Intersection Summary	
HCM 7th Control Delay, s/veh	28.4
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

Club at Indrio Creek
PM PEAK HOUR TURNING MOVEMENTS
EXHIBIT 1F
Emerson Avenue & Indrio Rd

Count Taken: 2/7/2024

		ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr	totals
4:00 PM	4:15 PM	0	49	95	0	0	0	70	28	0	0	0	1	0	35	0	26	304
4:15 PM	4:30 PM	0	42	84	1	1	0	95	56	0	0	0	1	0	35	1	37	353
4:30 PM	4:45 PM	1	73	90	0	0	0	92	56	0	0	0	1	0	30	0	31	374
4:45 PM	5:00 PM	0	67	116	1	0	0	109	56	0	0	0	1	0	34	0	26	410
5:00 PM	5:15 PM	0	54	103	2	0	0	108	52	0	0	1	0	0	33	0	26	379
5:15 PM	5:30 PM	0	77	101	0	0	0	99	59	0	0	0	0	0	40	0	25	401
5:30 PM	5:45 PM	0	84	90	0	2	0	103	55	0	0	1	1	0	30	0	22	388
5:45 PM	6:00 PM	0	63	72	0	0	1	80	46	0	0	0	1	0	33	0	24	320
		1	509	751	4	3	1	756	408	0	0	2	6	0	270	1	217	2929
Peak Hour Traffic Volume																		
4:45 PM	5:45 PM	0	282	410	3	2	0	419	222	0	0	2	2	0	137	0	99	1578

Count Taken: 2/8/2024

		ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr	totals
4:00 PM	4:15 PM	0	60	90	0	0	0	84	25	0	0	0	1	0	27	0	27	314
4:15 PM	4:30 PM	0	67	97	0	0	1	114	39	0	0	0	0	0	35	0	29	382
4:30 PM	4:45 PM	0	59	103	0	0	1	93	67	0	1	0	1	0	32	0	30	387
4:45 PM	5:00 PM	0	60	101	0	0	0	119	58	0	0	0	1	0	30	1	41	411
5:00 PM	5:15 PM	0	59	104	0	1	0	90	53	0	0	0	0	0	37	0	27	371
5:15 PM	5:30 PM	0	57	103	0	0	1	114	50	0	0	0	0	0	45	0	29	399
5:30 PM	5:45 PM	0	53	92	0	0	0	93	51	0	0	0	0	0	35	0	25	349
5:45 PM	6:00 PM	0	50	76	0	0	0	80	50	0	0	0	0	0	26	0	17	299
		0	465	766	0	1	3	787	393	0	1	0	3	0	267	1	225	2912
Peak Hour Traffic Volume																		
4:30 PM	5:30 PM	0	235	411	0	1	2	416	228	0	1	0	2	0	144	1	127	1568
Maximum Peak Hour Traffic Volume																		
4:45 PM	5:45 PM	0	282	410	3	2	0	419	222	0	0	2	2	0	137	0	99	1578

Count Taken: 2/7/2024
Buildout year: 2031
Growth Rate: 3.8%
PSCF: 1.00
PHF 0.96 Adjusted PHF 0.95

	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
2/7/2024	0	282	410	3	2	0	419	222	0	0	2	2	0	137	0	99
PSCF	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Volumes		282	410	3		2	419	222		0	2	2		137	0	99
Growth Rate		**3.8%**	**3.8%**	**3.8%**		**3.8%**	**3.8%**	**3.8%**		**3.8%**	**3.8%**	**3.8%**		**3.8%**	**3.8%**	**3.8%**
2031 Growth		98	143	1		1	146	77		0	1	1		48	0	34
Growth 3.8%		380	553	4		3	565	299		0	3	3		185	0	133
Growth Rate		1.0%	1.0%	1.0%		1.0%	1.0%	1.0%		1.0%	1.0%	1.0%		1.0%	1.0%	1.0%
2031 Growth		23	34	0		0	35	18		0	0	0		11	0	8
Growth 1%		305	444	3		2	454	240		0	2	2		148	0	107
Committed Projects																
Publix at Indrio	PM	IN	136	OUT	142											
In/Out		Out	Out				In	In						Out		
%	0%	5%	20%	0%	0%	0%	60%	5%	0%	0%	0%	0%	0%	45%	0%	0%
Volumes	0	7	28	0	0	0	82	7	0	0	0	0	0	64	0	0
Indrio Woods	PM	IN	69	OUT	44											
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sabal Palm Grove	PM	IN	32	OUT	22											
In/Out		In						In						Out		Out
%	0%	45%	0%	0%	0%	0%	0%	23%	0%	0%	0%	0%	0%	45%	0%	23%
Volumes	0	14	0	0	0	0	0	7	0	0	0	0	0	10	0	5
Cabo Rio RV Resort	PM	IN	36	OUT	19											
In/Out			In				Out	Out						In		
%	0%	0%	41%	0%	0%	0%	41%	4%	0%	0%	0%	0%	0%	4%	0%	0%
Volumes	0	0	15	0	0	0	8	1	0	0	0	0	0	1	0	0
Indrio & I-95 Development (25%)	PM	IN	373	OUT	386											
In/Out		Out	Out				In									In
%	0%	6%	20%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	6%
Volumes	0	23	77	0	0	0	75	0	0	0	0	0	0	0	0	22
Indrio Groves (25%)	PM	IN	335	OUT	197											
In/Out		Out	Out				In									In
%	0%	2%	26%	0%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	2%
Volumes	0	4	51	0	0	0	87	0	0	0	0	0	0	0	0	7
Bedner Farms (25%)	PM	IN	204	OUT	173											
In/Out		Out	Out				In									In
%	0%	5%	46%	0%	0%	0%	46%	0%	0%	0%	0%	0%	0%	0%	0%	5%
Volumes	0	9	79	0	0	0	94	0	0	0	0	0	0	0	0	10
Eagle Bend (25%)	PM	In	185	Out	109											
In/Out																
%																
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4540 N Kings Hwy (25%)	PM	IN	32	OUT	19											
In/Out				in			Out	Out						In		
%				8%			8%	1%						1%		
Volumes	0	0	0	3	0	0	1	0	0	0	0	0	0	0	0	0
Buc-ee's	PM	IN	772	OUT	786											
In/Out		Out	Out				In									In
%		2%	5%				5%									2%
Volumes	0	12	39	0	0	0	39	0	0	0	0	0	0	0	0	12
Indrio Townhomes (25%)			6				4	1						2		
Total Committed	**0**	**69**	**296**	**3**	**0**	**0**	**389**	**16**	**0**	**0**	**0**	**0**	**0**	**78**	**0**	**56**
Committed + 1%	0	374	740	6	0	2	843	256	0	0	2	2	0	226	0	163
Weighted T-Factor		3.4%	2.8%	2.8%		2.9%	2.6%	3.3%				2.9%		3.0%		3.0%
Growth 3.8% or Committed + 1%		380	740	6		3	843	299		0	3	3		226	0	163
2031 Pre-Development		**380**	**740**	**6**		**3**	**843**	**299**		**0**	**3**	**3**		**226**	**0**	**163**
Project Volumes		0	0	55		102	0	0		33	16	62		0	25	0
Post-Development		**380**	**740**	**61**		**105**	**843**	**299**		**33**	**19**	**65**		**226**	**25**	**163**
% Trucks		3.3%				2.6%				0.0%				3.4%		
Assignment				In		In				Out	Out	Out			In	
	0%	0%	0%	30%	0%	56%	0%	0%	0%	30%	14%	56%	0%	0%	14%	0%

	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
Existing	**0**	**282**	**410**	**3**	**0**	**2**	**419**	**222**	**0**	**0**	**2**	**2**	**0**	**137**	**0**	**99**
Pre-Development	**0**	**380**	**740**	**6**	**0**	**3**	**843**	**299**	**0**	**0**	**3**	**3**	**0**	**226**	**0**	**163**
Post-Development	**0**	**380**	**740**	**61**	**0**	**105**	**843**	**299**	**0**	**33**	**19**	**65**	**0**	**226**	**25**	**163**

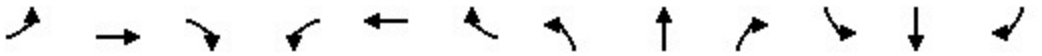
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	282	410	3	2	419	222	0	2	2	137	0	99
Future Volume (veh/h)	282	410	3	2	419	222	0	2	2	137	0	99
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1856	1856	1856	1856	1856	1856	1856	1856	1841	1841	1841
Adj Flow Rate, veh/h	297	432	0	2	441	50	0	2	0	144	0	25
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	3	3	3	3	3	3	3	3	4	4	4
Cap, veh/h	444	1141	509	7	694	309	10	10	0	543	0	890
Arrive On Green	0.13	0.32	0.00	0.00	0.20	0.20	0.00	0.01	0.00	0.15	0.00	0.15
Sat Flow, veh/h	3401	3526	1572	1767	3526	1572	1767	1856	0	3506	0	3120
Grp Volume(v), veh/h	297	432	0	2	441	50	0	2	0	144	0	25
Grp Sat Flow(s),veh/h/ln	1700	1763	1572	1767	1763	1572	1767	1856	0	1753	0	1560
Q Serve(g_s), s	5.1	5.8	0.0	0.1	7.0	1.6	0.0	0.1	0.0	2.2	0.0	0.4
Cycle Q Clear(g_c), s	5.1	5.8	0.0	0.1	7.0	1.6	0.0	0.1	0.0	2.2	0.0	0.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	444	1141	509	7	694	309	10	10	0	543	0	890
V/C Ratio(X)	0.67	0.38	0.00	0.30	0.64	0.16	0.00	0.20	0.00	0.27	0.00	0.03
Avail Cap(c_a), veh/h	1575	3833	1710	238	2675	1193	789	829	0	2562	0	2687
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	25.2	15.9	0.0	30.2	22.5	20.3	0.0	30.1	0.0	22.7	0.0	15.7
Incr Delay (d2), s/veh	1.7	0.2	0.0	22.6	1.0	0.2	0.0	9.2	0.0	0.3	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.5	3.5	0.0	0.1	4.7	1.0	0.0	0.1	0.0	1.5	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	27.0	16.1	0.0	52.8	23.4	20.5	0.0	39.3	0.0	22.9	0.0	15.7
LnGrp LOS	C	B		D	C	C		D		C		B
Approach Vol, veh/h		729			493			2			169	
Approach Delay, s/veh		20.5			23.3			39.3			21.9	
Approach LOS		C			C			D			C	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	17.2	15.8	19.8	8.1	8.0	27.5
Change Period (Y+Rc), s	7.8	7.8	7.8	7.8	7.8	7.8
Max Green Setting (Gmax), s	44.5	28.2	46.2	27.2	8.2	66.2
Max Q Clear Time (g_c+I1), s	4.2	7.1	9.0	2.1	2.1	7.8
Green Ext Time (p_c), s	0.6	0.9	3.0	0.0	0.0	2.8

Intersection Summary	
HCM 7th Control Delay, s/veh	21.7
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.



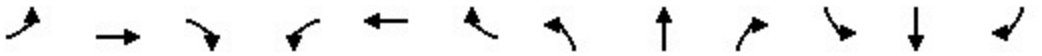
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	380	740	6	3	843	299	0	3	3	226	0	163
Future Volume (veh/h)	380	740	6	3	843	299	0	3	3	226	0	163
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1856	1856	1856	1856	1856	1856	1856	1856	1841	1841	1841
Adj Flow Rate, veh/h	400	779	2	3	887	131	0	3	0	238	0	40
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	3	3	3	3	3	3	3	3	4	4	4
Cap, veh/h	518	1695	756	10	1178	525	14	15	0	430	0	857
Arrive On Green	0.15	0.48	0.48	0.01	0.33	0.33	0.00	0.01	0.00	0.12	0.00	0.12
Sat Flow, veh/h	3401	3526	1572	1767	3526	1572	1767	1856	0	3506	0	3120
Grp Volume(v), veh/h	400	779	2	3	887	131	0	3	0	238	0	40
Grp Sat Flow(s),veh/h/ln	1700	1763	1572	1767	1763	1572	1767	1856	0	1753	0	1560
Q Serve(g_s), s	9.2	12.0	0.1	0.1	18.2	4.9	0.0	0.1	0.0	5.2	0.0	0.8
Cycle Q Clear(g_c), s	9.2	12.0	0.1	0.1	18.2	4.9	0.0	0.1	0.0	5.2	0.0	0.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	518	1695	756	10	1178	525	14	15	0	430	0	857
V/C Ratio(X)	0.77	0.46	0.00	0.30	0.75	0.25	0.00	0.20	0.00	0.55	0.00	0.05
Avail Cap(c_a), veh/h	1094	3090	1378	152	2259	1008	586	615	0	1752	0	2034
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.2	14.1	11.0	40.3	24.1	19.7	0.0	40.1	0.0	33.6	0.0	21.7
Incr Delay (d2), s/veh	2.5	0.2	0.0	16.0	1.0	0.2	0.0	6.4	0.0	1.1	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.7	7.4	0.0	0.2	11.3	3.0	0.0	0.2	0.0	3.9	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	35.7	14.3	11.0	56.3	25.1	19.9	0.0	46.6	0.0	34.8	0.0	21.7
LnGrp LOS	D	B	B	E	C	B		D		C		C
Approach Vol, veh/h		1181			1021			3			278	
Approach Delay, s/veh		21.5			24.6			46.6			32.9	
Approach LOS		C			C			D			C	

Timer - Assigned Phs	2	3	4		6	7	8					
Phs Duration (G+Y+Rc), s	17.8	20.2	35.0		8.5	8.3	47.0					
Change Period (Y+Rc), s	7.8	7.8	7.8		7.8	7.8	7.8					
Max Green Setting (Gmax), s	40.7	26.2	52.2		27.0	7.0	71.4					
Max Q Clear Time (g_c+I1), s	7.2	11.2	20.2		2.1	2.1	14.0					
Green Ext Time (p_c), s	1.0	1.2	7.0		0.0	0.0	5.8					

Intersection Summary												
HCM 7th Control Delay, s/veh		24.1										
HCM 7th LOS		C										

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	380	740	61	105	843	299	33	19	65	226	25	163
Future Volume (veh/h)	380	740	61	105	843	299	33	19	65	226	25	163
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1856	1856	1856	1856	1856	1856	1856	1856	1841	1841	1841
Adj Flow Rate, veh/h	400	779	11	111	887	131	35	20	15	257	0	40
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	3	3	3	3	3	3	3	3	4	4	4
Cap, veh/h	501	1374	613	142	1136	507	158	88	66	375	0	793
Arrive On Green	0.15	0.39	0.39	0.08	0.32	0.32	0.09	0.09	0.09	0.11	0.00	0.11
Sat Flow, veh/h	3401	3526	1572	1767	3526	1572	1767	984	738	3506	0	3120
Grp Volume(v), veh/h	400	779	11	111	887	131	35	0	35	257	0	40
Grp Sat Flow(s),veh/h/ln	1700	1763	1572	1767	1763	1572	1767	0	1723	1753	0	1560
Q Serve(g_s), s	10.6	16.2	0.4	5.8	21.3	5.8	1.7	0.0	1.8	6.6	0.0	0.9
Cycle Q Clear(g_c), s	10.6	16.2	0.4	5.8	21.3	5.8	1.7	0.0	1.8	6.6	0.0	0.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.43	1.00		1.00
Lane Grp Cap(c), veh/h	501	1374	613	142	1136	507	158	0	154	375	0	793
V/C Ratio(X)	0.80	0.57	0.02	0.78	0.78	0.26	0.22	0.00	0.23	0.69	0.00	0.05
Avail Cap(c_a), veh/h	953	2225	992	367	1968	878	510	0	498	1526	0	1818
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.5	22.4	17.5	42.2	28.7	23.4	39.5	0.0	39.5	40.2	0.0	26.3
Incr Delay (d2), s/veh	3.0	0.4	0.0	9.1	1.2	0.3	0.7	0.0	0.7	2.2	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.9	10.3	0.2	5.0	13.3	3.7	1.3	0.0	1.3	5.1	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	41.5	22.7	17.6	51.3	29.9	23.7	40.2	0.0	40.3	42.5	0.0	26.4
LnGrp LOS	D	C	B	D	C	C	D		D	D		C
Approach Vol, veh/h		1190			1129			70			297	
Approach Delay, s/veh		29.0			31.3			40.3			40.3	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	17.8	21.6	37.9	16.2	15.3	44.2
Change Period (Y+Rc), s	7.8	7.8	7.8	7.8	7.8	7.8
Max Green Setting (Gmax), s	40.7	26.2	52.2	27.0	19.4	59.0
Max Q Clear Time (g_c+I1), s	8.6	12.6	23.3	3.8	7.8	18.2
Green Ext Time (p_c), s	1.0	1.2	6.8	0.2	0.2	5.7

Intersection Summary	
HCM 7th Control Delay, s/veh	31.5
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

Club at Indrio Creek
AM PEAK HOUR TURNING MOVEMENTS
EXHIBIT 1G
Johnston Rd & Indrio Rd

Count Taken: 2/7/2024

		ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr	totals
7:00 AM	7:15 AM	0	75	52	3	0	3	100	11	0	1	8	4	0	9	7	63	336
7:15 AM	7:30 AM	0	83	100	0	0	1	112	16	0	3	7	2	0	5	8	46	383
7:30 AM	7:45 AM	0	89	101	2	0	10	135	16	0	4	16	6	0	13	11	82	485
7:45 AM	8:00 AM	0	76	93	4	0	1	104	22	0	2	9	7	0	16	6	66	406
8:00 AM	8:15 AM	0	65	95	3	0	7	95	10	0	1	14	6	0	20	12	70	398
8:15 AM	8:30 AM	0	56	99	1	0	5	98	6	0	3	18	6	0	13	6	61	372
8:30 AM	8:45 AM	0	70	81	1	0	6	82	8	0	4	10	8	0	10	9	58	347
8:45 AM	9:00 AM	0	58	82	5	0	3	81	15	0	5	13	6	0	13	8	52	341
		0	572	703	19	0	36	807	104	0	23	95	45	0	99	67	498	3068
Peak Hour Traffic Volume																		
7:15 AM	8:15 AM	0	313	389	9	0	19	446	64	0	10	46	21	0	54	37	264	1672

Count Taken: 2/8/2024

		ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr	totals
7:00 AM	7:15 AM	0	47	77	3	0	3	108	7	0	1	14	4	0	10	13	67	354
7:15 AM	7:30 AM	0	70	91	3	0	2	153	16	0	3	13	5	0	11	6	95	468
7:30 AM	7:45 AM	0	72	116	3	0	12	152	21	0	4	18	4	0	9	14	81	506
7:45 AM	8:00 AM	0	88	97	4	0	6	103	16	0	5	15	4	0	12	8	101	459
8:00 AM	8:15 AM	0	62	97	1	0	8	80	13	0	5	15	9	0	16	11	65	382
8:15 AM	8:30 AM	0	68	86	2	0	3	89	13	0	2	12	9	0	16	8	63	371
8:30 AM	8:45 AM	0	52	79	1	0	5	85	10	0	4	9	2	0	7	5	53	312
8:45 AM	9:00 AM	0	67	105	2	0	5	60	11	0	5	12	10	0	22	9	58	366
		0	526	748	19	0	44	830	107	0	29	108	47	0	103	74	583	3218
Peak Hour Traffic Volume																		
7:15 AM	8:15 AM	0	292	401	11	0	28	488	66	0	17	61	22	0	48	39	342	1815
Maximum Peak Hour Traffic Volume																		
7:15 AM	8:15 AM	0	292	401	11	0	28	488	66	0	17	61	22	0	48	39	342	1815

Count Taken: 2/8/2024
Buildout year: 2031
Growth Rate: 3.8% 1.0%
PSCF: 1
PHF 0.90 Adjusted PHF 0.92

		ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
2/8/2024		0	292	401	11	0	28	488	66	0	17	61	22	0	48	39	342
PSCF		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Volumes			292	401	11		28	488	66		17	61	22		48	39	342
Growth Rate			3.8%	3.8%	3.8%		3.8%	3.8%	3.8%		3.8%	3.8%	3.8%		3.8%	3.8%	3.8%
2031 Growth			102	139	4		10	170	23		6	21	8		17	14	119
Growth 3.8%			394	540	15		38	658	89		23	82	30		65	53	461
Growth Rate			1.0%	1.0%	1.0%		1.0%	1.0%	1.0%		1.0%	1.0%	1.0%		1.0%	1.0%	1.0%
2031 Growth			24	33	1		2	40	5		1	5	2		4	3	28
Growth 1%			316	434	12		30	528	71		18	66	24		52	42	370
Committed Projects																	
Publix at Indrio	AM	IN	65	OUT	53												
In/Out			In					Out	Out						In		
%	0%	0%	8%	0%	0%	0%	8%	2%	0%	0%	0%	0%	0%	0%	2%	0%	0%
Volumes	0	0	5	0	0	0	4	1	0	0	0	0	0	0	1	0	0
Indrio Woods	AM	IN	26	OUT	89												
In/Out																	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sabal Palm Grove	AM	IN	11	OUT	34												
In/Out																	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cabo Rio RV Resort	AM	IN	15	OUT	27												
In/Out																	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Indrio & I-95 Development (25%)	AM	IN	270	OUT	267												
In/Out		Out	Out			In	In					Out	Out			In	In
%	0%	5%	10%	0%	0%	16%	10%	0%	0%	0%	0%	13%	16%	0%	0%	13%	5%
Volumes	0	13	27	0	0	43	27	0	0	0	0	35	43	0	0	35	14
Indrio Groves (25%)	AM	IN	95	OUT	275												
In/Out		Out	Out	Out			In				In						In
%	0%	6%	28%	4%	0%	0%	28%	0%	0%	0%	4%	0%	0%	0%	0%	0%	6%
Volumes	0	17	77	11	0	0	26	0	0	0	4	0	0	0	0	0	6
Bedner Farms (25%)	AM	IN	83	OUT	130												
In/Out		Out	Out				In										In
%	0%	10%	51%	0%	0%	0%	51%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%
Volumes	0	13	66	0	0	0	42	0	0	0	0	0	0	0	0	0	8
Eagle Bend (25%)	AM	In	52	Out	158												
In/Out																	
%																	
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buc-ee's	AM	IN	610	OUT	570												
In/Out		Out	Out	Out				In				In					In
%		5%	7%	3%				7%				3%					5%
Volumes	0	26	37	14	0	0		40	0	0	15	0	0	0	0	0	27
2098 Johnston Rd (25%)	AM	IN	4	OUT	12												
In/Out				IN			IN					OUT	OUT	OUT			IN	
%				27%			5%					27%	2%	5%			2%	
Volumes	0	0	0	1	0	0	0	0	0	0	3	0	1	0	0	0	0
Total Committed		**0**	**68**	**212**	**26**	**0**	**43**	**140**	**1**	**0**	**22**	**35**	**43**	**0**	**1**	**35**	**55**
Committed + 1%		0	384	646	38	0	73	668	72	0	40	101	67	0	53	77	425
Weighted T-Factor			5.7%	5.0%	2.8%		3.4%	5.7%	5.6%		3.7%	4.9%	3.1%		5.5%	4.2%	5.7%
Growth 3.8% or Committed + 1%			394	646	38		73	668	89		40	101	67		65	77	461
2031 Pre-Development			**394**	**646**	**38**		**73**	**668**	**89**		**40**	**101**	**67**		**65**	**77**	**461**
Project Volumes			0	9	0		14	26	12		0	0	5		4	0	0
Post-Development			**394**	**655**	**38**		**87**	**694**	**101**		**40**	**101**	**72**		**69**	**77**	**461**
% Trucks			6.4%				7.7%				7.0%				5.1%		
Assignment				In			Out	Out	Out				In		In		
	0%	0%	15%	0%	0%	8%	15%	7%	0%	0%	0%	0%	8%	0%	7%	0%	0%

	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
Existing	**0**	**292**	**401**	**11**	**0**	**28**	**488**	**66**	**0**	**17**	**61**	**22**	**0**	**48**	**39**	**342**
Pre-Development	**0**	**394**	**646**	**38**	**0**	**73**	**668**	**89**	**0**	**40**	**101**	**67**	**0**	**65**	**77**	**461**
Post-Development	**0**	**394**	**655**	**38**	**0**	**87**	**694**	**101**	**0**	**40**	**101**	**72**	**0**	**69**	**77**	**461**

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	292	401	11	28	488	66	17	61	22	48	39	342
Future Volume (veh/h)	292	401	11	28	488	66	17	61	22	48	39	342
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1826	1856	1841	1811	1811	1841	1826	1841	1811	1841	1811
Adj Flow Rate, veh/h	317	436	7	30	530	18	18	66	8	47	49	100
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	6	5	3	4	6	6	4	5	4	6	4	6
Cap, veh/h	432	1039	471	74	733	327	285	297	639	317	338	961
Arrive On Green	0.13	0.30	0.30	0.04	0.21	0.21	0.16	0.16	0.16	0.18	0.18	0.18
Sat Flow, veh/h	3346	3469	1572	1753	3441	1535	1753	1826	3120	1725	1841	3070
Grp Volume(v), veh/h	317	436	7	30	530	18	18	66	8	47	49	100
Grp Sat Flow(s),veh/h/ln	1673	1735	1572	1753	1721	1535	1753	1826	1560	1725	1841	1535
Q Serve(g_s), s	7.3	8.1	0.3	1.3	11.5	0.8	0.7	2.5	0.2	1.8	1.8	1.9
Cycle Q Clear(g_c), s	7.3	8.1	0.3	1.3	11.5	0.8	0.7	2.5	0.2	1.8	1.8	1.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	432	1039	471	74	733	327	285	297	639	317	338	961
V/C Ratio(X)	0.73	0.42	0.01	0.40	0.72	0.06	0.06	0.22	0.01	0.15	0.14	0.10
Avail Cap(c_a), veh/h	1495	3510	1591	261	2503	1117	940	979	1806	1021	1090	2214
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.8	22.6	19.8	37.6	29.5	25.2	28.5	29.3	25.5	27.6	27.6	19.7
Incr Delay (d2), s/veh	2.4	0.3	0.0	3.5	1.4	0.1	0.1	0.4	0.0	0.2	0.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.3	5.5	0.2	1.1	8.0	0.5	0.5	1.9	0.1	1.3	1.4	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.2	22.9	19.9	41.0	30.9	25.3	28.6	29.7	25.5	27.8	27.8	19.7
LnGrp LOS	D	C	B	D	C	C	C	C	C	C	C	B
Approach Vol, veh/h		760			578			92			196	
Approach Delay, s/veh		28.4			31.2			29.1			23.7	
Approach LOS		C			C			C			C	

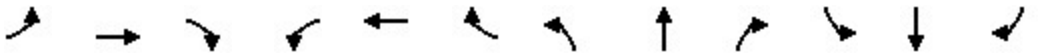
Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	21.6	14.4	24.7	19.9	7.4	31.6
Change Period (Y+Rc), s	6.8	4.0	* 7.5	6.8	4.0	7.5
Max Green Setting (Gmax), s	47.7	36.0	* 59	43.2	12.0	81.5
Max Q Clear Time (g_c+I1), s	3.9	9.3	13.5	4.5	3.3	10.1
Green Ext Time (p_c), s	0.8	1.1	3.6	0.4	0.0	2.9

Intersection Summary	
HCM 7th Control Delay, s/veh	28.9
HCM 7th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



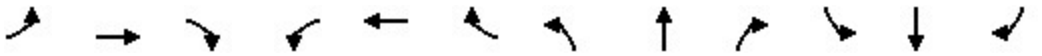
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	394	646	38	73	668	89	40	101	67	65	77	461
Future Volume (veh/h)	394	646	38	73	668	89	40	101	67	65	77	461
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1826	1856	1841	1811	1811	1841	1826	1841	1811	1841	1811
Adj Flow Rate, veh/h	428	702	8	79	726	10	43	110	8	71	84	66
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	6	5	3	4	6	6	4	5	4	6	4	6
Cap, veh/h	533	1268	575	112	929	414	270	281	680	268	286	967
Arrive On Green	0.16	0.37	0.37	0.06	0.27	0.27	0.15	0.15	0.15	0.16	0.16	0.16
Sat Flow, veh/h	3346	3469	1572	1753	3441	1535	1753	1826	3120	1725	1841	3070
Grp Volume(v), veh/h	428	702	8	79	726	10	43	110	8	71	84	66
Grp Sat Flow(s),veh/h/ln	1673	1735	1572	1753	1721	1535	1753	1826	1560	1725	1841	1535
Q Serve(g_s), s	11.9	15.5	0.3	4.2	18.8	0.5	2.0	5.2	0.2	3.5	3.9	1.4
Cycle Q Clear(g_c), s	11.9	15.5	0.3	4.2	18.8	0.5	2.0	5.2	0.2	3.5	3.9	1.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	533	1268	575	112	929	414	270	281	680	268	286	967
V/C Ratio(X)	0.80	0.55	0.01	0.70	0.78	0.02	0.16	0.39	0.01	0.26	0.29	0.07
Avail Cap(c_a), veh/h	1358	2833	1284	346	2133	952	751	783	1537	820	875	1949
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.9	24.3	19.5	44.1	32.5	25.8	35.3	36.6	29.5	35.7	35.9	23.0
Incr Delay (d2), s/veh	2.9	0.4	0.0	7.8	1.5	0.0	0.3	0.9	0.0	0.5	0.6	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.5	10.0	0.2	3.6	12.0	0.3	1.5	4.1	0.1	2.6	3.1	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	41.8	24.6	19.5	51.9	33.9	25.8	35.5	37.5	29.5	36.3	36.5	23.1
LnGrp LOS	D	C	B	D	C	C	D	D	C	D	D	C
Approach Vol, veh/h		1138			815			161			221	
Approach Delay, s/veh		31.1			35.6			36.6			32.4	
Approach LOS		C			D			D			C	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	21.8	19.3	33.5	21.6	10.2	42.6
Change Period (Y+Rc), s	6.8	4.0	* 7.5	6.8	4.0	7.5
Max Green Setting (Gmax), s	45.7	39.0	* 60	41.2	19.0	78.5
Max Q Clear Time (g_c+I1), s	5.9	13.9	20.8	7.2	6.2	17.5
Green Ext Time (p_c), s	0.9	1.5	5.2	0.7	0.1	5.1

Intersection Summary	
HCM 7th Control Delay, s/veh	33.2
HCM 7th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	394	655	38	87	694	101	40	101	72	69	77	461
Future Volume (veh/h)	394	655	38	87	694	101	40	101	72	69	77	461
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1826	1856	1841	1811	1811	1841	1826	1841	1811	1841	1811
Adj Flow Rate, veh/h	428	712	8	95	754	23	43	110	13	75	84	66
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	6	5	3	4	6	6	4	5	4	6	4	6
Cap, veh/h	531	1277	579	122	960	428	266	277	691	264	282	958
Arrive On Green	0.16	0.37	0.37	0.07	0.28	0.28	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	3346	3469	1572	1753	3441	1535	1753	1826	3120	1725	1841	3070
Grp Volume(v), veh/h	428	712	8	95	754	23	43	110	13	75	84	66
Grp Sat Flow(s),veh/h/ln	1673	1735	1572	1753	1721	1535	1753	1826	1560	1725	1841	1535
Q Serve(g_s), s	12.1	15.9	0.3	5.2	19.8	1.1	2.1	5.3	0.3	3.8	4.0	1.5
Cycle Q Clear(g_c), s	12.1	15.9	0.3	5.2	19.8	1.1	2.1	5.3	0.3	3.8	4.0	1.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	531	1277	579	122	960	428	266	277	691	264	282	958
V/C Ratio(X)	0.81	0.56	0.01	0.78	0.79	0.05	0.16	0.40	0.02	0.28	0.30	0.07
Avail Cap(c_a), veh/h	1302	2753	1248	377	2170	968	739	770	1533	789	842	1892
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.6	24.5	19.6	44.7	32.5	25.8	36.0	37.4	29.7	36.6	36.7	23.6
Incr Delay (d2), s/veh	2.9	0.4	0.0	10.1	1.5	0.1	0.3	0.9	0.0	0.6	0.6	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.6	10.2	0.2	4.5	12.5	0.7	1.6	4.2	0.2	2.8	3.2	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.6	24.9	19.6	54.8	34.0	25.8	36.3	38.3	29.7	37.2	37.3	23.7
LnGrp LOS	D	C	B	D	C	C	D	D	C	D	D	C
Approach Vol, veh/h		1148			872			166			225	
Approach Delay, s/veh		31.4			36.0			37.1			33.2	
Approach LOS		C			D			D			C	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	21.8	19.5	34.8	21.6	10.8	43.5
Change Period (Y+Rc), s	6.8	4.0	* 7.5	6.8	4.0	7.5
Max Green Setting (Gmax), s	44.7	38.0	* 62	41.2	21.0	77.5
Max Q Clear Time (g_c+I1), s	6.0	14.1	21.8	7.3	7.2	17.9
Green Ext Time (p_c), s	0.9	1.5	5.5	0.7	0.2	5.2

Intersection Summary	
HCM 7th Control Delay, s/veh	33.7
HCM 7th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Club at Indrio Creek
PM PEAK HOUR TURNING MOVEMENTS
EXHIBIT 1H
Johnston Rd & Indrio Rd

Count Taken: 2/7/2024

		ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr	totals
4:00 PM	4:15 PM	1	56	123	3	0	3	75	14	0	4	8	3	0	21	18	83	412
4:15 PM	4:30 PM	0	74	105	5	0	8	99	21	0	**7**	17	9	0	10	18	77	450
4:30 PM	4:45 PM	0	83	150	1	0	9	107	16	0	**6**	13	9	0	12	20	108	534
4:45 PM	5:00 PM	0	76	139	11	0	10	105	19	0	**2**	11	13	0	25	13	71	495
5:00 PM	5:15 PM	0	94	137	3	0	8	104	21	0	**3**	15	13	0	18	22	76	514
5:15 PM	5:30 PM	0	69	141	5	0	4	91	22	0	3	21	11	0	19	19	100	505
5:30 PM	5:45 PM	0	78	137	6	0	13	101	18	0	2	17	12	0	17	20	87	508
5:45 PM	6:00 PM	0	59	114	2	0	5	82	17	0	2	10	8	0	16	14	58	387
		1	589	1046	36	0	60	764	148	0	29	112	78	0	138	144	660	3805
Peak Hour Traffic Volume																		
4:30 PM	5:30 PM	0	322	567	20	0	31	407	78	0	14	60	46	0	74	74	355	2048

Count Taken: 2/8/2024

		ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr	totals
4:00 PM	4:15 PM	0	59	115	3	0	4	91	15	0	5	14	20	1	14	22	99	462
4:15 PM	4:30 PM	0	71	129	7	0	11	99	16	0	**2**	25	13	1	19	33	90	516
4:30 PM	4:45 PM	0	75	132	7	0	6	126	10	0	**2**	11	11	1	22	20	79	502
4:45 PM	5:00 PM	0	86	127	7	0	4	131	21	0	**5**	11	18	1	17	12	58	498
5:00 PM	5:15 PM	0	85	148	7	0	7	95	17	0	**2**	17	6	0	10	16	89	499
5:15 PM	5:30 PM	0	83	141	1	0	8	116	23	0	2	10	7	0	16	16	93	516
5:30 PM	5:45 PM	0	77	110	1	0	5	99	14	0	2	12	11	0	18	21	80	450
5:45 PM	6:00 PM	0	62	105	3	1	6	77	13	0	2	8	8	0	12	15	77	389
		0	598	1007	36	1	51	834	129	0	22	108	94	4	128	155	665	3832
Peak Hour Traffic Volume																		
4:15 PM	5:15 PM	0	317	536	28	0	28	451	64	0	11	64	48	3	68	81	316	2015
Maximum Peak Hour Traffic Volume																		
4:30 PM	5:30 PM	0	322	567	20	0	31	407	78	0	14	60	46	0	74	74	355	2048

Count Taken: 2/7/2024
Buildout year: 2031
Growth Rate: 3.8% 1.0%
PSCF: 1
PHF 0.96 Adjusted PHF 0.95

	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
2/7/2024	0	322	567	20	0	31	407	78	0	14	60	46	0	74	74	355
PSCF	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Volumes		322	567	20		31	407	78		14	60	46		74	74	355
Growth Rate		3.8%	3.8%	3.8%		3.8%	3.8%	3.8%		3.8%	3.8%	3.8%		3.8%	3.8%	3.8%
2031 Growth		112	197	7		11	141	27		5	21	16		26	26	123
Growth 3.8%		434	764	27		42	548	105		19	81	62		100	100	478
Growth Rate		1.0%	1.0%	1.0%		1.0%	1.0%	1.0%		1.0%	1.0%	1.0%		1.0%	1.0%	1.0%
2031 Growth		27	47	2		3	34	6		1	5	4		6	6	29
Growth 1%		349	614	22		34	441	84		15	65	50		80	80	384
Committed Projects																
Publix at Indrio	PM	IN	136	OUT	142											
In/Out			In				Out	Out						In		
%	0%	0%	8%	0%	0%	0%	8%	2%	0%	0%	0%	0%	0%	2%	0%	0%
Volumes	0	0	11	0	0	0	11	3	0	0	0	0	0	3	0	0
Indrio Woods	PM	IN	69	OUT	44											
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sabal Palm Grove	PM	IN	32	OUT	22											
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cabo Rio RV Resort	PM	IN	36	OUT	19											
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Indrio & I-95 Development (25%)	PM	IN	373	OUT	386											
In/Out		Out	Out			In	In				Out	Out			In	In
%	0%	5%	10%	0%	0%	16%	10%	0%	0%	0%	13%	16%	0%	0%	13%	5%
Volumes	0	19	39	0	0	60	37	0	0	0	50	62	0	0	48	19
Indrio Groves (25%)	PM	IN	335	OUT	197											
In/Out		Out	Out	Out			In			In						In
%	0%	6%	28%	4%	0%	0%	28%	0%	0%	4%	0%	0%	0%	0%	0%	6%
Volumes	0	12	55	8	0	0	94	0	0	13	0	0	0	0	0	20
Bedner Farms (25%)	PM	IN	204	OUT	173											
In/Out		Out	Out				In									In
%	0%	10%	51%	0%	0%	0%	51%	0%	0%	0%	0%	0%	0%	0%	0%	10%
Volumes	0	17	88	0	0	0	104	0	0	0	0	0	0	0	0	20
Eagle Bend (25%)	PM	In	185	Out	109											
In/Out																
%																
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buc-ee's	PM	IN	772	OUT	786											
In/Out		Out	Out	Out			In			In						In
%		5%	7%	3%			7%			3%						5%
Volumes	0	35	51	20	0	0	50	0	0	19	0	0	0	0	0	35
2098 Johnston Rd (25%)	PM	IN	13	OUT	8											
In/Out				IN		IN					OUT	OUT	OUT			IN	
%				27%		5%					27%	2%	5%			2%	
Volumes	0	0	0	4	0	1	0	0	0	2	0	0	0	0	0	0	0
Total Committed	**0**	**84**	**244**	**31**	**0**	**60**	**296**	**3**	**0**	**35**	**50**	**62**	**0**	**3**	**49**	**94**
Committed + 1%	0	433	858	53	0	94	737	87	0	50	115	112	0	83	129	478
Weighted T-Factor		4.3%	3.9%	2.7%		2.4%	3.4%	4.1%		2.2%	3.3%	2.8%		4.1%	3.5%	4.3%
Growth 3.8% or Committed + 1%		434	858	53		94	737	105		50	115	112		100	129	478
2031 Pre-Development		**434**	**858**	**53**		**94**	**737**	**105**		**50**	**115**	**112**		**100**	**129**	**478**
Project Volumes		0	27	0		9	17	8		0	0	15		13	0	0
Post-Development		**434**	**885**	**53**		**103**	**754**	**113**		**50**	**115**	**127**		**113**	**129**	**478**
% Trucks		4.4%				2.3%				0.0%				2.8%		
Assignment			In			Out	Out	Out				In		In		
	0%	0%	15%	0%	0%	8%	15%	7%	0%	0%	0%	8%	0%	7%	0%	0%

	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
Existing	**0**	**322**	**567**	**20**	**0**	**31**	**407**	**78**	**0**	**14**	**60**	**46**	**0**	**74**	**74**	**355**
Pre-Development	**0**	**434**	**858**	**53**	**0**	**94**	**737**	**105**	**0**	**50**	**115**	**112**	**0**	**100**	**129**	**478**
Post-Development	**0**	**434**	**885**	**53**	**0**	**103**	**754**	**113**	**0**	**50**	**115**	**127**	**0**	**113**	**129**	**478**

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	322	567	20	31	407	78	14	60	46	74	74	355
Future Volume (veh/h)	322	567	20	31	407	78	14	60	46	74	74	355
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1841	1856	1856	1856	1826	1856	1841	1856	1826	1841	1826
Adj Flow Rate, veh/h	339	597	5	33	428	29	15	63	6	78	78	58
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	4	3	3	3	5	3	4	3	5	4	5
Cap, veh/h	464	939	422	82	625	274	288	300	658	337	357	1026
Arrive On Green	0.14	0.27	0.27	0.05	0.18	0.18	0.16	0.16	0.16	0.19	0.19	0.19
Sat Flow, veh/h	3374	3497	1572	1767	3526	1547	1767	1841	3145	1739	1841	3095
Grp Volume(v), veh/h	339	597	5	33	428	29	15	63	6	78	78	58
Grp Sat Flow(s),veh/h/ln	1687	1749	1572	1767	1763	1547	1767	1841	1572	1739	1841	1547
Q Serve(g_s), s	7.4	11.5	0.2	1.4	8.7	1.2	0.5	2.3	0.1	2.9	2.7	1.0
Cycle Q Clear(g_c), s	7.4	11.5	0.2	1.4	8.7	1.2	0.5	2.3	0.1	2.9	2.7	1.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	464	939	422	82	625	274	288	300	658	337	357	1026
V/C Ratio(X)	0.73	0.64	0.01	0.40	0.68	0.11	0.05	0.21	0.01	0.23	0.22	0.06
Avail Cap(c_a), veh/h	1676	3680	1655	277	2562	1125	998	1039	1921	1107	1172	2395
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.6	24.7	20.5	35.5	29.5	26.4	27.0	27.7	24.0	26.0	25.9	17.4
Incr Delay (d2), s/veh	2.2	0.7	0.0	3.2	1.3	0.2	0.1	0.3	0.0	0.3	0.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.3	7.8	0.1	1.1	6.3	0.8	0.4	1.7	0.1	2.0	2.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	33.9	25.4	20.5	38.7	30.8	26.6	27.1	28.1	24.0	26.4	26.3	17.4
LnGrp LOS	C	C	C	D	C	C	C	C	C	C	C	B
Approach Vol, veh/h		941			490			84			214	
Approach Delay, s/veh		28.4			31.1			27.6			23.9	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	21.6	14.5	21.1	19.3	7.5	28.0
Change Period (Y+Rc), s	6.8	4.0	* 7.5	6.8	4.0	7.5
Max Green Setting (Gmax), s	48.7	38.0	* 56	43.2	12.0	80.5
Max Q Clear Time (g_c+I1), s	4.9	9.4	10.7	4.3	3.4	13.5
Green Ext Time (p_c), s	0.8	1.2	2.9	0.3	0.0	4.1

Intersection Summary	
HCM 7th Control Delay, s/veh	28.6
HCM 7th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	434	858	53	94	737	105	50	115	112	100	129	478
Future Volume (veh/h)	434	858	53	94	737	105	50	115	112	100	129	478
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1841	1856	1856	1856	1826	1856	1841	1856	1826	1841	1826
Adj Flow Rate, veh/h	457	903	9	99	776	11	53	121	18	105	136	61
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	4	3	3	3	5	3	4	3	5	4	5
Cap, veh/h	562	1310	589	127	986	433	265	276	698	262	278	983
Arrive On Green	0.17	0.37	0.37	0.07	0.28	0.28	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	3374	3497	1572	1767	3526	1547	1767	1841	3145	1739	1841	3095
Grp Volume(v), veh/h	457	903	9	99	776	11	53	121	18	105	136	61
Grp Sat Flow(s),veh/h/ln	1687	1749	1572	1767	1763	1547	1767	1841	1572	1739	1841	1547
Q Serve(g_s), s	13.0	21.6	0.4	5.5	20.2	0.5	2.6	5.9	0.4	5.4	6.7	1.4
Cycle Q Clear(g_c), s	13.0	21.6	0.4	5.5	20.2	0.5	2.6	5.9	0.4	5.4	6.7	1.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	562	1310	589	127	986	433	265	276	698	262	278	983
V/C Ratio(X)	0.81	0.69	0.02	0.78	0.79	0.03	0.20	0.44	0.03	0.40	0.49	0.06
Avail Cap(c_a), veh/h	1358	2727	1226	373	2114	928	715	745	1498	800	846	1939
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.9	26.2	19.6	45.3	33.1	26.0	37.0	38.4	30.2	38.1	38.7	23.6
Incr Delay (d2), s/veh	2.9	0.7	0.0	9.9	1.4	0.0	0.4	1.1	0.0	1.0	1.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.2	13.2	0.2	4.8	13.0	0.3	2.0	4.8	0.3	4.1	5.4	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.8	26.9	19.6	55.2	34.5	26.0	37.4	39.5	30.3	39.1	40.0	23.6
LnGrp LOS	D	C	B	E	C	C	D	D	C	D	D	C
Approach Vol, veh/h		1369			886			192			302	
Approach Delay, s/veh		32.1			36.7			38.0			36.4	
Approach LOS		C			D			D			D	

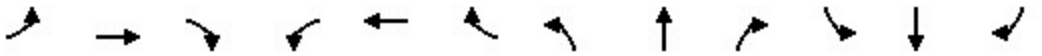
Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	21.8	20.6	35.3	21.7	11.1	44.7
Change Period (Y+Rc), s	6.8	4.0	* 7.5	6.8	4.0	7.5
Max Green Setting (Gmax), s	45.7	40.0	* 60	40.2	21.0	77.5
Max Q Clear Time (g_c+I1), s	8.7	15.0	22.2	7.9	7.5	23.6
Green Ext Time (p_c), s	1.2	1.6	5.6	0.8	0.2	7.1

Intersection Summary	
HCM 7th Control Delay, s/veh	34.5
HCM 7th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	434	885	53	103	754	113	50	115	127	113	129	478
Future Volume (veh/h)	434	885	53	103	754	113	50	115	127	113	129	478
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1841	1856	1856	1856	1826	1856	1841	1856	1826	1841	1826
Adj Flow Rate, veh/h	457	932	9	108	794	19	53	121	34	119	136	61
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	4	3	3	3	5	3	4	3	5	4	5
Cap, veh/h	561	1307	588	137	1006	442	263	274	713	260	275	977
Arrive On Green	0.17	0.37	0.37	0.08	0.29	0.29	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	3374	3497	1572	1767	3526	1547	1767	1841	3145	1739	1841	3095
Grp Volume(v), veh/h	457	932	9	108	794	19	53	121	34	119	136	61
Grp Sat Flow(s),veh/h/ln	1687	1749	1572	1767	1763	1547	1767	1841	1572	1739	1841	1547
Q Serve(g_s), s	13.1	22.8	0.4	6.0	20.9	0.9	2.6	6.0	0.8	6.3	6.8	1.4
Cycle Q Clear(g_c), s	13.1	22.8	0.4	6.0	20.9	0.9	2.6	6.0	0.8	6.3	6.8	1.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	561	1307	588	137	1006	442	263	274	713	260	275	977
V/C Ratio(X)	0.82	0.71	0.02	0.79	0.79	0.04	0.20	0.44	0.05	0.46	0.49	0.06
Avail Cap(c_a), veh/h	1311	2665	1198	387	2128	934	708	737	1504	792	838	1923
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.4	26.8	19.8	45.5	33.1	25.9	37.5	38.9	30.3	39.0	39.2	24.0
Incr Delay (d2), s/veh	3.0	0.7	0.0	9.4	1.4	0.0	0.4	1.1	0.0	1.3	1.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.3	13.9	0.2	5.2	13.4	0.6	2.0	4.9	0.6	4.8	5.5	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	43.3	27.6	19.8	54.9	34.5	26.0	37.9	40.0	30.4	40.2	40.6	24.0
LnGrp LOS	D	C	B	D	C	C	D	D	C	D	D	C
Approach Vol, veh/h		1398			921			208			316	
Approach Delay, s/veh		32.7			36.7			37.9			37.3	
Approach LOS		C			D			D			D	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	21.8	20.7	36.2	21.8	11.8	45.0
Change Period (Y+Rc), s	6.8	4.0	* 7.5	6.8	4.0	7.5
Max Green Setting (Gmax), s	45.7	39.0	* 61	40.2	22.0	76.5
Max Q Clear Time (g_c+I1), s	8.8	15.1	22.9	8.0	8.0	24.8
Green Ext Time (p_c), s	1.3	1.6	5.8	0.9	0.2	7.4

Intersection Summary	
HCM 7th Control Delay, s/veh	34.9
HCM 7th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Club at Indrio Creek
AM PEAK HOUR TURNING MOVEMENTS
EXHIBIT 11
Koblegard Rd & Indrio Rd

Count Taken: 2/7/2024

		ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr	totals
7:00 AM	7:15 AM	0	2	120	0	0	0	159	0	0	0	0	0	0	11	0	10	302
7:15 AM	7:30 AM	0	1	184	0	0	0	157	0	0	0	0	0	0	11	0	9	362
7:30 AM	7:45 AM	0	1	167	0	0	0	229	0	0	0	0	0	0	14	0	14	425
7:45 AM	8:00 AM	0	8	169	0	0	0	170	0	0	0	0	0	0	20	0	9	376
8:00 AM	8:15 AM	0	2	133	0	0	0	159	0	0	0	0	0	0	24	0	12	330
8:15 AM	8:30 AM	0	4	130	0	0	0	157	0	0	0	0	0	0	18	0	10	319
8:30 AM	8:45 AM	0	8	120	0	0	0	160	0	0	0	0	0	0	35	0	9	332
8:45 AM	9:00 AM	0	6	111	0	0	0	135	0	0	0	0	0	0	37	0	17	306
		0	32	1134	0	0	0	1326	0	0	0	0	0	0	170	0	90	2752
Peak Hour Traffic Volume																		
7:15 AM	8:15 AM	0	12	653	0	0	0	715	0	0	0	0	0	0	69	0	44	1493

Count Taken: 2/8/2024

		ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr	totals
7:00 AM	7:15 AM	0	3	127	0	0	0	167	0	0	0	0	0	0	16	0	13	326
7:15 AM	7:30 AM	0	2	139	0	0	0	232	0	0	0	0	0	0	9	0	9	391
7:30 AM	7:45 AM	0	4	185	0	0	0	245	0	0	0	0	0	0	18	0	15	467
7:45 AM	8:00 AM	0	5	169	0	0	0	216	0	0	0	0	0	0	12	0	10	412
8:00 AM	8:15 AM	1	9	141	0	0	0	155	0	0	0	0	0	0	16	0	17	339
8:15 AM	8:30 AM	1	9	138	0	0	0	161	0	0	0	0	0	0	19	0	8	336
8:30 AM	8:45 AM	0	2	112	0	0	0	141	0	0	0	0	0	0	23	0	6	284
8:45 AM	9:00 AM	2	4	137	0	1	0	121	0	0	0	0	0	0	33	0	11	309
		4	38	1148	0	1	0	1438	0	0	0	0	0	0	146	0	89	2864
Peak Hour Traffic Volume																		
7:15 AM	8:15 AM	1	20	634	0	0	0	848	0	0	0	0	0	0	55	0	51	1609

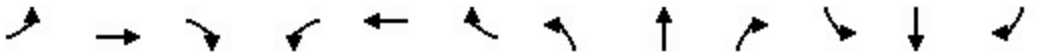
Maximum Peak Hour Traffic Volume

7:15 AM	8:15 AM	1	20	634	0	0	0	848	0	0	0	0	0	0	55	0	51	1609

Count Taken: 2/8/2024
Buildout year: 2031
Growth Rate: 3.8%
PSCF: 1.00
PHF 0.86 Adjusted PHF 0.92

	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
2/8/2024	1	20	634	0	0	0	848	0	0	0	0	0	0	55	0	51
PSCF	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Volumes		21	634	0		0	848	0		0	0	0		55	0	51
Growth Rate		3.8%	3.8%	3.8%		3.8%	3.8%	3.8%		3.8%	3.8%	3.8%		3.8%	3.8%	3.8%
2031 Growth		7	220	0		0	295	0		0	0	0		19	0	18
Growth 3.8%		28	854	0		0	1143	0		0	0	0		74	0	69
Growth Rate		1.0%	1.0%	1.0%		1.0%	1.0%	1.0%		1.0%	1.0%	1.0%		1.0%	1.0%	1.0%
2031 Growth		2	53	0		0	70	0		0	0	0		5	0	4
Growth 1%		23	687	0		0	918	0		0	0	0		60	0	55
Committed Projects																
Publix at Indrio	AM	IN	65	OUT	53											
In/Out			In				Out	Out						In		
%	0%	0%	7%	0%	0%	0%	7%	1%	0%	0%	0%	0%	0%	1%	0%	0%
Volumes	0	0	5	0	0	0	4	1	0	0	0	0	0	1	0	0
Indrio Woods	AM	IN	26	OUT	89											
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sabal Palm Grove	AM	IN	11	OUT	34											
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cabo Rio RV Resort	AM	IN	15	OUT	27											
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Indrio & I-95 Development (25%)	AM	IN	270	OUT	267											
Total Project Volumes		0	231	184		54	220	22		183	53	54		22	54	0
Volumes Used (25%)	0	0	58	46	0	14	55	6	0	46	13	14	0	6	14	0
Indrio Groves (25%)	AM	IN	95	OUT	275											
In/Out		In						In						Out		Out
%	0%	55%	0%	0%	0%	0%	0%	38%	0%	0%	0%	0%	0%	38%	0%	55%
Volumes	0	52	0	0	0	0	0	36	0	0	0	0	0	105	0	151
Bedner Farms (25%)	AM	IN	83	OUT	130											
Volumes	0	32	0	0	0	12	27	33	0	0	0	0	0	73	0	35
Buc-ee's																
Volumes	0	0	0	96	0	86	0	0	0	506	9	80	0	0	10	0
Total Committed	**0**	**84**	**62**	**142**	**0**	**112**	**86**	**75**	**0**	**552**	**22**	**94**	**0**	**184**	**24**	**186**
Committed + 1%	0	107	749	142	0	112	1004	75	0	552	22	94	0	244	24	241
Weighted T-Factor		2.4%	6.0%	1.0%		1.0%	6.0%	1.0%		1.0%	1.0%	1.0%		2.6%	1.0%	2.5%
Growth 3.8% or Committed + 1%		107	854	142		112	1143	75		552	22	94		244	24	241
2031 Pre-Development		**107**	**854**	**142**		**112**	**1143**	**75**		**552**	**22**	**94**		**244**	**24**	**241**
Project Volumes	0	0	5	0	0	2	15	9	0	0	0	1	0	3	0	0
Post-Development	**0**	**107**	**859**	**142**	**0**	**114**	**1158**	**84**	**0**	**552**	**22**	**95**	**0**	**247**	**24**	**241**
% Trucks		6.9%				7.0%				0.0%				0.9%		

	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
Existing	**0**	**21**	**634**	**0**	**0**	**0**	**848**	**0**	**0**	**0**	**0**	**0**	**0**	**55**	**0**	**51**
Pre-Development	**0**	**107**	**854**	**142**	**0**	**112**	**1143**	**75**	**0**	**552**	**22**	**94**	**0**	**244**	**24**	**241**
Post-Development	**0**	**107**	**859**	**142**	**0**	**114**	**1158**	**84**	**0**	**552**	**22**	**95**	**0**	**247**	**24**	**241**



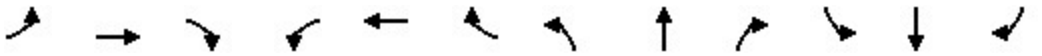
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	634	0	0	848	0	0	0	0	55	0	51
Future Volume (veh/h)	21	634	0	0	848	0	0	0	0	55	0	51
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1856	1811	0	1885	1811	1885				1856	1885	1856
Adj Flow Rate, veh/h	23	689	0	0	922	0				60	0	6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	3	6	0	1	6	1				3	1	3
Cap, veh/h	98	2042	0	5	1564	726				237	0	300
Arrive On Green	0.03	0.59	0.00	0.00	0.45	0.00				0.07	0.00	0.07
Sat Flow, veh/h	3428	3532	0	1795	3441	1598				3534	0	3145
Grp Volume(v), veh/h	23	689	0	0	922	0				60	0	6
Grp Sat Flow(s),veh/h/ln	1714	1721	0	1795	1721	1598				1767	0	1572
Q Serve(g_s), s	0.2	3.7	0.0	0.0	7.2	0.0				0.6	0.0	0.1
Cycle Q Clear(g_c), s	0.2	3.7	0.0	0.0	7.2	0.0				0.6	0.0	0.1
Prop In Lane	1.00		0.00	1.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	98	2042	0	5	1564	726				237	0	300
V/C Ratio(X)	0.24	0.34	0.00	0.00	0.59	0.00				0.25	0.00	0.02
Avail Cap(c_a), veh/h	757	5909	0	347	5814	2699				2127	0	1983
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	17.2	3.7	0.0	0.0	7.4	0.0				16.0	0.0	14.8
Incr Delay (d2), s/veh	1.2	0.1	0.0	0.0	0.4	0.0				0.6	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.2	0.5	0.0	0.0	2.3	0.0				0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	18.4	3.8	0.0	0.0	7.7	0.0				16.6	0.0	14.9
LnGrp LOS	B	A			A					B		B
Approach Vol, veh/h		712			922						66	
Approach Delay, s/veh		4.3			7.7						16.4	
Approach LOS		A			A						B	

Timer - Assigned Phs	3	4	6	7	8
Phs Duration (G+Y+Rc), s	5.0	24.3	6.9	0.0	29.3
Change Period (Y+Rc), s	4.0	7.8	4.5	4.0	7.8
Max Green Setting (Gmax), s	8.0	61.2	21.8	7.0	62.2
Max Q Clear Time (g_c+I1), s	2.2	9.2	2.6	0.0	5.7
Green Ext Time (p_c), s	0.0	7.2	0.1	0.0	4.9

Intersection Summary	
HCM 7th Control Delay, s/veh	6.6
HCM 7th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.



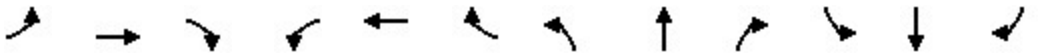
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	107	854	142	112	1143	75	552	22	94	244	24	241
Future Volume (veh/h)	107	854	142	112	1143	75	552	22	94	244	24	241
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1811	1885	1885	1811	1885	1885	1885	1885	1856	1885	1856
Adj Flow Rate, veh/h	116	928	46	122	1242	28	600	24	20	284	0	99
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	6	1	1	6	1	1	1	1	3	1	3
Cap, veh/h	176	1386	644	153	1502	697	712	385	327	383	0	502
Arrive On Green	0.05	0.40	0.40	0.08	0.44	0.44	0.20	0.20	0.20	0.11	0.00	0.11
Sat Flow, veh/h	3428	3441	1598	1795	3441	1598	3483	1885	1598	3534	0	3145
Grp Volume(v), veh/h	116	928	46	122	1242	28	600	24	20	284	0	99
Grp Sat Flow(s),veh/h/ln	1714	1721	1598	1795	1721	1598	1742	1885	1598	1767	0	1572
Q Serve(g_s), s	3.5	23.0	1.8	7.0	33.2	1.0	17.3	1.1	1.1	8.1	0.0	2.8
Cycle Q Clear(g_c), s	3.5	23.0	1.8	7.0	33.2	1.0	17.3	1.1	1.1	8.1	0.0	2.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	176	1386	644	153	1502	697	712	385	327	383	0	502
V/C Ratio(X)	0.66	0.67	0.07	0.80	0.83	0.04	0.84	0.06	0.06	0.74	0.00	0.20
Avail Cap(c_a), veh/h	296	1888	877	310	2185	1014	1119	606	513	864	0	931
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	48.6	25.5	19.1	46.8	25.9	16.9	39.9	33.4	33.4	45.1	0.0	38.0
Incr Delay (d2), s/veh	4.1	0.6	0.0	9.2	1.8	0.0	3.5	0.1	0.1	2.9	0.0	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.8	13.7	1.2	6.1	18.6	0.7	11.9	0.9	0.7	6.5	0.0	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	52.7	26.0	19.2	56.1	27.7	16.9	43.4	33.5	33.5	47.9	0.0	38.2
LnGrp LOS	D	C	B	E	C	B	D	C	C	D		D
Approach Vol, veh/h		1090			1392			644			383	
Approach Delay, s/veh		28.6			30.0			42.7			45.4	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	25.8	9.4	53.3	15.8	12.9	49.8
Change Period (Y+Rc), s	4.5	4.0	7.8	4.5	4.0	7.8
Max Green Setting (Gmax), s	33.5	9.0	66.2	25.5	18.0	57.2
Max Q Clear Time (g_c+I1), s	19.3	5.5	35.2	10.1	9.0	25.0
Green Ext Time (p_c), s	2.1	0.1	10.3	1.2	0.2	7.1

Intersection Summary	
HCM 7th Control Delay, s/veh	33.6
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	107	859	142	114	1158	84	552	22	95	247	24	241
Future Volume (veh/h)	107	859	142	114	1158	84	552	22	95	247	24	241
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1811	1885	1885	1811	1885	1885	1885	1885	1856	1885	1856
Adj Flow Rate, veh/h	116	934	45	124	1259	37	600	24	21	287	0	99
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	6	1	1	6	1	1	1	1	3	1	3
Cap, veh/h	175	1397	649	154	1517	704	710	384	326	383	0	502
Arrive On Green	0.05	0.41	0.41	0.09	0.44	0.44	0.20	0.20	0.20	0.11	0.00	0.11
Sat Flow, veh/h	3428	3441	1598	1795	3441	1598	3483	1885	1598	3534	0	3145
Grp Volume(v), veh/h	116	934	45	124	1259	37	600	24	21	287	0	99
Grp Sat Flow(s),veh/h/ln	1714	1721	1598	1795	1721	1598	1742	1885	1598	1767	0	1572
Q Serve(g_s), s	3.5	23.5	1.8	7.2	34.3	1.4	17.6	1.1	1.1	8.4	0.0	2.9
Cycle Q Clear(g_c), s	3.5	23.5	1.8	7.2	34.3	1.4	17.6	1.1	1.1	8.4	0.0	2.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	175	1397	649	154	1517	704	710	384	326	383	0	502
V/C Ratio(X)	0.66	0.67	0.07	0.80	0.83	0.05	0.85	0.06	0.06	0.75	0.00	0.20
Avail Cap(c_a), veh/h	291	1886	876	304	2178	1011	1099	595	504	816	0	887
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	49.5	25.7	19.3	47.6	26.2	17.0	40.7	34.1	34.1	45.9	0.0	38.7
Incr Delay (d2), s/veh	4.2	0.6	0.0	9.3	1.9	0.0	3.8	0.1	0.1	3.0	0.0	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.8	14.0	1.2	6.3	19.2	0.9	12.1	0.9	0.8	6.7	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	53.7	26.3	19.3	56.9	28.1	17.0	44.4	34.2	34.2	48.9	0.0	38.9
LnGrp LOS	D	C	B	E	C	B	D	C	C	D		D
Approach Vol, veh/h		1095			1420			645			386	
Approach Delay, s/veh		28.9			30.3			43.7			46.3	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	26.1	9.4	54.6	16.0	13.1	50.9
Change Period (Y+Rc), s	4.5	4.0	7.8	4.5	4.0	7.8
Max Green Setting (Gmax), s	33.5	9.0	67.2	24.5	18.0	58.2
Max Q Clear Time (g_c+I1), s	19.6	5.5	36.3	10.4	9.2	25.5
Green Ext Time (p_c), s	2.0	0.1	10.5	1.1	0.2	7.1

Intersection Summary	
HCM 7th Control Delay, s/veh	34.1
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

Club at Indrio Creek
PM PEAK HOUR TURNING MOVEMENTS
EXHIBIT 1J
Koblegard Rd & Indrio Rd

Count Taken: 2/7/2024

		ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr	totals
4:00 PM	4:15 PM	2	18	161	0	0	0	141	0	0	0	0	0	0	17	0	6	345
4:15 PM	4:30 PM	0	12	177	0	0	0	160	0	0	0	0	0	0	16	0	6	371
4:30 PM	4:45 PM	0	13	209	0	0	0	179	0	0	0	0	0	0	22	0	19	442
4:45 PM	5:00 PM	1	14	206	0	0	0	153	0	0	0	0	0	0	20	0	10	404
5:00 PM	5:15 PM	0	12	222	0	2	0	166	0	0	0	0	0	0	18	0	9	429
5:15 PM	5:30 PM	1	13	190	0	0	0	169	0	0	0	0	0	0	16	0	10	399
5:30 PM	5:45 PM	1	13	209	0	0	0	149	0	0	0	0	0	0	17	0	15	404
5:45 PM	6:00 PM	0	3	141	0	0	0	141	0	0	0	0	0	0	16	0	18	319
		5	98	1515	0	2	0	1258	0	0	0	0	0	0	142	0	93	3113
Peak Hour Traffic Volume																		
4:30 PM	5:30 PM	2	52	827	0	2	0	667	0	0	0	0	0	0	76	0	48	1674

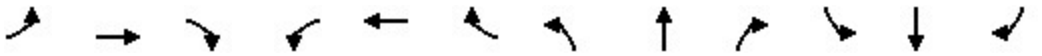
Count Taken: 2/8/2024

		ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr	totals
4:00 PM	4:15 PM	0	11	184	0	0	0	161	0	0	0	0	0	0	12	0	6	374
4:15 PM	4:30 PM	0	12	183	0	0	0	148	0	0	0	0	0	0	11	0	9	363
4:30 PM	4:45 PM	0	16	198	0	0	0	181	0	0	0	0	0	0	24	0	5	424
4:45 PM	5:00 PM	0	9	210	0	0	0	169	0	0	0	0	0	0	18	0	4	410
5:00 PM	5:15 PM	0	7	216	0	0	0	172	0	0	0	0	0	0	14	0	2	411
5:15 PM	5:30 PM	0	9	219	0	0	0	183	0	0	0	0	0	0	13	0	4	428
5:30 PM	5:45 PM	0	9	173	0	0	0	165	0	0	0	0	0	0	15	0	6	368
5:45 PM	6:00 PM	0	11	150	0	0	0	124	0	0	0	0	0	0	18	0	4	307
		0	84	1533	0	0	0	1303	0	0	0	0	0	0	125	0	40	3085
Peak Hour Traffic Volume																		
4:30 PM	5:30 PM	0	41	843	0	0	0	705	0	0	0	0	0	0	69	0	15	1673
Maximum Peak Hour Traffic Volume																		
4:30 PM	5:30 PM	2	52	827	0	2	0	667	0	0	0	0	0	0	76	0	48	1674

Count Taken: 2/8/2024
Buildout year: 2031
Growth Rate: 3.8%
PSCF: 1.00
PHF 0.95 Adjusted PHF 0.95

	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
2/8/2024	2	52	827	0	2	0	667	0	0	0	0	0	0	76	0	48
PSCF	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Volumes		54	827	0		2	667	0		0	0	0		76	0	48
Growth Rate		3.8%	3.8%	3.8%		3.8%	3.8%	3.8%		3.8%	3.8%	3.8%		3.8%	3.8%	3.8%
2031 Growth		19	288	0		1	232	0		0	0	0		26	0	17
Growth 3.8%		73	1115	0		3	899	0		0	0	0		102	0	65
Growth Rate		1.0%	1.0%	1.0%		1.0%	1.0%	1.0%		1.0%	1.0%	1.0%		1.0%	1.0%	1.0%
2031 Growth		4	69	0		0	55	0		0	0	0		6	0	4
Growth 1%		58	896	0		2	722	0		0	0	0		82	0	52
Committed Projects																
Publix at Indrio	PM	IN	136	OUT	142											
In/Out			In				Out	Out						In		
%	0%	0%	7%	0%	0%	0%	7%	1%	0%	0%	0%	0%	0%	1%	0%	0%
Volumes	0	0	10	0	0	0	10	1	0	0	0	0	0	1	0	0
Indrio Woods	PM	IN	69	OUT	44											
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sabal Palm Grove	PM	IN	32	OUT	22											
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cabo Rio RV Resort	PM	IN	36	OUT	19											
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Indrio & I-95 Development (25%)	PM	IN	373	OUT	386											
Total Project Volumes		0	344	254		75	346	31		268	77	78		30	74	0
Volumes Used (25%)	0	0	86	64	0	19	87	8	0	67	19	20	0	8	19	0
Indrio Groves (25%)	PM	IN	335	OUT	197											
In/Out		In						In						Out		Out
%	0%	55%	0%	0%	0%	0%	0%	38%	0%	0%	0%	0%	0%	38%	0%	55%
Volumes	0	184	0	0	0	0	0	127	0	0	0	0	0	75	0	108
Bedner Farms (25%)	PM	IN	204	OUT	173											
Volumes	0	80	0	0	0	6	63	78	0	0	0	0	0	119	0	36
Buc-ee's																
Volumes	0	0	0	122	0	109	0	0	0	693	12	110	0	0	12	0
Total Committed	**0**	**264**	**96**	**186**	**0**	**134**	**159**	**214**	**0**	**760**	**31**	**130**	**0**	**203**	**31**	**144**
Committed + 1%	0	322	992	186	0	136	881	214	0	760	31	130	0	285	31	196
Weighted T-Factor		1.9%	4.7%	1.0%		1.1%	4.8%	1.0%		1.0%	1.0%	1.0%		2.4%	1.0%	2.3%
Growth 3.8% or Committed + 1%		322	1115	186		136	899	214		760	31	130		285	31	196
2031 Pre-Development		**322**	**1115**	**186**		**136**	**899**	**214**		**760**	**31**	**130**		**285**	**31**	**196**
Project Volumes	0	0	16	0	0	1	10	6	0	0	0	2	0	9	0	0
Post-Development	**0**	**322**	**1131**	**186**	**0**	**137**	**909**	**220**	**0**	**760**	**31**	**132**	**0**	**294**	**31**	**196**
% Trucks		5.2%				3.1%				0.0%				1.2%		

	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
Existing	**0**	**54**	**827**	**0**	**0**	**2**	**667**	**0**	**0**	**0**	**0**	**0**	**0**	**76**	**0**	**48**
Pre-Development	**0**	**322**	**1115**	**186**	**0**	**136**	**899**	**214**	**0**	**760**	**31**	**130**	**0**	**285**	**31**	**196**
Post-Development	**0**	**322**	**1131**	**186**	**0**	**137**	**909**	**220**	**0**	**760**	**31**	**132**	**0**	**294**	**31**	**196**



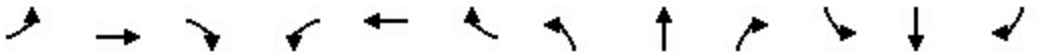
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	827	0	2	667	0	0	0	0	76	0	48
Future Volume (veh/h)	54	827	0	2	667	0	0	0	0	76	0	48
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1870	1826	0	1870	1826	1885				1856	1885	1856
Adj Flow Rate, veh/h	57	871	0	2	702	0				80	0	9
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	2	5	0	2	5	1				3	1	3
Cap, veh/h	211	1528	0	5	1326	611				294	0	454
Arrive On Green	0.06	0.44	0.00	0.00	0.38	0.00				0.08	0.00	0.08
Sat Flow, veh/h	3456	3561	0	1781	3469	1598				3534	0	3145
Grp Volume(v), veh/h	57	871	0	2	702	0				80	0	9
Grp Sat Flow(s),veh/h/ln	1728	1735	0	1781	1735	1598				1767	0	1572
Q Serve(g_s), s	0.5	6.5	0.0	0.0	5.4	0.0				0.7	0.0	0.1
Cycle Q Clear(g_c), s	0.5	6.5	0.0	0.0	5.4	0.0				0.7	0.0	0.1
Prop In Lane	1.00		0.00	1.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	211	1528	0	5	1326	611				294	0	454
V/C Ratio(X)	0.27	0.57	0.00	0.39	0.53	0.00				0.27	0.00	0.02
Avail Cap(c_a), veh/h	1104	6973	0	466	6772	3118				2515	0	2430
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	15.4	7.2	0.0	17.1	8.2	0.0				14.8	0.0	12.6
Incr Delay (d2), s/veh	0.7	0.3	0.0	41.2	0.3	0.0				0.5	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.3	2.0	0.0	0.1	2.0	0.0				0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	16.1	7.5	0.0	58.3	8.6	0.0				15.3	0.0	12.7
LnGrp LOS	B	A		E	A					B		B
Approach Vol, veh/h		928			704						89	
Approach Delay, s/veh		8.1			8.7						15.0	
Approach LOS		A			A						B	

Timer - Assigned Phs	3	4	6	7	8
Phs Duration (G+Y+Rc), s	6.1	21.0	7.4	4.1	23.0
Change Period (Y+Rc), s	4.0	7.8	4.5	4.0	7.8
Max Green Setting (Gmax), s	11.0	67.2	24.5	9.0	69.2
Max Q Clear Time (g_c+I1), s	2.5	7.4	2.7	2.0	8.5
Green Ext Time (p_c), s	0.1	5.0	0.2	0.0	6.7

Intersection Summary	
HCM 7th Control Delay, s/veh	8.7
HCM 7th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.



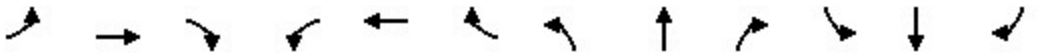
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	322	1115	186	136	899	214	760	31	130	285	31	196
Future Volume (veh/h)	322	1115	186	136	899	214	760	31	130	285	31	196
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1885	1870	1826	1885	1885	1885	1885	1856	1885	1856
Adj Flow Rate, veh/h	339	1174	58	143	946	73	800	33	32	324	0	127
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	5	1	2	5	1	1	1	1	3	1	3
Cap, veh/h	396	1327	611	168	1256	578	888	480	407	395	0	712
Arrive On Green	0.11	0.38	0.38	0.09	0.36	0.36	0.25	0.25	0.25	0.11	0.00	0.11
Sat Flow, veh/h	3456	3469	1598	1781	3469	1598	3483	1885	1598	3534	0	3145
Grp Volume(v), veh/h	339	1174	58	143	946	73	800	33	32	324	0	127
Grp Sat Flow(s),veh/h/ln	1728	1735	1598	1781	1735	1598	1742	1885	1598	1767	0	1572
Q Serve(g_s), s	12.8	41.9	3.1	10.5	31.8	4.1	29.5	1.8	2.0	11.9	0.0	4.3
Cycle Q Clear(g_c), s	12.8	41.9	3.1	10.5	31.8	4.1	29.5	1.8	2.0	11.9	0.0	4.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	396	1327	611	168	1256	578	888	480	407	395	0	712
V/C Ratio(X)	0.86	0.88	0.09	0.85	0.75	0.13	0.90	0.07	0.08	0.82	0.00	0.18
Avail Cap(c_a), veh/h	487	1526	703	201	1429	658	1057	572	485	546	0	846
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	57.7	38.3	26.3	59.2	37.1	28.3	47.9	37.5	37.6	57.7	0.0	41.4
Incr Delay (d2), s/veh	11.9	6.0	0.1	24.6	2.0	0.1	9.4	0.1	0.1	7.0	0.0	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.2	25.1	2.1	9.7	19.3	2.8	19.6	1.5	1.4	9.5	0.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	69.6	44.2	26.3	83.8	39.2	28.4	57.3	37.6	37.7	64.6	0.0	41.5
LnGrp LOS	E	D	C	F	D	C	E	D	D	E		D
Approach Vol, veh/h		1571			1162			865			451	
Approach Delay, s/veh		49.0			44.0			55.8			58.1	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	38.3	19.2	55.9	19.3	16.5	58.6
Change Period (Y+Rc), s	4.5	4.0	7.8	4.5	4.0	7.8
Max Green Setting (Gmax), s	40.3	18.7	54.7	20.5	15.0	58.4
Max Q Clear Time (g_c+I1), s	31.5	14.8	33.8	13.9	12.5	43.9
Green Ext Time (p_c), s	2.3	0.4	6.5	0.9	0.1	6.9

Intersection Summary	
HCM 7th Control Delay, s/veh	50.0
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	322	1131	186	137	909	220	760	31	132	294	31	196
Future Volume (veh/h)	322	1131	186	137	909	220	760	31	132	294	31	196
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1885	1870	1826	1885	1885	1885	1885	1856	1885	1856
Adj Flow Rate, veh/h	339	1191	54	144	957	79	800	33	34	333	0	74
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	5	1	2	5	1	1	1	1	3	1	3
Cap, veh/h	395	1347	620	168	1278	589	887	480	407	398	0	714
Arrive On Green	0.11	0.39	0.39	0.09	0.37	0.37	0.25	0.25	0.25	0.11	0.00	0.11
Sat Flow, veh/h	3456	3469	1598	1781	3469	1598	3483	1885	1598	3534	0	3145
Grp Volume(v), veh/h	339	1191	54	144	957	79	800	33	34	333	0	74
Grp Sat Flow(s),veh/h/ln	1728	1735	1598	1781	1735	1598	1742	1885	1598	1767	0	1572
Q Serve(g_s), s	13.4	44.4	3.0	11.0	33.4	4.6	30.8	1.8	2.2	12.8	0.0	2.6
Cycle Q Clear(g_c), s	13.4	44.4	3.0	11.0	33.4	4.6	30.8	1.8	2.2	12.8	0.0	2.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	395	1347	620	168	1278	589	887	480	407	398	0	714
V/C Ratio(X)	0.86	0.88	0.09	0.86	0.75	0.13	0.90	0.07	0.08	0.84	0.00	0.10
Avail Cap(c_a), veh/h	493	1570	723	218	1500	691	1077	583	494	548	0	847
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	60.3	39.5	26.9	61.9	38.2	29.1	50.0	39.2	39.4	60.3	0.0	42.5
Incr Delay (d2), s/veh	11.9	5.7	0.1	22.0	1.8	0.1	9.2	0.1	0.1	8.0	0.0	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.5	26.4	2.0	9.9	20.2	3.1	20.4	1.5	1.6	10.1	0.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	72.2	45.3	26.9	83.9	40.0	29.2	59.2	39.3	39.5	68.3	0.0	42.5
LnGrp LOS	E	D	C	F	D	C	E	D	D	E		D
Approach Vol, veh/h		1584			1180			867			407	
Approach Delay, s/veh		50.4			44.6			57.7			63.6	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	39.8	19.9	58.9	20.1	17.1	61.7
Change Period (Y+Rc), s	4.5	4.0	7.8	4.5	4.0	7.8
Max Green Setting (Gmax), s	42.9	19.8	60.0	21.5	17.0	62.8
Max Q Clear Time (g_c+I1), s	32.8	15.4	35.4	14.8	13.0	46.4
Green Ext Time (p_c), s	2.5	0.5	7.0	0.8	0.1	7.5

Intersection Summary	
HCM 7th Control Delay, s/veh	51.6
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

Club at Indrio Creek
AM PEAK HOUR TURNING MOVEMENTS
EXHIBIT 1K
Emerson Avenue & Driveway 1

Count Taken: 2/7/2024

		ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr	totals
7:00 AM	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
7:30 AM	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
8:15 AM	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2
8:45 AM	9:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
		0	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	5
Peak Hour Traffic Volume																		
8:00 AM	9:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	4

Count Taken: 2/8/2024

		ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr	totals
7:00 AM	7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
7:15 AM	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3
7:45 AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
8:00 AM	8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2
8:15 AM	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
8:45 AM	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	8
Peak Hour Traffic Volume																		
EXCEPTION	#VALUE!	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Maximum Peak Hour Traffic Volume

8:00 AM	9:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	4

Count Taken: 2/8/2024
Buildout year: 2031
Growth Rate: 3.8%
PSCF: 1.00
PHF 0.50 Adjusted PHF 0.92

	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
2/8/2024	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0
PSCF	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Volumes		0	0	0		0	0	0		0	2	0		0	2	0
Growth Rate		**3.8%**	**3.8%**	**3.8%**		**3.8%**	**3.8%**	**3.8%**		**3.8%**	**3.8%**	**3.8%**		**3.8%**	**3.8%**	**3.8%**
2031 Growth		0	0	0		0	0	0		0	1	0		0	1	0
Growth 3.8%		0	0	0		0	0	0		0	3	0		0	3	0
Growth Rate		1.0%	1.0%	1.0%		1.0%	1.0%	1.0%		1.0%	1.0%	1.0%		1.0%	1.0%	1.0%
2031 Growth		0	0	0		0	0	0		0	0	0		0	0	0
Growth 1%		0	0	0		0	0	0		0	2	0		0	2	0
Committed Projects																
Publix at Indrio	AM	IN	65	OUT	53											
In/Out																
%																
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Indrio Woods	AM	IN	26	OUT	89											
In/Out																
%																
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sabal Palm Grove	AM	IN	11	OUT	34											
In/Out																
%																
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cabo Rio RV Resort	AM	IN	15	OUT	27											
In/Out																
%																
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Indrio & I-95 Development (25%)	AM	IN	270	OUT	267											
In/Out																
%																
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Indrio Groves (25%)	AM	IN	95	OUT	275											
In/Out																
%																
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bedner Farms (25%)	AM	IN	83	OUT	130											
In/Out																
%																
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Eagle Bend (25%)	AM	In	52	Out	158											
In/Out																
%																
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4540 N Kings Hwy (25%)	AM	IN	10	OUT	29											
In/Out															in	
%															8%	
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Buc-ee's	AM	IN	610	OUT	570											
In/Out																
%																
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Indrio Townhomes (25%)																
Total Committed	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**
Committed + 1%	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0
Growth 3.8% or Committed + 1%		0	0	0		0	0	0		0	3	0		0	3	0
2031 Pre-Development		**0**	**0**	**0**		**0**	**0**	**0**		**0**	**3**	**0**		**0**	**3**	**0**
Project Volumes		0	0	0		0	0	170		0	0	0		60	0	0
Post-Development		**0**	**0**	**0**		**0**	**0**	**170**		**0**	**3**	**0**		**60**	**3**	**0**
% Trucks		8.9%				7.3%				0.0%				4.7%		

Assignment								Out						In		
	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	100%	0%	0%

	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
Existing	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**0**
Pre-Development	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**3**	**0**
Post-Development	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**170**	**0**	**0**	**3**	**0**	**0**	**60**	**3**	**0**

Intersection	
Int Delay, s/veh	8.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	170	3	0	60	3
Future Vol, veh/h	0	170	3	0	60	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	185	3	0	65	3

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	137	3	0	0	3	0
Stage 1	3	-	-	-	-	-
Stage 2	134	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	856	1081	-	-	1619	-
Stage 1	1020	-	-	-	-	-
Stage 2	893	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	822	1081	-	-	1619	-
Mov Cap-2 Maneuver	822	-	-	-	-	-
Stage 1	1020	-	-	-	-	-
Stage 2	857	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.02	0	6.97
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1081	1619	-
HCM Lane V/C Ratio	-	-	0.171	0.04	-
HCM Control Delay (s/veh)	-	-	9	7.3	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.6	0.1	-

Club at Indrio Creek
PM PEAK HOUR TURNING MOVEMENTS
EXHIBIT 1L
Emerson Avenue & Driveway 1

Count Taken: 2/7/2024

		ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr	totals
4:00 PM	4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
4:15 PM	4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3
4:30 PM	4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
4:45 PM	5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2
5:00 PM	5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3
5:15 PM	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	5:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
5:45 PM	6:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2
		0	0	0	0	0	0	0	0	0	0	8	0	0	0	6	0	14
Peak Hour Traffic Volume																		
4:15 PM	5:15 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	5	0	9

Count Taken: 2/8/2024

		ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr	totals
4:00 PM	4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
4:15 PM	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
4:30 PM	4:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	3
4:45 PM	5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2
5:00 PM	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
5:30 PM	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	8
Peak Hour Traffic Volume																		
4:00 PM	5:00 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	3	0	7
Maximum Peak Hour Traffic Volume																		
4:15 PM	5:15 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	5	0	9

Count Taken: 2/7/2024
Buildout year: 2031
Growth Rate: 3.8%
PSCF: 1.00
PHF 0.75 Adjusted PHF 0.92

	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
2/7/2024	0	0	0	0	0	0	0	0	0	0	4	0	0	0	5	0
PSCF	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Volumes		0	0	0		0	0	0		0	4	0		0	5	0
Growth Rate		**3.8%**	**3.8%**	**3.8%**		**3.8%**	**3.8%**	**3.8%**		**3.8%**	**3.8%**	**3.8%**		**3.8%**	**3.8%**	**3.8%**
2031 Growth		0	0	0		0	0	0		0	1	0		0	2	0
Growth 3.8%		0	0	0		0	0	0		0	5	0		0	7	0
Growth Rate		1.0%	1.0%	1.0%		1.0%	1.0%	1.0%		1.0%	1.0%	1.0%		1.0%	1.0%	1.0%
2031 Growth		0	0	0		0	0	0		0	0	0		0	0	0
Growth 1%		0	0	0		0	0	0		0	4	0		0	5	0
Committed Projects																
Publix at Indrio	PM	IN	136	OUT	142											
In/Out																
%																
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Indrio Woods	PM	IN	69	OUT	44											
In/Out																
%																
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sabal Palm Grove	PM	IN	32	OUT	22											
In/Out																
%																
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cabo Rio RV Resort	PM	IN	36	OUT	19											
In/Out																
%																
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Indrio & I-95 Development (25%)	PM	IN	373	OUT	386											
In/Out																
%																
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Indrio Groves (25%)	PM	IN	335	OUT	197											
In/Out																
%																
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bedner Farms (25%)	PM	IN	204	OUT	173											
In/Out																
%																
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Eagle Bend (25%)	PM	In	185	Out	109											
In/Out																
%																
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4540 N Kings Hwy (25%)	PM	IN	32	OUT	19											
In/Out															in	
%															8%	
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
Buc-ee's	PM	IN	772	OUT	786											
In/Out																
%																
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Indrio Townhomes (25%)																
Total Committed	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**
Committed + 1%	0	0	0	0	0	0	0	0	0	0	4	0	0	0	8	0
Growth 3.8% or Committed + 1%		0	0	0		0	0	0		0	5	0		0	8	0
2031 Pre-Development		**0**	**0**	**0**		**0**	**0**	**0**		**0**	**5**	**0**		**0**	**8**	**0**
Project Volumes		0	0	0		0	0	111		0	0	0		182	0	0
Post-Development		**0**	**0**	**0**		**0**	**0**	**111**		**0**	**5**	**0**		**182**	**8**	**0**
% Trucks		3.3%				2.6%					0.0%			3.4%		
Assignment								Out							In	
	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	100%	0%	0%

	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
Existing	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**5**	**0**
Pre-Development	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**8**	**0**
Post-Development	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**111**	**0**	**0**	**5**	**0**	**0**	**182**	**8**	**0**

Intersection	
Int Delay, s/veh	7.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	111	5	0	182	0
Future Vol, veh/h	0	111	5	0	182	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	121	5	0	198	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	401	5	0	0	5	0
Stage 1	5	-	-	-	-	-
Stage 2	396	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	605	1078	-	-	1616	-
Stage 1	1018	-	-	-	-	-
Stage 2	680	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	531	1078	-	-	1616	-
Mov Cap-2 Maneuver	531	-	-	-	-	-
Stage 1	1018	-	-	-	-	-
Stage 2	597	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	8.76	0	7.54
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1078	1616	-
HCM Lane V/C Ratio	-	-	0.112	0.122	-
HCM Control Delay (s/veh)	-	-	8.8	7.5	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.4	0.4	-

Arterial Level of Service: EB Indrio Rd

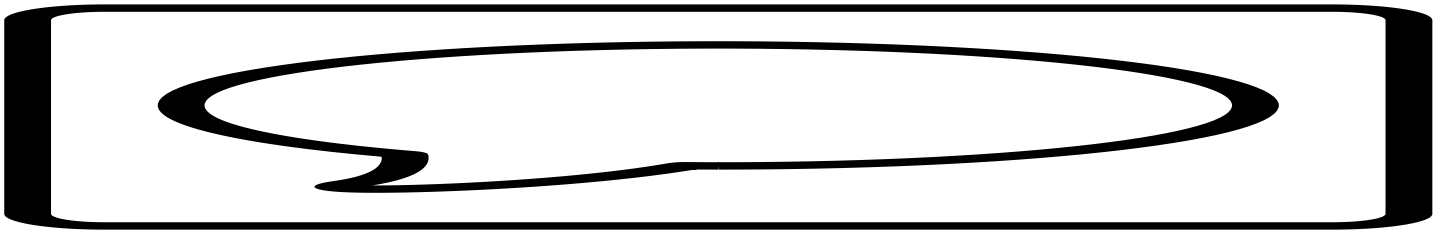
Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Koblegard Rd	II	45	18.4	57.7	76.1	0.17	8.0	F
Johnston Rd	II	45	60.8	36.5	97.3	0.76	28.1	B
Emerson Ave	II	45	80.1	30.3	110.4	1.00	32.6	B
Kings Hwy	II	35	105.0	37.0	142.0	1.02	25.9	C
Total	II		264.3	161.5	425.8	2.95	24.9	C

Arterial Level of Service: WB Indrio Rd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Kings Hwy	II	25	40.7	52.4	93.1	0.27	10.3	F
Emerson Ave	II	45	81.6	40.3	121.9	1.02	30.1	B
Johnston Rd	II	45	80.1	45.6	125.7	1.00	28.7	B
Koblegard Rd	II	45	60.8	49.5	110.3	0.76	24.8	C
Total	II		263.2	187.8	451.0	3.05	24.3	C

Arterial Level of Service: NB Kings Hwy

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Indrio Rd	I	50	183.0	40.6	223.6	2.54	40.9	B
Total	I		183.0	40.6	223.6	2.54	40.9	B



Arterial Level of Service: EB Indrio Rd

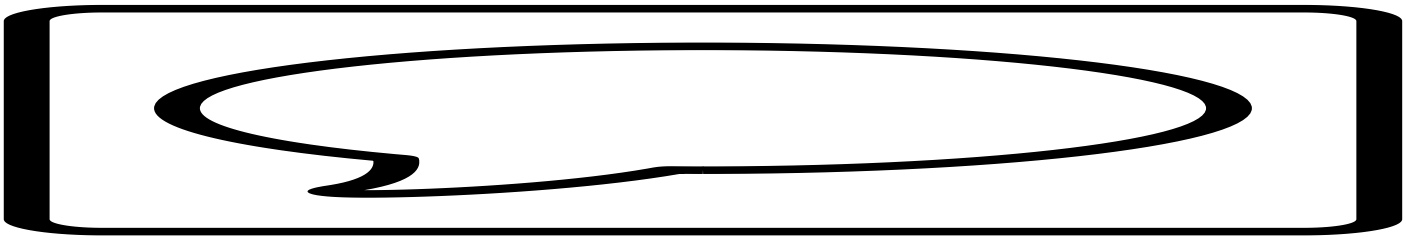
Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Koblegard Rd	II	45	18.4	39.4	57.8	0.17	10.5	F
Johnston Rd	II	45	60.8	29.8	90.6	0.76	30.2	B
Emerson Ave	II	45	80.1	26.9	107.0	1.00	33.7	B
Kings Hwy	II	35	105.0	35.7	140.7	1.02	26.1	C
Total	II		264.3	131.8	396.1	2.95	26.8	C

Arterial Level of Service: WB Indrio Rd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Kings Hwy	II	25	40.7	43.1	83.8	0.27	11.4	F
Emerson Ave	II	45	81.6	38.4	120.0	1.02	30.6	B
Johnston Rd	II	45	80.1	41.7	121.8	1.00	29.6	B
Koblegard Rd	II	45	60.8	42.6	103.4	0.76	26.5	C
Total	II		263.2	165.8	429.0	3.05	25.6	C

Arterial Level of Service: NB Kings Hwy

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Indrio Rd	I	50	182.9	30.7	213.6	2.54	42.8	A
Total	I		182.9	30.7	213.6	2.54	42.8	A



95th Percentile Queue Storage AM Intersection Result

No.	Intersection	Period	EBL				EBR			WBL				WBR			NBL			NBR			SBL				SBR		
			Queue (in Feet)	Storage (in Feet)	Needed Storage (in Feet)	Adequate	Queue	Storage	Adequate	Queue	Storage	Needed Storage (in Feet)	Adequate	Queue	Storage	Adequate	Queue	Storage	Adequate	Queue	Storage	Adequate	Queue	Storage		Adequate	Queue	Storage	Adequate
1	Indrio Road & Kings Highway	2025 Existing	118	225	425	YES	55	245	YES	30	250		YES	8	300	YES	85	375	YES	8	425	YES	63	375		YES	40	240	YES
		2031 Pre	230			YES	33		YES	70			YES	15		YES	140		YES	8		YES	105			YES	25		YES
		2031 Post	248			YES	78		YES	70			YES	15		YES	153		YES	8		YES	105			YES	30		YES
3	Indrio Road & Emerson Avenue	2025 Existing	43	350	-	YES	0	180	YES	3	215		YES	58	200	YES	0	250	YES	-			48	275		YES	50	290	YES
		2031 Pre	93			YES	5		YES	3			YES	85		YES	5		YES				93			YES	103		YES
		2031 Post	113			YES	20		YES	38			YES	105		YES	55		YES				115			YES	3		YES
4	Indrio Road & Johnston Road	2025 Existing	133	350	-	YES	5	180	YES	28	215		YES	13	200	YES	13	350	YES	3	180	YES	33	215		YES	28	200	YES
		2031 Pre	213			YES	0.3		YES	90			YES	8		YES	38		YES	3		YES	2.9			YES	23		YES
		2031 Post	215			YES	5		YES	113			YES	18		YES	40		YES	5		YES	70			YES	23		YES
5	Indrio Road & Koblegard Road	2025 Existing	5	225	-	YES	-	-	-	0	200		YES	0	200	YES	-	-	-	-	-	-	10	350		YES	0	350	YES
		2031 Pre	70			YES	30			153			YES	18		YES	298			18			163			YES	48		YES
		2031 Post	70			YES	30			158			YES	23		YES	303			20			168			YES	50		YES

95th Percentile Queue Storage PM Intersection Result

No.	Intersection	Period	EBL				EBR			WBL				WBR			NBL			NBR			SBL				SBR		
			Queue	Storage	Needed Storage (in Feet)	Adequate	Queue	Storage	Adequate	Queue	Storage	Needed Storage (in Feet)	Adequate	Queue	Storage	Adequate	Queue	Storage	Adequate	Queue	Storage	Adequate	Queue	Storage	Needed Storage (in Feet)	Adequate	Queue	Storage	Adequate
1	Indrio Road & Kings Highway	2025 Existing	178	225	425	YES	20	245	YES	70	250	-	YES	68	300	YES	140	375	YES	33	425	YES	43	375		YES	33	240	YES
		2031 Pre	418			NO *	60		YES	133			YES	15		YES	268		YES	10		YES	85			YES	50		YES
		2031 Post	465			NO + 50'	45		YES	145			YES	18		YES	318		YES	13		YES	93			YES	73		YES
3	Indrio Road & Emerson Avenue	2025 Existing	88	350	-	YES	0	180	YES	3	215	-	YES	118	200	YES	-	250	-	-			38	275		YES	5	290	YES
		2031 Pre	168			YES	0.3		YES	5			YES	75		YES	0		YES				5.3			YES	13		YES
		2031 Post	198			YES	0		YES	125			YES	93		YES	33		YES				128			YES	15		YES
4	Indrio Road & Johnston Road	2025 Existing	133	350	-	YES	3	180	YES	28	215	-	YES	20	200	YES	10	350	YES	3	180	YES	50	215		YES	15	200	YES
		2031 Pre	230			YES	5		YES	120			YES	8		YES	50		YES	8		YES	5.8			YES	23		YES
		2031 Post	233			YES	5		YES	130			YES	15		YES	50		YES	15		YES	120			YES	23		YES
5	Indrio Road & Koblegard Road	2025 Existing	8	225	275	YES	-	-	-	3	200	250	YES	0	200	YES	-	-	-	-	-	-	10	350		YES	0	350	YES
		2031 Pre	255			NO *	53			243			NO	70		YES	490			35			238			YES	75		YES
		2031 Post	263			YES	50			248			YES	78		YES	510			38			253			YES	45		YES

Notes:
* Pre-Development Improvements with needed storage
+XX' - Additional queue caused by Project in excess of storage

MacKenzie
Engineering & Planning, Inc.

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(772) 286-8030• www.mackenzieengineeringinc.com

Memorandum

APPENDIX A

To: St. Lucie County Public Works Department
From: Shaun G. Mackenzie, P.E.
Date: Revised September 18, 2025
Re: The Club at Indrio Creek - Traffic Study Methodology

Updates from 8/18/2025 meeting

St. Lucie County Acceptance

The Club at Indrio Creek Traffic Study Methodology was

Approved on _____, 20__ by _____

INTRODUCTION

MacKenzie Engineering and Planning, Inc. (MEP) was retained by Engineering Design & Construction, Inc. to perform a traffic analysis for The Club at Indrio Creek in St. Lucie County, FL. The proposed project is located at the south of Indrio Road, east of Emerson Avenue, and west of Seminole Road, St. Lucie County, FL (Parcel ID: 1314-323-0002-000-3; 1314-313-0000-000-8; 1314-331-0001-000-1; 1314-342-0001-000-5 and 1323-211-0005-000-8). Figure 1 illustrates the site location. The buildout year is 2031.

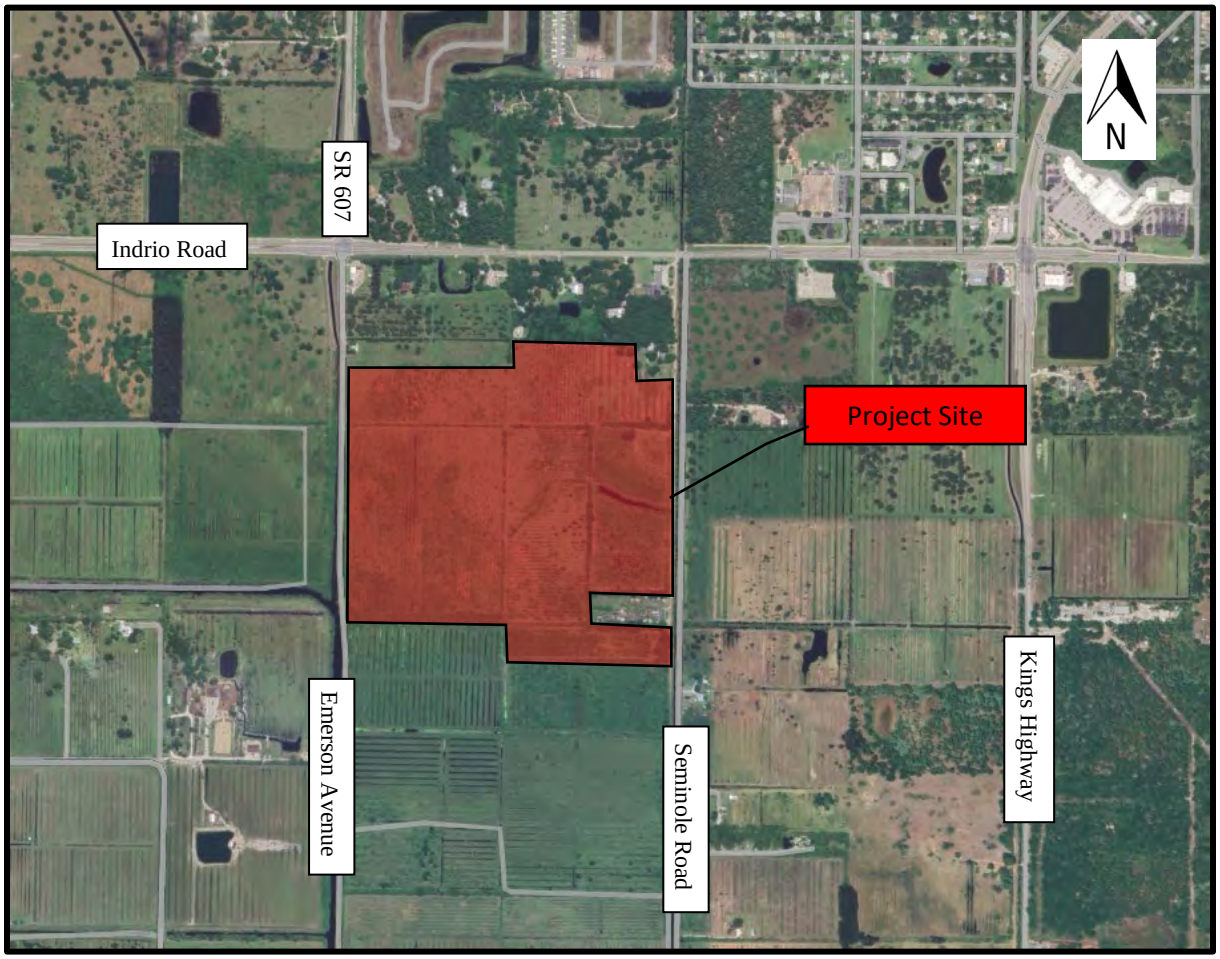
The applicant proposes to construct the following uses at buildout:

1. 212 Single-Family Detached Dwelling Units
2. 196 Multi-Family Housing (Low-Rise) Dwelling Units

The methodology was prepared in accordance with the Standardized Transportation Impact Studies (TIS) Methodology and procedures (STIP) (Updated August 2023). We are submitting the information to the St. Lucie County Public Works department for review and upon approval will continue with the traffic analysis.

Figure 1 illustrates the proposed development location.

Figure 1: Proposed Site Location



TRIP GENERATION

Trip Generation

The study uses trip generation rates for Single Family Detached (ITE Land Use 210) and Multi-Family Housing (Low-Rise) (ITE Land Use 220) published in the Institute of Transportation Engineering's (ITE) manual, *Trip Generation Manual (12th Edition).*

The proposed development will generate the following net new external and driveway trips:

- 3,346 daily, 232 AM peak hour (57 in/175 out), and 306 PM peak hour (193 in/113 out) trips.

Internal Capture Rate

Internal capture is 0.

Pass-by Rate Factor

The pass-by capture is 0.

INVENTORY & PLANNING DATA

Availability / Use of County & State Data

MEP will obtain count data, use FDOT's Florida Traffic Online traffic counts and supplement from the St. Lucie County TPO Traffic Counts and Level of Service Report (2025) for current traffic counts.

Procedures for Intersection Analysis

MEP will utilize the software identified in the STIP.

STUDY AREA

Traffic Distribution / Assignment Technique and approach

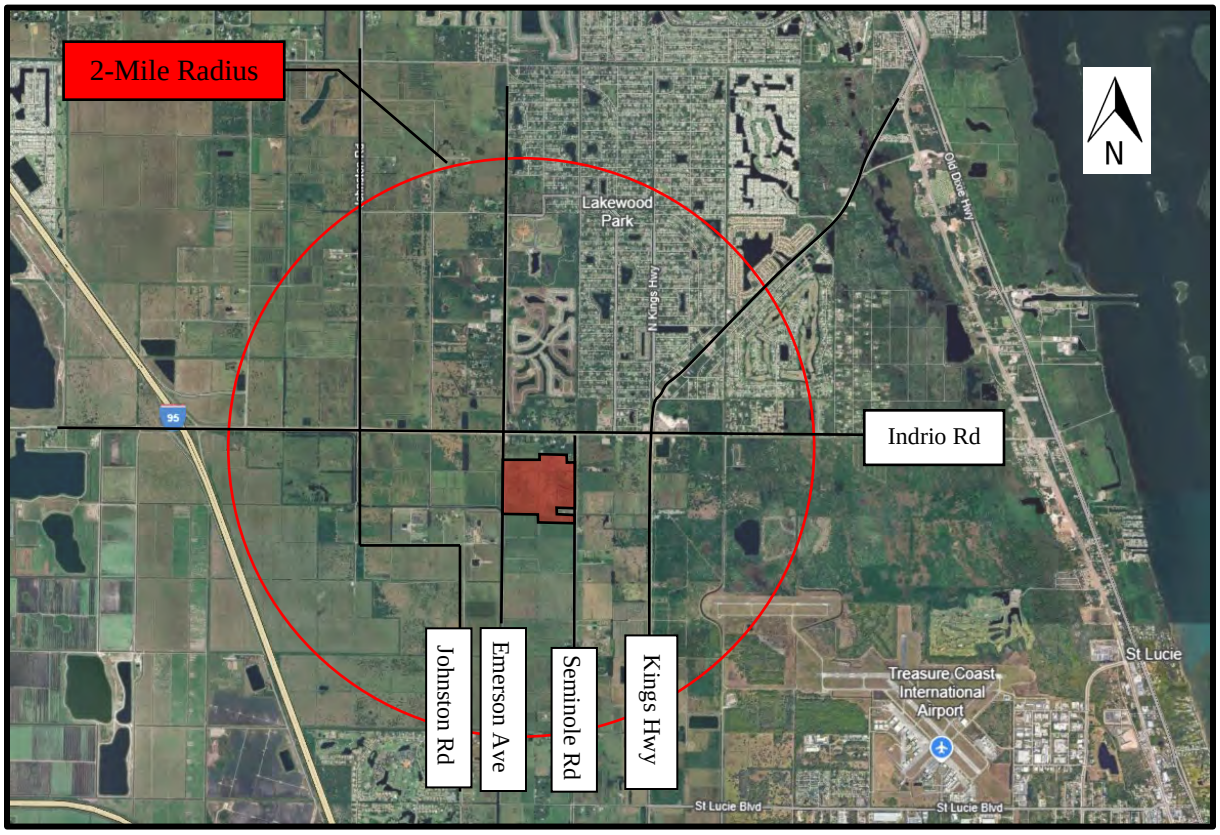
Traffic distribution and assignment was developed based upon a select zone assignment for the project using the Tresure Coast Regional Planning Model (TCRPM) 5.1 (see Appendix). The overall assignment is shown in Exhibit 3.

Radius of Impact (ROI)

Based on the STIP, Appendix B, the area of influence for transportation concurrency is 2.0 miles. St. Lucie County LDC evaluates concurrency based on the new external daily trips on the surrounding rounds. Therefore, PM peak hour analyses will be performed. Figure 2 illustrates the two-mile radius.

In addition, the study will analyze impacted roadways, which are any Major Road Segment on which the peak-hour project traffic consumes 5 (five) percent or more of the existing or committed peak-hour peak direction service capacity (consistent with the STIP).

Figure 2. Two (2) Miles Radius Map



Study Intersections

The project will study the following intersections:

1. Indrio Road & Koblegard Road
2. Indrio Road & Johnston Road
3. Indrio Road & Emerson Avenue
4. Indrio Road & Seminole Road
5. Indrio Road & Kings Highway

Intersections will be analyzed using the HCM methodology. Right-turns on red, as estimated by Synchro 12, will be utilized in the study.

ROADWAY ANALYSIS

Roadway Analysis

MEP will utilize AM & PM peak hour traffic data for each roadway segment within the study area. The traffic data for each segment will be compared with the service volumes for each respective segment to determine if adequate capacity is available on each roadway segment.

Historical Growth Rate

Historic growth rates were developed based on available FDOT Traffic Online data. The historic annual growth on the surrounding facilities between 2020 and 2024 is 3.8%. Data showing the growth calculations are contained in Exhibit 4.

Service Volume

MEP will utilize the TPO service volumes on all non-state study roadways. State, improved or unclassified roads will utilize Service Volumes from FDOT's 2023 Multimodal Quality/Level of Service Handbook.

Background Traffic

Background traffic identifies how the study area's transportation system is forecast to operate in the buildout year. This includes traffic growth that is associated with the general (historic) growth in the area and the growth due to the development of unbuilt portions of approved major developments. The existing peak hour traffic volumes will be increased based on the greater of the annual compound growth rate or a 1% growth rate plus approved site plan traffic to develop the projected year 2031 background traffic volumes.

The following approved or nearly approved projects and their traffic were included in the analysis:

The committed project traffic will be calculated by as follows:

- 25% Preliminary Projects + 100% Buc-ee's + 100% Approved Projects
- Bedner Farms (Preliminary for Commercial)
- Indrio & I-95 Development (25%) (Zoning Approval Only) (Preliminary)
- Buc-ee's
- Publix at Indrio
- Indrio Woods
- Sabal Palm Grove
- Cabo Rio RV
- Indrio Groves (25%) (Not Approved)
- Eagle Bend (Preliminary)
- 2098 Johnston Road (Preliminary)
- NVR Fort Pierce (Serenoa)
- Pineapple Grove
- 4540 North Kings Highway (Preliminary)
- Indrio Townhomes (Preliminary)
- Sea Grove

Segment Analysis

Should an arterial analysis become necessary, an arterial analysis will be performed using the most current version of Synchro V12. The green times, cycle lengths, and volumes will be provided by St. Lucie County Traffic Timing Data or field-obtained signal timing results.

DRIVEWAY ANALYSIS

Site Access

The proposed conceptual site plan has been provided by the owner and is located in the Appendix. The project proposes the following driveways:

- Driveway 1 (Emerson Avenue) – Full Opening
- Driveway 2 (Seminole Road) – Emergency Only

All full openings will be analyzed during AM & PM peak hours. All driveways connected to State or County facilities will be evaluated for turn-lanes.

COMMITTED IMPROVEMENTS

Based on review of FDOT's 5-Year Work Program and the St. Lucie TPO's Transportation Improvement Program, which includes St. Lucie County's 5-Year Capital Improvement Plan. The following improvement is identified in the plans to add capacity within the study area:

- Kings Highway (SR 713) – St. Lucie Boulevard to Indrio Road – 4-Laning – ROW 2027
- SR-68/Orange Avenue from SR-713/Kings Highway to E of SR-9/I-95 SB Ramp – Interchange Improvements – 2029
- Oslo Road - 82nd Ave to 58th Ave – 4-Laning – Under Construction
- Oslo Road & I-95 Interchange – Under Construction
- Buc-ees Committed Improvements:
    1. Construct a 2nd northbound right-turn lane and urbanize the northbound right-turn off ramp at the intersection of I-95 northbound Ramp. Urbanizing the turn lane includes signalizing the movement, reducing the turning radius, and removing the free flow condition.
    2. Coordinate the I-95 northbound and southbound ramp signals with the intersection of Indrio Road & Koblegard Road.
    3. Construct approximately 1,250 feet of Koblegard Road as a 4-lane facility south of Indrio Road and construct the northbound approach at the intersection of Indrio Road & Koblegard Road with the following:
        a. Two northbound left turn lanes
        b. One northbound through lane
        c. One northbound right turn lane
    4. Make additional improvements at the intersection of Indrio & Koblegard Road, including
        a. Construct one eastbound right turn lane
        b. Extend the westbound left turn lane
    5. Construct an ingress-only driveway approximately 440 feet west of the intersection of Indrio Road & Koblegard Road, outside of FDOT limited access right-of-way (ROW).

APPENDIX

1. Trip Generation

2. Driveway Distribution

3. Assignment Map

4. Growth Rate Calculation

5. FDOT's Traffic Data
    a. Annual Average Daily Traffic Report (2024)

6. Conceptual Site Plan

7. Treasure Coast Regional Planning Model (TCRPM)

Exhibit 1: Trip Generation

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Proposed Traffic								
Single Family Detached	212 DU	1,976	148	40	108	192	119	73
Multi-family Housing (Low-rise)	196 DU	1,224	82	20	62	101	63	38
NET CHANGE IN TRIPS (FOR THE PURPOSES OF CONCURRENCY)		**3,200**	**230**	**60**	**170**	**293**	**182**	**111**
NET CHANGE IN DRIVEWAY VOLUMES		**3,200**	**230**	**60**	**170**	**293**	**182**	**111**

Note: Trip generation was calculated using the following data:

Land Use	ITE Code	Unit	Daily Rate	Pass-by Rate	AM Peak Hour in/out	AM Peak Hour Rate	PM Peak Hour in/out	PM Peak Hour Equation
Single Family Detached	210	DU	T = 8.07(X) + 265.45	0%	27/73	T = 0.67(X) + 5.59	62/38	Ln(T) = 0.92 Ln(X) + 0.33
Multi-family Housing (Low-rise)	220	DU	T = 5.63(X) + 120.45	0%	24/76	T = 0.35(X) + 12.93	62/38	T = 0.48(X) + 7.35

ITE 12th Edition

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Exhibit 2: Driveway Trips

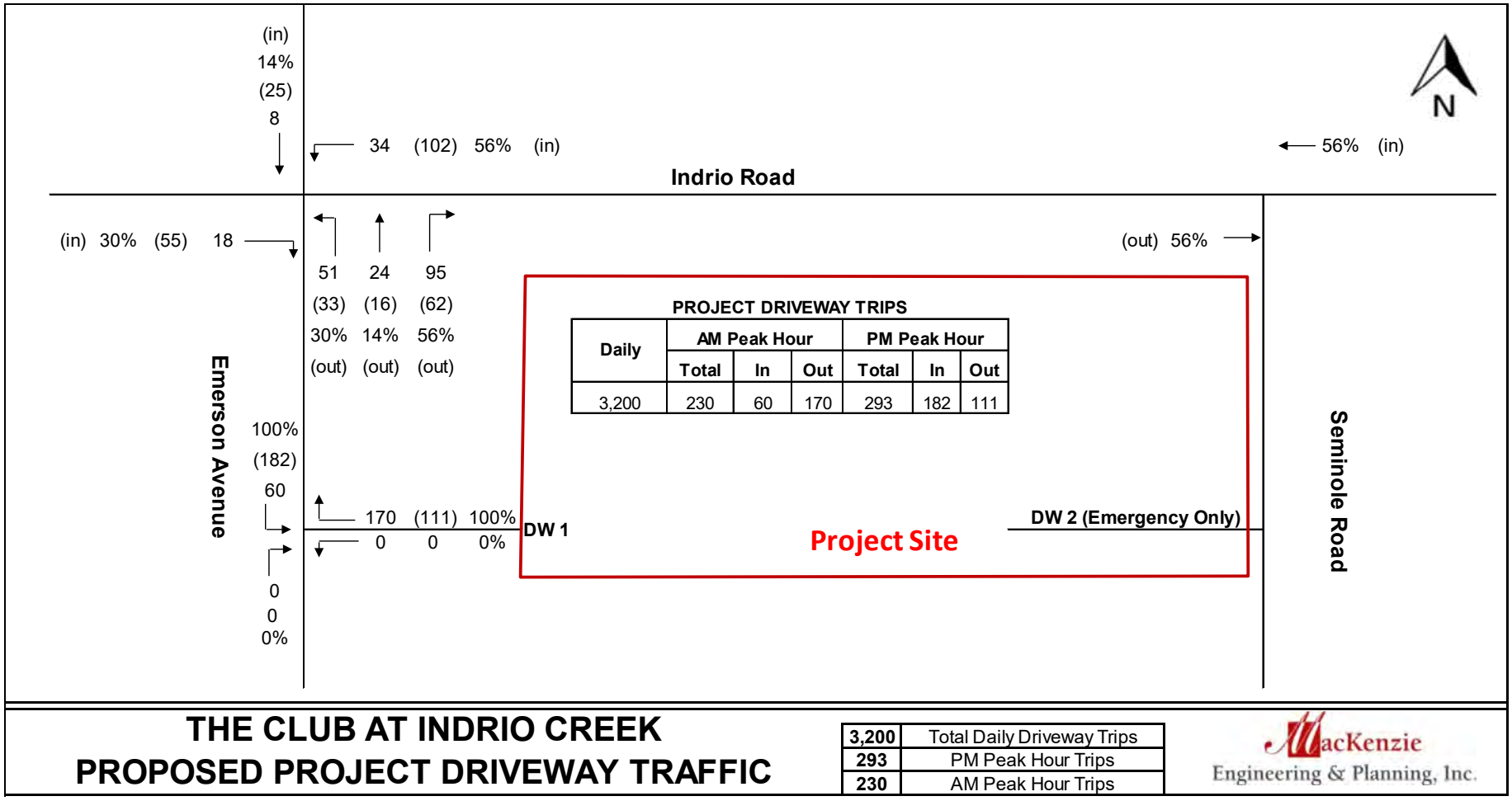


Exhibit 3: Trip Assignment

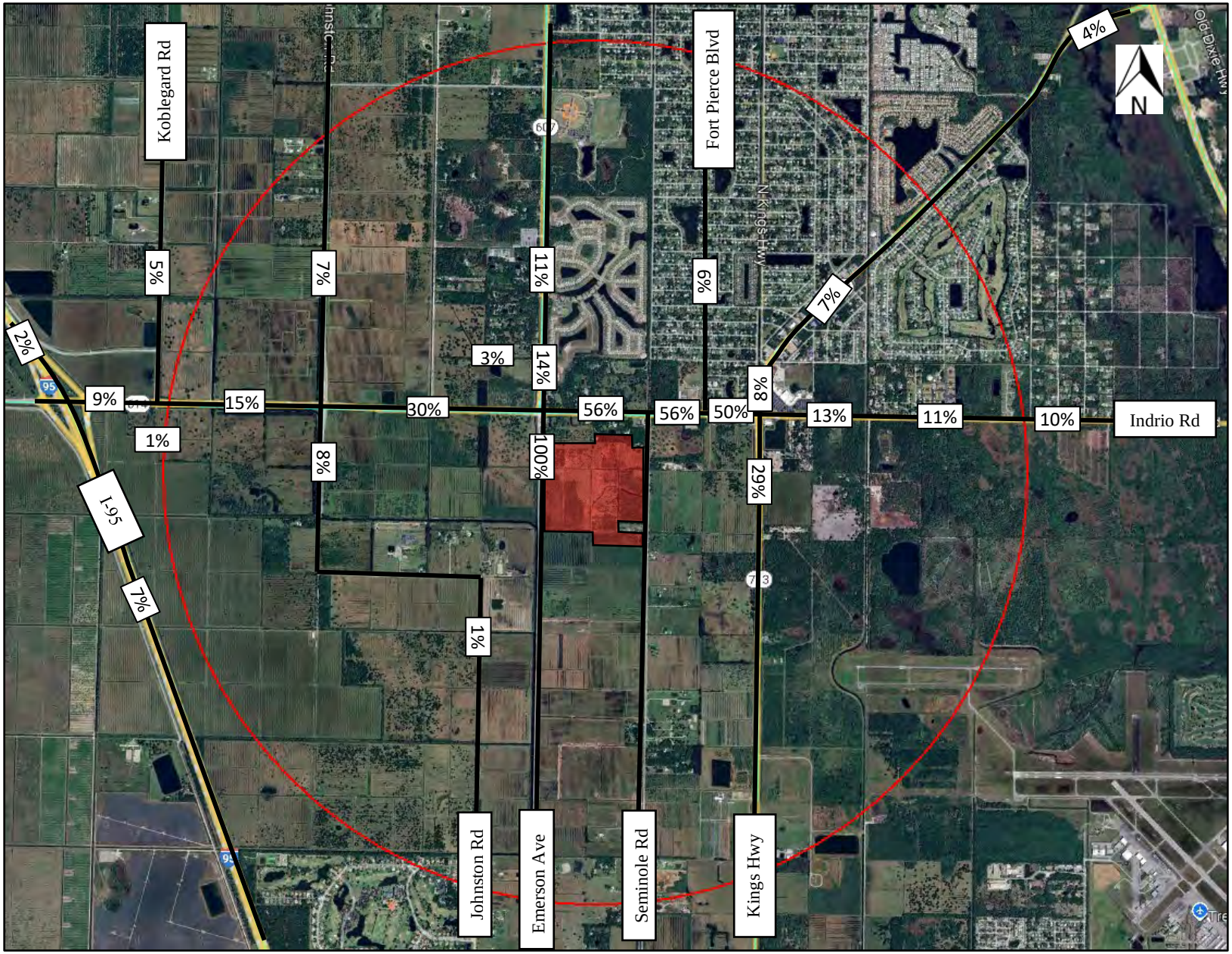


Exhibit 4: Growth Rate

Station	Description	Average Daily Traffic					Annual Absolute Growth	Growth Rate
		2020*	2021	2022	2023	2024		
94-0038	Indrio Rd, E of I-95		12,400	14,400	15,100	13,100	280	2.1%
94-0281	Indrio Rd, W of Kings Hwy		11,000	13,900	14,700	14,200	1040	7.3%
94-7012	Indrio Rd, E of Kings Hwy			7,400				
94-7029	Johnston Rd, N of Indrio Rd							
94-0085	Johnston Rd, N of Meadowoods Dr					2,200		
94-7004	Emerson Ave, N of Indrio Rd		5,600			6,700	367	5.5%
88-0175	Emerson Ave, S of CR 606/Olso Rd				9,400			
94-0006	Kings Hwy, S of Indrio Rd		14,200	13,500	15,300	16,400	840	5.1%
94-0745	Kings Hwy, N of Indrio Rd		14,900	13,600	15,100	14,100	-90	-0.6%
						Weighted Average		3.8%
						Growth Rate Used		**3.8%**

* 2020 Data were excluded due to COVID

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2024 HISTORICAL AADT REPORT

COUNTY: 88 - INDIAN RIVER

SITE: 0175 - SR 607 / EMERSON AVE - S OF CR 606/OLSO RD AT C/L

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	9400 F	N 4700	S 4700	9.00	51.10	7.20
2023	9400 C	N 4700	S 4700	9.00	53.10	7.20
2022	10200 S	N 5300	S 4900	9.00	52.80	5.90
2021	10200 F	N 5300	S 4900	9.00	50.90	5.90
2020	10400 C	N 5400	S 5000	9.00	51.30	5.90
2019	10600 S	N 5400	S 5200	9.00	51.00	5.30
2018	10600 F	N 5400	S 5200	9.00	52.30	5.30
2017	10600 C	N 5400	S 5200	9.00	50.90	5.30
2016	9200 S	N 4700	S 4500	9.00	51.80	9.50
2015	9000 F	N 4600	S 4400	9.00	51.80	9.50
2014	9000 C	N 4600	S 4400	9.00	51.70	9.50
2013	7400 C	N 3600	S 3800	9.00	50.80	5.50
2012	9200 C	N 4700	S 4500	9.00	55.20	7.70
2011	9000 C	N 4500	S 4500	9.00	55.70	7.70
2010	9200 C	N 4600	S 4600	10.00	54.79	7.70
2009	8700 F	N 4400	S 4300	9.97	55.49	11.40

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

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2024 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

SITE: 0006 - SR 713/KINGS HWY - S OF SR 614/INDRIO RD (COUNTY 6)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	16400 C	N 7900	S 8500	9.00	51.10	7.30
2023	15300 C	N 7400	S 7900	9.00	51.60	7.30
2022	13500 C	N 6500	S 7000	9.00	51.40	7.30
2021	14200 C	N 7000	S 7200	9.00	50.90	21.90
2020	13200 C	N 6400	S 6800	9.00	51.30	6.20
2019	14900 F	N 7300	S 7600	9.00	51.00	9.70
2018	15000 C	N 7300	S 7700	9.00	51.30	7.60
2017	15300 C	N 7300	S 8000	9.00	50.90	7.60
2016	14700 C	N 7000	S 7700	9.00	50.90	7.60
2015	13000 C	N 6100	S 6900	9.00	51.00	19.20
2014	13200 C	N 6100	S 7100	9.00	50.80	7.30
2013	11800 C	N 5800	S 6000	9.00	50.80	7.30
2012	13700 C	N 6500	S 7200	9.00	56.80	7.30
2011	13600 C	N 6500	S 7100	9.00	57.20	9.60
2010	14100 C	N 6800	S 7300	10.32	55.40	9.60
2009	14700 C	N 7100	S 7600	10.27	57.35	9.60

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
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V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

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2024 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

SITE: 0038 - SR 614/INDRIO RD - E OF SR 9/I-95 (COUNTY 38)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	13100 C	E 6800	W 6300	9.50	51.10	13.70
2023	15100 C	E 7800	W 7300	9.50	51.60	13.70
2022	14400 C	E 7900	W 6500	9.50	51.40	13.70
2021	12400 C	E 6300	W 6100	9.50	50.90	32.00
2020	9800 F	E 5200	W 4600	9.50	51.30	32.00
2019	10200 C	E 5400	W 4800	9.50	51.00	32.00
2018	8100 C	E 4300	W 3800	9.50	51.30	7.60
2017	11700 C	E 6100	W 5600	9.50	50.90	7.60
2016	9600 C	E 5200	W 4400	9.00	50.90	7.60
2015	9400 C	E 5100	W 4300	9.00	51.00	17.30
2014	9300 C	E 4800	W 4500	9.00	50.80	11.00
2013	8600 C	E 4500	W 4100	9.00	50.80	18.70
2012	9600 C	E 5000	W 4600	9.00	56.80	9.70
2011	8200 C	E 4300	W 3900	9.00	57.20	9.70
2010	10700 C	E 5500	W 5200	10.32	55.40	9.70
2009	8300 C	E 4200	W 4100	10.27	57.35	13.10

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
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2024 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

SITE: 0085 - JOHNSTON RD- NORTH OFMEADOWOODS DR

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	2200 C	N 1000	S 1200	9.50	51.10	15.70
2023	2200 V	N 1100	S 1100	9.50	51.60	20.70
2022	2200 R	N 1100	S 1100	9.50	51.40	23.80
2021	2200 T	N 1100	S 1100	9.50	50.90	27.90
2020	2200 S	N 1100	S 1100	9.50	51.30	23.30
2019	2300 F	N 1100	S 1200	9.50	51.00	21.30
2018	2300 C	N 1100	S 1200	9.50	51.30	20.00
2017	1400 V	0	0	9.50	50.90	20.00
2016	1400 R	0	0	9.50	50.90	19.60
2015	1400 T	0	0	9.50	51.00	41.80
2014	1400 S			9.50	50.80	49.50
2013	1400 F	0	0	9.00	50.80	11.90
2012	1400 C	N 0	S 0	9.00	56.80	7.10

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
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*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

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2024 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

SITE: 0281 - SR 614 / INDRIO RD - W OF SR 713/KINGS HWY (COUNTY 281)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	14200 C	E 7000	W 7200	9.00	51.10	10.80
2023	14700 C	E 7300	W 7400	9.00	51.60	8.70
2022	13900 C	E 6800	W 7100	9.00	51.40	10.10
2021	11000 C	E 5000	W 6000	9.00	50.90	13.00
2020	8600 C	E 4400	W 4200	9.00	51.30	11.30
2019	11200 F	E 5500	W 5700	9.00	51.00	12.70
2018	11200 C	E 5500	W 5700	9.00	51.30	12.70
2017	10500 C	E 5600	W 4900	9.00	50.90	12.70
2016	11300 C	E 5800	W 5500	9.00	50.90	7.90
2015	10100 C	E 5200	W 4900	9.00	51.00	7.90
2014	10900 C	E 5400	W 5500	9.00	50.80	7.90
2013	9800 C	E 4900	W 4900	9.00	50.80	4.50
2012	8600 C	E 4400	W 4200	9.00	56.80	4.50
2011	8800 C	E 4500	W 4300	9.00	57.20	6.40
2010	10600 C	E 5700	W 4900	10.32	55.40	10.30
2009	11100 C	E 5600	W 5500	10.27	57.35	10.30

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
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2024 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

SITE: 0745 - SR 713/KINGS HWY - N OF SR 614/INDRIO RD (COUNTY 745)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	14100 C	N 7500	S 6600	9.00	51.10	7.20
2023	15100 C	N 7600	S 7500	9.00	51.60	20.50
2022	13600 C	N 7000	S 6600	9.00	51.40	20.50
2021	14900 C	N 7600	S 7300	9.00	50.90	20.50
2020	12400 C	N 6500	S 5900	9.00	51.30	8.90
2019	13200 F	N 6900	S 6300	9.00	51.00	8.90
2018	13200 C	N 6900	S 6300	9.00	51.30	8.90
2017	14500 C	N 7400	S 7100	9.00	50.90	11.60
2016	13900 C	N 6700	S 7200	9.00	50.90	11.60
2015	12900 C	N 6200	S 6700	9.00	51.00	11.60
2014	12100 C	N 6400	S 5700	9.00	50.80	8.00
2013	11800 C	N 6100	S 5700	9.00	50.80	22.50
2012	12300 C	N 6300	S 6000	9.00	56.80	8.80
2011	14400 C	N 7600	S 6800	9.00	57.20	8.80
2010	12900 C	N 6700	S 6200	10.32	55.40	8.80
2009	13700 C	N 6900	S 6800	10.27	57.35	11.20

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
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2024 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

SITE: 7004 - EMERSON AVE - N OF INDRIO RD (COUNTY 105)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	6700 C	N 3100	S 3600	9.00	51.10	14.10
2023	5800 S	N 2900	S 2900	9.00	51.60	17.80
2022	5600 F	N 2800	S 2800	9.00	51.40	17.80
2021	5600 C	N 2800	S 2800	9.00	50.90	17.80
2020	5100 S	N 2600	S 2500	9.00	51.30	7.10
2019	5300 F	N 2700	S 2600	9.00	51.00	7.10
2018	5300 C	N 2700	S 2600	9.00	51.30	7.10
2017	5200 S	N 2700	S 2500	9.00	50.90	8.40
2016	5200 F	N 2700	S 2500	9.00	50.90	8.40
2015	5200 C	N 2700	S 2500	9.00	51.00	8.40
2014	4300 S	N 2200	S 2100	9.00	50.80	9.40
2013	4300 F	N 2200	S 2100	9.00	50.80	18.70
2012	4300 C	N 2200	S 2100	9.00	56.80	4.50
2011	4600 S	N 2300	S 2300	9.00	57.20	7.90
2010	4600 F	N 2300	S 2300	10.32	55.40	7.90
2009	4600 C	N 2300	S 2300	10.27	57.35	7.90

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
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FLORIDA DEPARTMENT OF TRANSPORTATION
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2024 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

SITE: 7012 - INDRIO RD - E. OF KINGS HWY (COUNTY 114)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	7600 S	E 3500	W 4100	9.00	51.10	8.20
2023	7600 F	E 3500	W 4100	9.00	51.60	7.10
2022	7400 C	E 3400	W 4000	9.00	51.40	5.00
2021	5200 V	E 2500	W 2700	9.00	50.90	7.20
2020	5200 R	E 2500	W 2700	9.00	51.30	31.50
2019	5400 T	E 2600	W 2800	9.00	51.00	7.80
2018	5400 S	E 2600	W 2800	9.00	51.30	7.60
2017	5400 F	E 2600	W 2800	9.00	50.90	7.60
2016	5400 C	E 2600	W 2800	9.00	50.90	7.60
2015	5100 S	E 2500	W 2600	9.00	51.00	41.80
2014	5100 F	E 2500	W 2600	9.00	50.80	49.50
2013	5100 C	E 2500	W 2600	9.00	50.80	11.90
2012	5000 F	E 2500	W 2500	9.00	56.80	7.10
2011	5000 C	E 2500	W 2500	9.00	57.20	7.60
2010	5500 S	E 2700	W 2800	10.32	55.40	7.70
2009	5500 F	E 2700	W 2800	10.27	57.35	7.70

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
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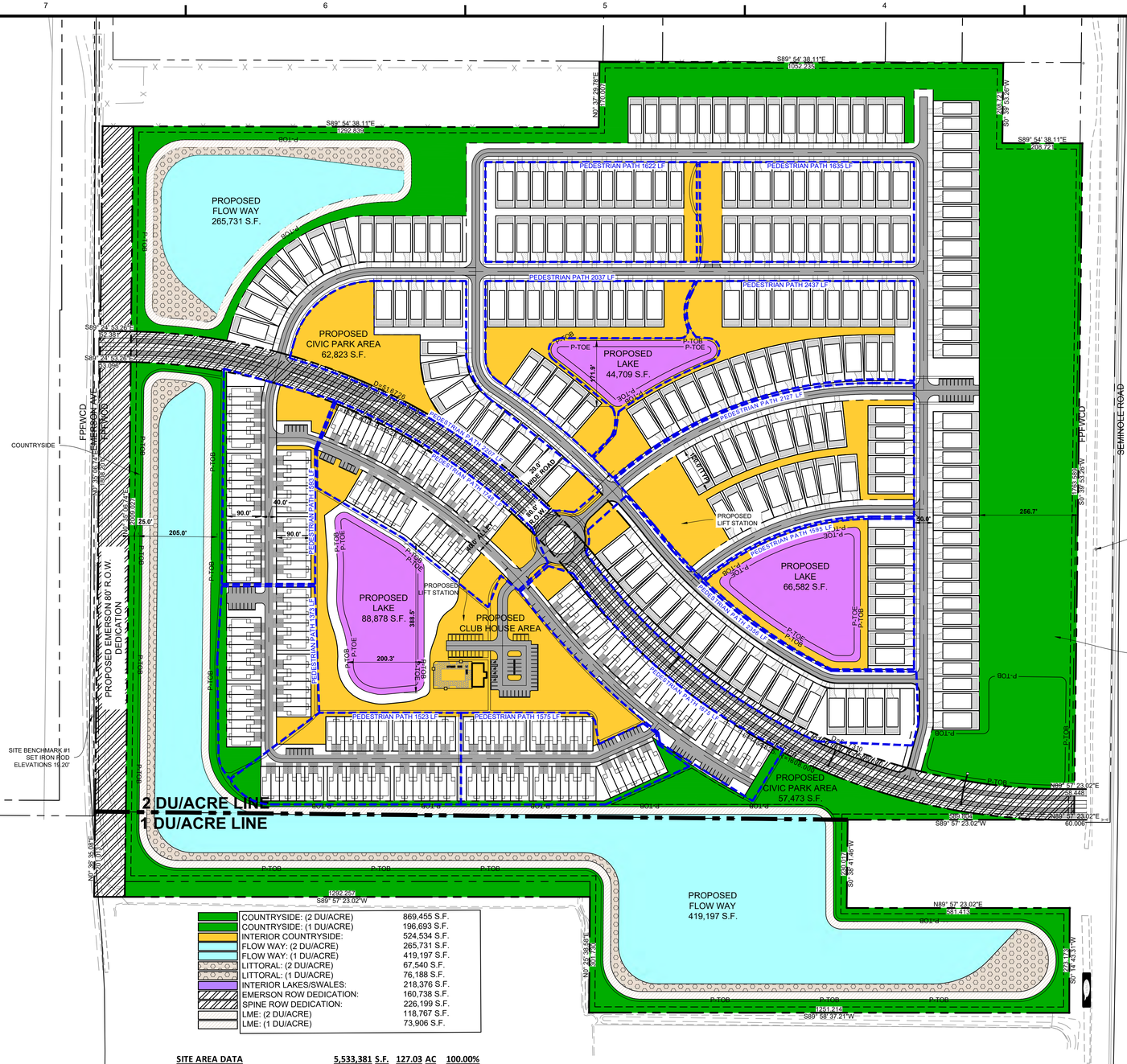
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2024 HISTORICAL AADT REPORT

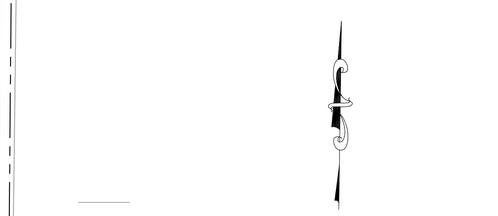
COUNTY: 94 - ST.LUCIE

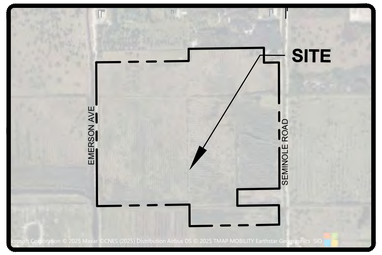
SITE: 7029 - JOHNSTON RD - N OF INDRIO RD (COUNTY 135)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	6900 V	N 3500	S 3400	9.50	51.10	15.70
2023	6900 R	N 3500	S 3400	9.50	51.60	20.70
2022	6700 T	N 3400	S 3300	9.50	51.40	23.80
2021	6700 S	N 3400	S 3300	9.50	50.90	27.90
2020	6700 F	N 3400	S 3300	9.50	51.30	23.30
2019	7000 C	N 3600	S 3400	9.50	51.00	21.30
2018	7000 V	N 3600	S 3400	9.50	51.30	20.00
2017	7000 R	N 3600	S 3400	9.50	50.90	20.00
2016	6800 T	N 3500	S 3300	9.50	50.90	19.60
2015	6800 S	N 3500	S 3300	9.50	51.00	41.80
2014	6800 F	N 3500	S 3300	9.50	50.80	49.50
2013	6800 C	N 3500	S 3300	9.00	50.80	11.90
2012	6000 C	N 3100	S 2900	9.00	56.80	7.10
2011	6000 C	N 3100	S 2900	9.00	57.20	8.70
2010	6200 F	N 3100	S 3100	10.32	55.40	8.70
2009	6200 C	N 3100	S 3100	10.27	57.35	8.70

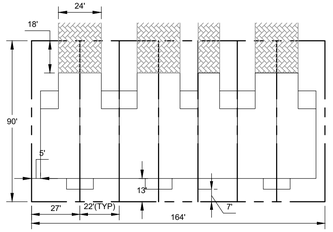
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V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES




GRAPHIC SCALE
150 0 75 150 300 450
(IN FEN)
1 inch = 150 ft.

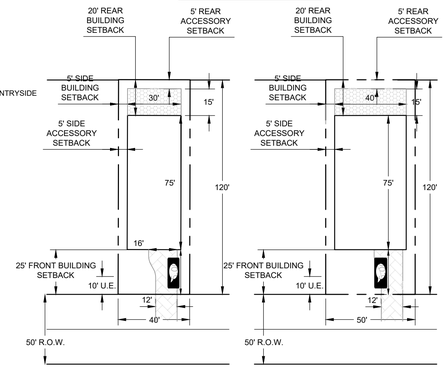


VICINITY MAP
SCALE: 1:1,000



TYPICAL TOWNHOUSE LOT LAYOUT
SCALE: 1"=40'

UNIT AREA: 1,980 S.F.(SINGLE)
BUILDABLE AREA: 1,100 S.F. (55.56%)
TOWNHOUSE LOT: 14,760 S.F.(0.34 AC)



TYPICAL 40' WIDE LOT LAYOUT
SCALE: 1"=40'

LOT AREA: 3,600 S.F.
BUILDABLE AREA: 2,250 S.F. (44.44%)

TYPICAL 50' WIDE LOT LAYOUT
SCALE: 1"=40'

LOT AREA: 4,500 S.F.
BUILDABLE AREA: 3,000 S.F. (47.41%)

SITE DATA

LEGAL DESCRIPTION

1314-323-0002-000-3
14 34 39 S 1/2 OF NW 1/4 OF SW 1/4-LESS N 170 FT AND LESS CANAL AND RD RS/W (15.42 AC)
1314-313-0000-000-8
14 34 39 S 1/2 OF NE 1/4 OF SW 1/4-LESS N 208.71 FT OF E 208.71 FT AND LESS RD AND CANAL RS/W- (18.13 AC)
1314-331-0001-000-1
14/23 34 39 FROM SW COR SEC 14 RUN N 89 DEG 30 MIN 19 SEC E ALG S LI OF SEC 48 FT TO E R/W LI EMERSON AV AND POB, TH N 00 DEG 07 MIN 22 SEC E ALG SD E R/W 1311.43 FT TO C/L OF DITCH, TH N 89 DEG 49 MIN 59 SEC E ALG C/L 1218.78 FT, TH S 45 DEG 07 MIN 23 SEC E 46.22 FT, TH S 00 DEG 35 MIN 00 SEC W 1472.61 FT TO S LI OF N 6.18 AC OF NW 1/4 OF NW 1/4 OF SEC 23, TH S 89 DEG 30 MIN 19 SEC W 1239.97 FT TO E R/W EMERSON AV, TH N 00 DEG 10 MIN 00 SEC E 200.86 FT TO POB (43.14 AC)
1314-342-0001-000-5
14/23 34 39 W 1/2 OF SE 1/4 OF SW 1/4 AND N 230 FT OF NW 1/4 OF NE 1/4 OF NW 1/4 (24.72 AC)
1323-211-0005-000-8
23 34 39 N 3/4 OF N 1/2 OF NE 1/4 OF NW 1/4-LESS N 230 FT AND LESS E 90 FT (7.93 AC)

PARCEL ID #: **1314-323-0002-000-3**, **1314-313-0000-000-8**, **1314-331-0001-000-1**, **1314-342-0001-000-5**, **1323-211-0005-000-8**

PROJECT NAME: THE CLUB AT INDRIO CREEK

OWNERSHIP: BRINDHAVANAM LLC
4528 SHILOH MILL BLVD
JACKSONVILLE, FL 32246-1877

FUTURE LAND USE: TVC
ZONING: AG-1
LAND SIZE: 5,533,381 S.F. (127.03 AC)

BUILDING DATA

GROSS SQUARE FOOTAGE	408 UNITS
PROPOSED SINGLE FAMILY	212 UNITS
40'S	109 UNITS
50'S	103UNITS
PROPOSED TOWNHOMES	196 UNITS

F.I.R.M. PANEL:
12111C0070J
ST. LUCIE COUNTY
UNINCORPORATED AREA
120285
ZONE X

PROVIDER OF UTILITIES:

WATER: FPUA
WASTEWATER: FPUA
IRRIGATION: N/A
SOLID WASTE: ROLL OUT AND DUMPSTER AUTHORIZED

STORMWATER DRAINAGE:

THE SURFACE WATER MANAGEMENT SYSTEM FOR THE PROJECT WILL COLLECT SITE RUNOFF IN A SERIES OF INLETS WHICH WILL CONVEY THE RUNOFF TO OFFSITE DRAINAGE AREA

SOLID WASTE:

BASED ON THE INTENDED USE OF THE BUILDING, THIS PROJECT WILL UTILIZE A DUMPSTER AREA FOR SOLID WASTE AND RECYCLABLE ITEMS.

HAZARDOUS WASTE:

ANY AND ALL HAZARDOUS OR TOXIC MATERIALS GENERATED OR USED OR STORED ON SITE SHALL BE DISPOSED OF IN ACCORDANCE WITH ALL LOCAL, STATE AND FEDERAL REGULATIONS.

LANDSCAPE:

REFER TO LANDSCAPE PLAN BY OTHERS. (NO PLANS AVAILABLE)

ACCESSIBILITY AND ADA COMPLIANCE:

ALL SIDEWALKS AND RAMPS WILL MEET FDOT AND ADA REQUIREMENTS.

COUNTRYSIDE: (2 DU/ACRE)	869,455	S.F.
COUNTRYSIDE: (1 DU/ACRE)	196,693	S.F.
INTERIOR COUNTRYSIDE:	524,534	S.F.
FLOW WAY: (2 DU/ACRE)	265,731	S.F.
FLOW WAY: (1 DU/ACRE)	419,197	S.F.
LITTORAL: (2 DU/ACRE)	67,540	S.F.
LITTORAL: (1 DU/ACRE)	76,188	S.F.
INTERIOR LAKES/SWALES:	218,376	S.F.
EMERSON ROW DEDICATION:	160,738	S.F.
SPINE ROW DEDICATION:	226,199	S.F.
LME: (2 DU/ACRE)	118,767	S.F.
LME: (1 DU/ACRE)	73,906	S.F.

SITE AREA DATA	5,533,381 S.F.	127.03 AC	100.00%
IMPERVIOUS DATA	**1,454,740 S.F.**	**33.40 AC**	**26.29%**
PROPOSED BLDG AREA 50s	309,000 S.F.	7.09 AC	5.58%
PROPOSED BLDG AREA 40s	245,250 S.F.	5.63 AC	4.43%
TOWNHOMES	215,600 S.F.	4.95 AC	3.90%
PROPOSED PAVEMENT	297,953 S.F.	6.84 AC	5.38%
SPINE ROAD R.O.W.	226,199 S.F.	5.19 AC	4.09%
EMERSON R.O.W.	160,738 S.F.	3.69 AC	2.90%
PERVIOUS DATA	**4,078,641 S.F.**	**93.63 AC**	**73.71%**
OPEN SPACE	1,029,877 S.F.	23.64 AC	18.61%
COUNTRYSIDE (2 DU/ACRE)	869,455 S.F.	19.96 AC	15.71%
COUNTRYSIDE (1 DU/ACRE)	196,693 S.F.	4.52 AC	3.55%
INTERIOR COUNTRYSIDE	524,534 S.F.	12.04 AC	9.48%
FLOW WAY (2 DU/ACRE)	265,731 S.F.	6.10 AC	4.80%
FLOW WAY (1 DU/ACRE)	419,197 S.F.	9.62 AC	7.58%
RESTORED/CREATED HABITAT (2 DU/ACRE)	67,540 S.F.	1.55 AC	4.64%
RESTORED/CREATED HABITAT (1 DU/ACRE)	76,188 S.F.	1.75 AC	5.24%
INTERIOR LAKE/SWALES	218,376 S.F.	5.01 AC	15.01%
LME (2 DU/ACRE)	118,767 S.F.	2.73 AC	48.43%
LME (1 DU/ACRE)	73,906 S.F.	1.70 AC	34.28%

ZONING CODE FOR: AG-1 (AGRICULTURAL - 1)

	YARD SETBACKS FRONT	REAR	SIDE	CORNER	BUILDING COVERAGE	BUILDING HEIGHT
PER CODE	50'	30'	20'	30'	20(j)% MAX.	80(j)' MAX.
PROPOSED	55'	40	X	X	X%	X'

ENVIRONMENTAL SITE ASSESSMENT STATEMENT

DESCRIPTION	FOUND (YES/NO)	AGENCY CONTACT INFORMATION	MANAGEMENT PLAN (YES/NO)	RELOCATION PLAN (YES/NO)
WETLANDS	--			
RARE HABITAT	--			
THREATENED SPECIES	--			
ENDANGERED SPECIES	--			
SPECIES OF SPECIAL CONCERN	--			
INVASIVE/EXOTIC VEGETATION	--			

NOTE: PLEASE REFER TO THE ENVIRONMENTAL ASSESSMENT COMPLETED BY XX ON DATED.

VERTICAL DATUM NOTE:

ELEVATIONS SHOWN HEREON ARE RELATIVE TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (N.A.V.D.88) AND ARE GIVEN IN U.S. SURVEY FEET UNLESS OTHERWISE NOTED.

*GENERAL ACCEPTED CONVERSION: NAVD + 1.475 = NGVD

NOTE:

THE PROPERTY OWNER, CONTRACTOR, AND AUTHORIZED REPRESENTATIVES SHALL PROVIDE PICKUP, REMOVAL, AND DISPOSAL OF LITTER WITHIN THE PROJECT LIMITS AND SHALL BE RESPONSIBLE FOR MAINTENANCE OF THE AREA FROM THE EDGE OF PAVEMENT TO THE PROPERTY LINE WITHIN THE RIGHT-OF-WAY

	EXISTING METER		EXISTING UTILITY POLE
	PROPOSED SIGN		PROPOSED DRAINAGE INLET
	PROPOSED MITERED END SECTION		EXIST. DRAINAGE INLET
	HANDICAP PARKING SYMBOL		EXISTING STREET LIGHT
	EXISTING CONCRETE		PROPOSED LIGHT POLE (SINGLE)
	EXISTING PAVEMENT		DRAINAGE FLOW ARROW
	PROPOSED CONCRETE		PROPOSED LIGHT POLE (DOUBLE)
	PROPOSED PAVEMENT	#	PARKING STALL COUNT
	RESTORED HABITAT		EXISTING DRAINAGE
	R.O.W. DEDICATION		PROPOSED DRAINAGE PIPE
	COUNTRYSIDE		

811 Know what's below. Call before you dig. www.callsunshine.com
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REV.	DATE	DESCRIPTION	BY	CHK.

DRAWING ISSUE STATUS

HALEY WARD
ENGINEERING | ENVIRONMENTAL | SURVEYING
LAND PLANNING | INTERIOR DESIGN
10250 Village Parkway, Suite 201
Port Saint Lucie, Florida 34987
772.462.2455
WWW.HALEYWARD.COM

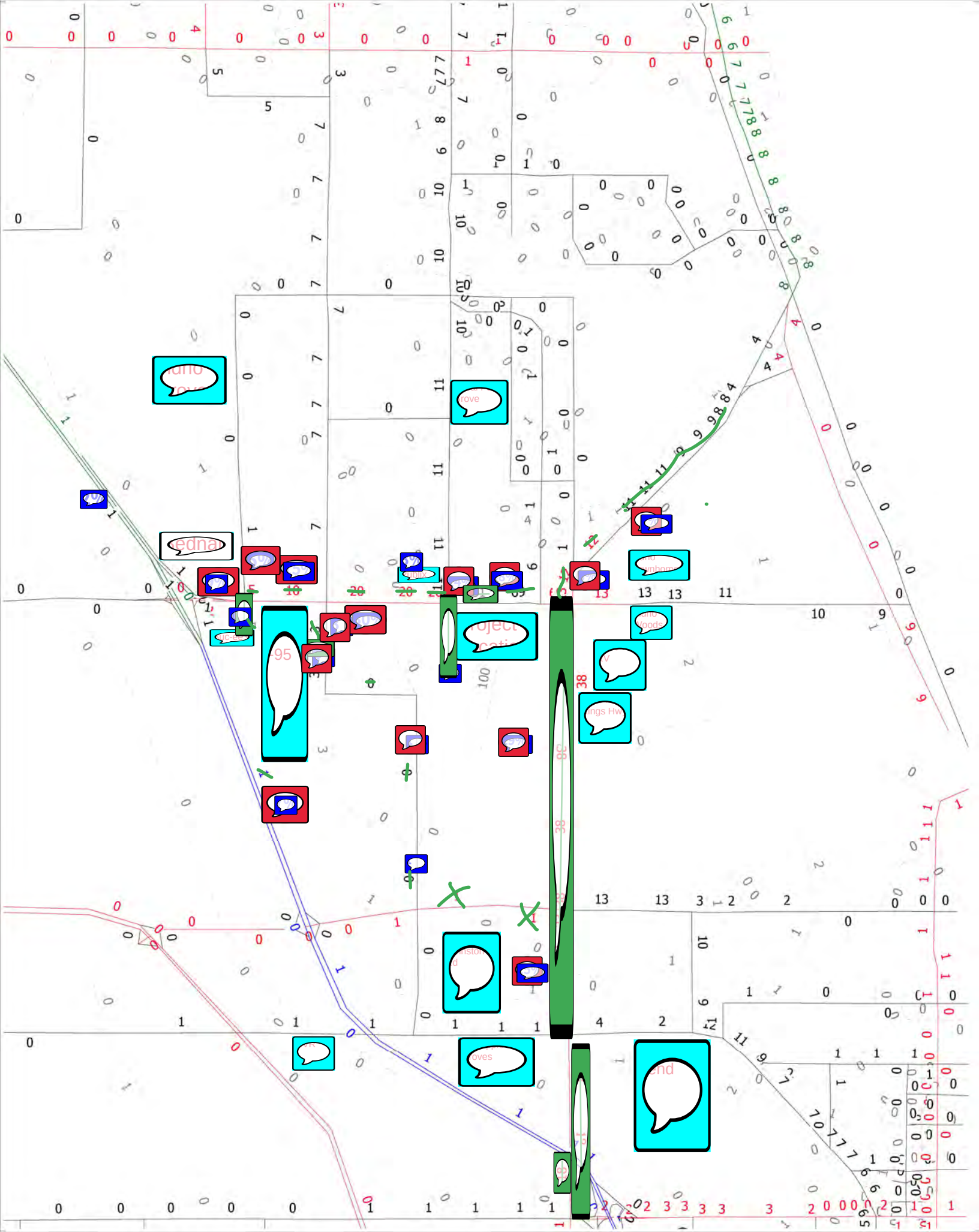
PROJECT
THE CLUB AT INDRIO CREEK
ST. LUCIE COUNTY, FLORIDA

TITLE
PRELIMINARY DEVELOPMENT PLAN

DATE 7/22/2025 | SCALE AS SHOWN
DRAWN BY JJL | DESIGNED BY JJL | CHECKED BY MDL
PROJECT No. 25-113 R15.DWG | CERTIFICATE OF AUTHORIZATION No. C.O.A. No.
DRAWING No. PDP | REV.

MARK LANDSMAN, P.E. (DATE)
#96288
10250 SW VILLAGE PARKWAY - SUITE 201
PORT SAINT LUCIE, FL 34987
772-462-2455

FILE LOCATION: Z:\EDC-2025\25-113 - INDRIO CREEK - SEMINOLE ROAD - 127-ACRES\ENGINEERING\AUTOCAD\DWG\R25-113 R15.DWG, 2025.07.24, 3:26 PM



cube
(Licensed to Mackenzie Engineering)

Land Use: 210
Single-Family Detached Housing

Description

A single-family detached housing site includes any single-family detached home on an individual lot. A typical site surveyed is a suburban subdivision.

Specialized Land Use

Data have been submitted for several single-family detached housing developments with homes that are commonly referred to as patio homes. A patio home is a detached housing unit that is located on a small lot with little (or no) front or back yard. In some subdivisions, communal maintenance of outside grounds is provided for the patio homes. The three patio home sites total 299 dwelling units with overall weighted average trip generation rates of 5.35 vehicle trips per dwelling unit for weekday, 0.26 for the AM adjacent street peak hour, and 0.47 for the PM adjacent street peak hour. These patio home rates, based on a small sample of sites, are lower than those for single-family detached housing (Land Use 210), lower than those for single-family attached housing (Land Use 215), and higher than those for senior adult housing—single-family (Land Use 251). (Source 1008)

Additional Data

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in Alabama, Arizona, British Columbia (CAN), California, Delaware, Illinois, Kentucky, Massachusetts, Minnesota, Montana, New Jersey, New York, North Carolina, Ontario (CAN), Oregon, Pennsylvania, South Carolina, South Dakota, Vermont, and West Virginia.

Source Numbers

356, 357, 367, 384, 387, 407, 435, 522, 550, 552, 579, 598, 601, 603, 614, 637, 711, 716, 720, 728, 735, 868, 869, 903, 925, 936, 1005, 1007, 1008, 1010, 1033, 1066, 1077, 1078, 1079, 1204, 1221, 1225, 1236, 1251, 1265, 1267

Single-Family Detached Housing
(210)

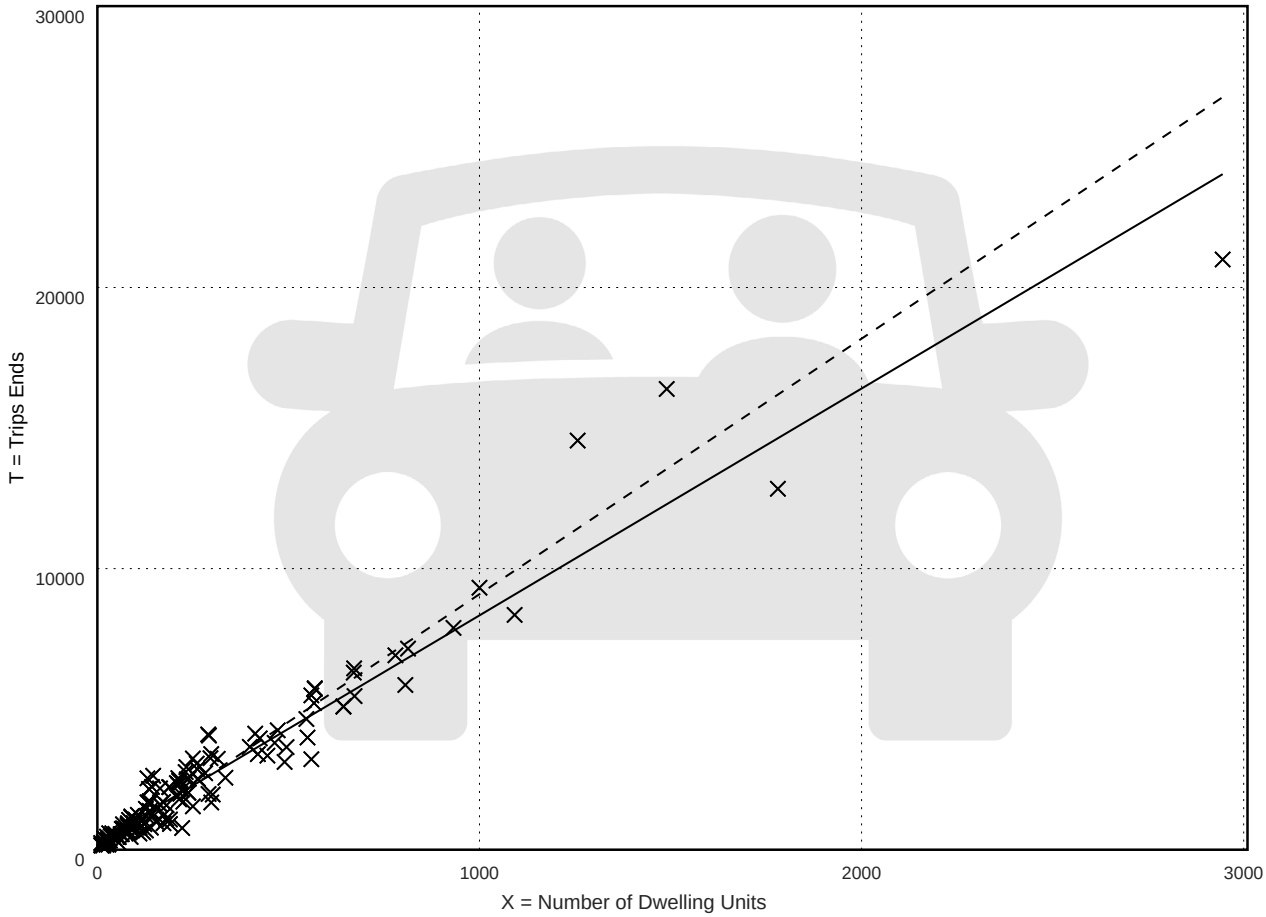
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 155
Avg. Num. of Dwelling Units: 261
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.09	3.47 - 23.80	2.29

Data Plot and Equation



Fitted Curve Equation: T = 8.07(X) + 265.45

R^2= 0.94

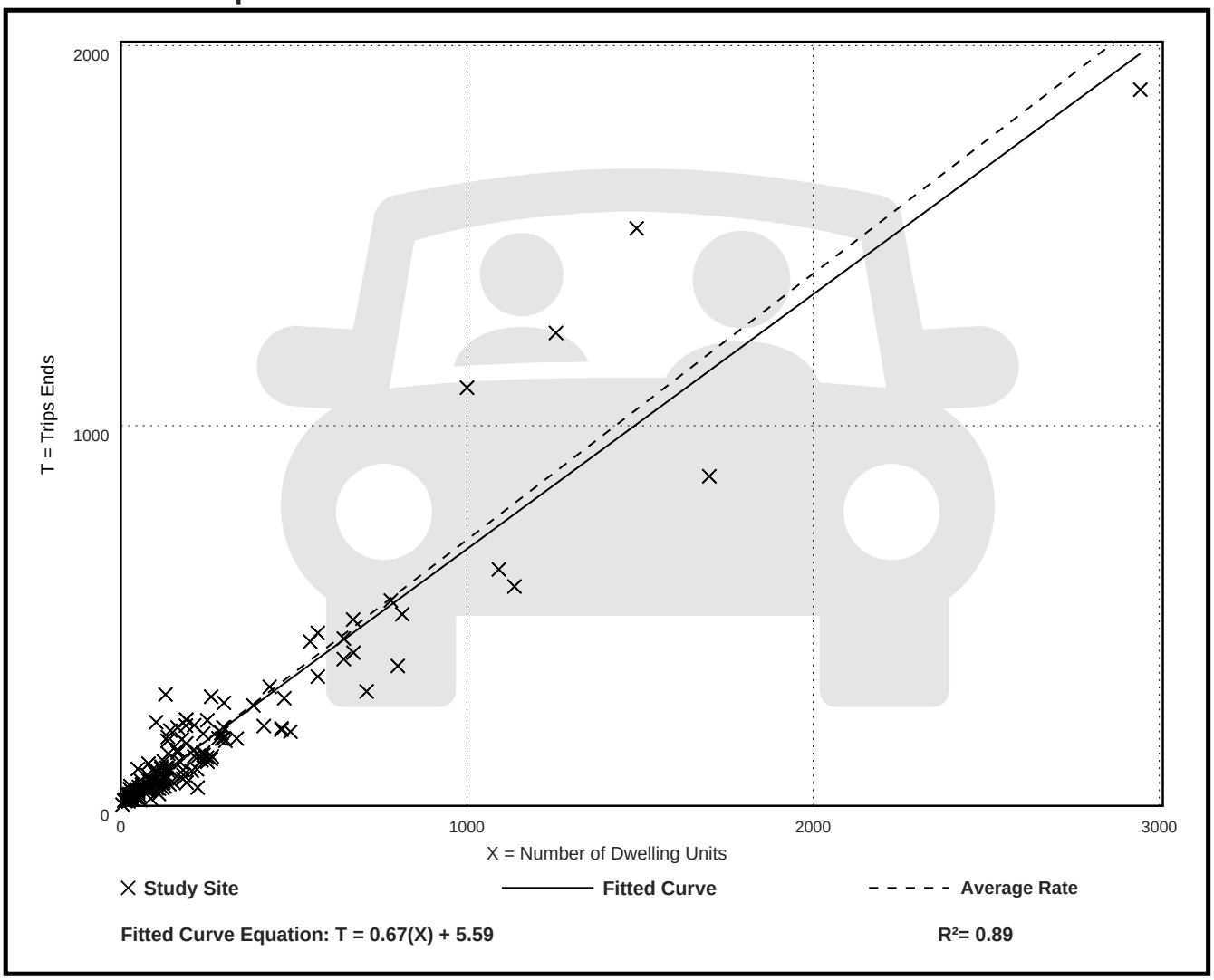
Single-Family Detached Housing
(210)

Vehicle Trip Ends vs:	**Dwelling Units**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	153
Avg. Num. of Dwelling Units:	239
Directional Distribution:	27% entering, 73% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.70	0.22 - 2.27	0.26

Data Plot and Equation



Fitted Curve Equation: T = 0.67(X) + 5.59

R^2= 0.89

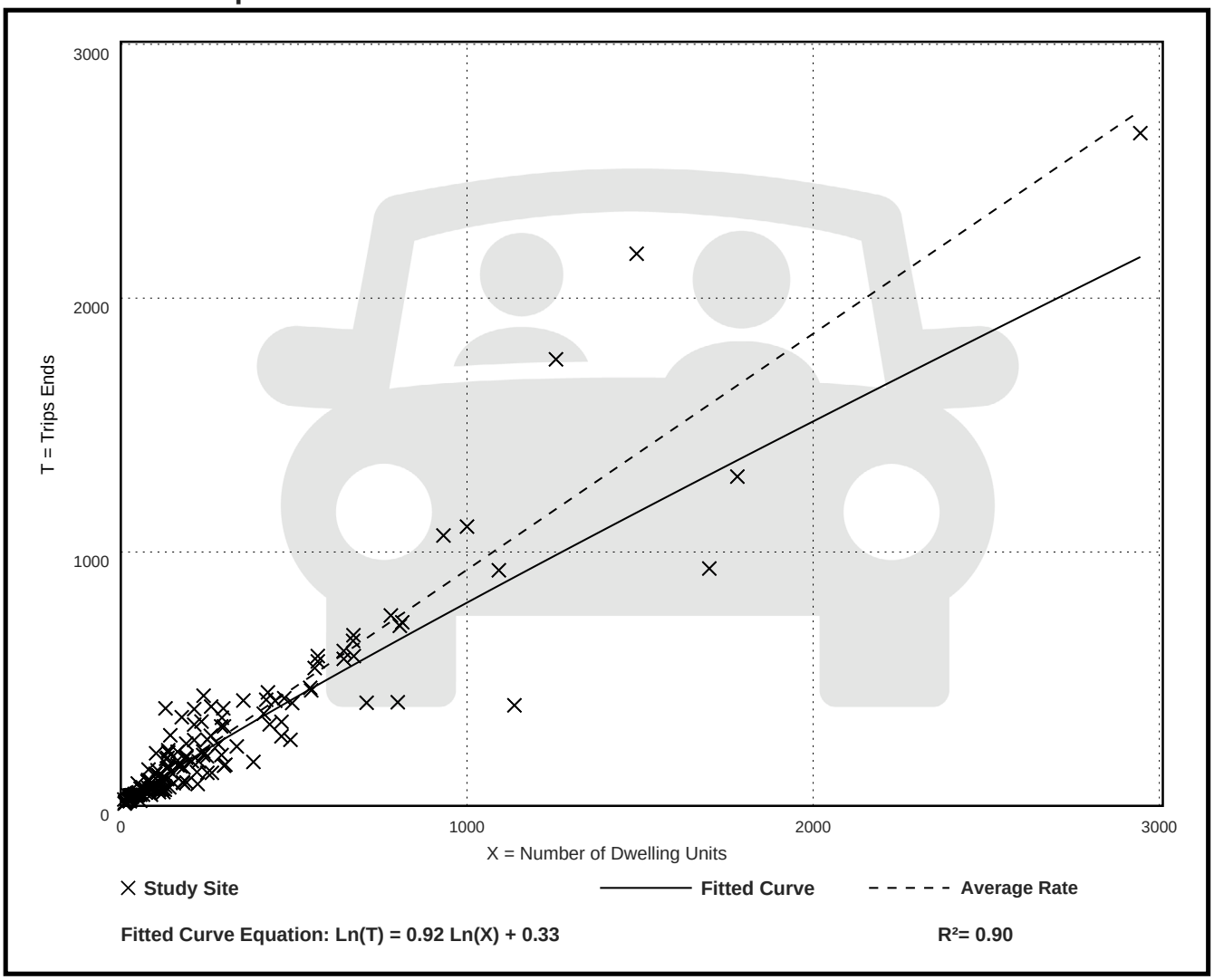
Single-Family Detached Housing
(210)

Vehicle Trip Ends vs:	**Dwelling Units**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	166
Avg. Num. of Dwelling Units:	266
Directional Distribution:	62% entering, 38% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.93	0.35 - 2.98	0.33

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.92 Ln(X) + 0.33

R^2= 0.90

Land Use: 220
Multifamily Housing (Low-Rise)

Description

Low-rise multifamily housing is a residential building with two or three floors (levels) of residences. Various configurations fit this description, including the following:

- Walk-up apartment or multiplex—access to the individual dwelling units is typically internal to the structure and provided through a shared entry, stairway, and hallway.
- Mansion apartment with several dwelling units within what appears from the outside to be a single-family dwelling unit.
- Stacked townhouse designed to match the external appearance of a townhouse, but which has dwelling units that share both floors and walls and with access through a central entry and stairway.

Land Use Subcategory

Data are presented for two subcategories for this land use: (1) not close to rail transit and (2) close to rail transit. A site is considered close to rail transit if the walking distance between the residential site entrance and the closest rail transit station entrance is ½ mile or less.

Additional Data

For the three sites for which both the number of residents and the number of occupied dwelling units were available, there was an average of 2.72 residents per occupied dwelling unit.

For the two sites for which the numbers of both total dwelling units and occupied dwelling units were available, an average of 96.2 percent of the total dwelling units were occupied.

It is expected that the number of bedrooms and number of residents are likely correlated to the trips generated by a residential site. To assist in future analysis, trip generation studies of all multifamily housing should attempt to obtain information on occupancy rate and on the mix of residential unit sizes (i.e., number of units by number of bedrooms at the site complex).

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in Arizona, British Columbia (CAN), California, Delaware, Florida, Illinois, Maine, Massachusetts, Minnesota, New Jersey, New York, Ontario (CAN), Oregon, Pennsylvania, South Carolina, South Dakota, Tennessee, Utah, and Washington.

Source Numbers

357, 390, 412, 525, 530, 579, 583, 638, 864, 866, 896, 901, 903, 904, 936, 939, 944, 946, 947, 948, 963, 964, 966, 967, 1012, 1013, 1014, 1036, 1047, 1056, 1071, 1076, 1219, 1236, 1265, 1267

Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

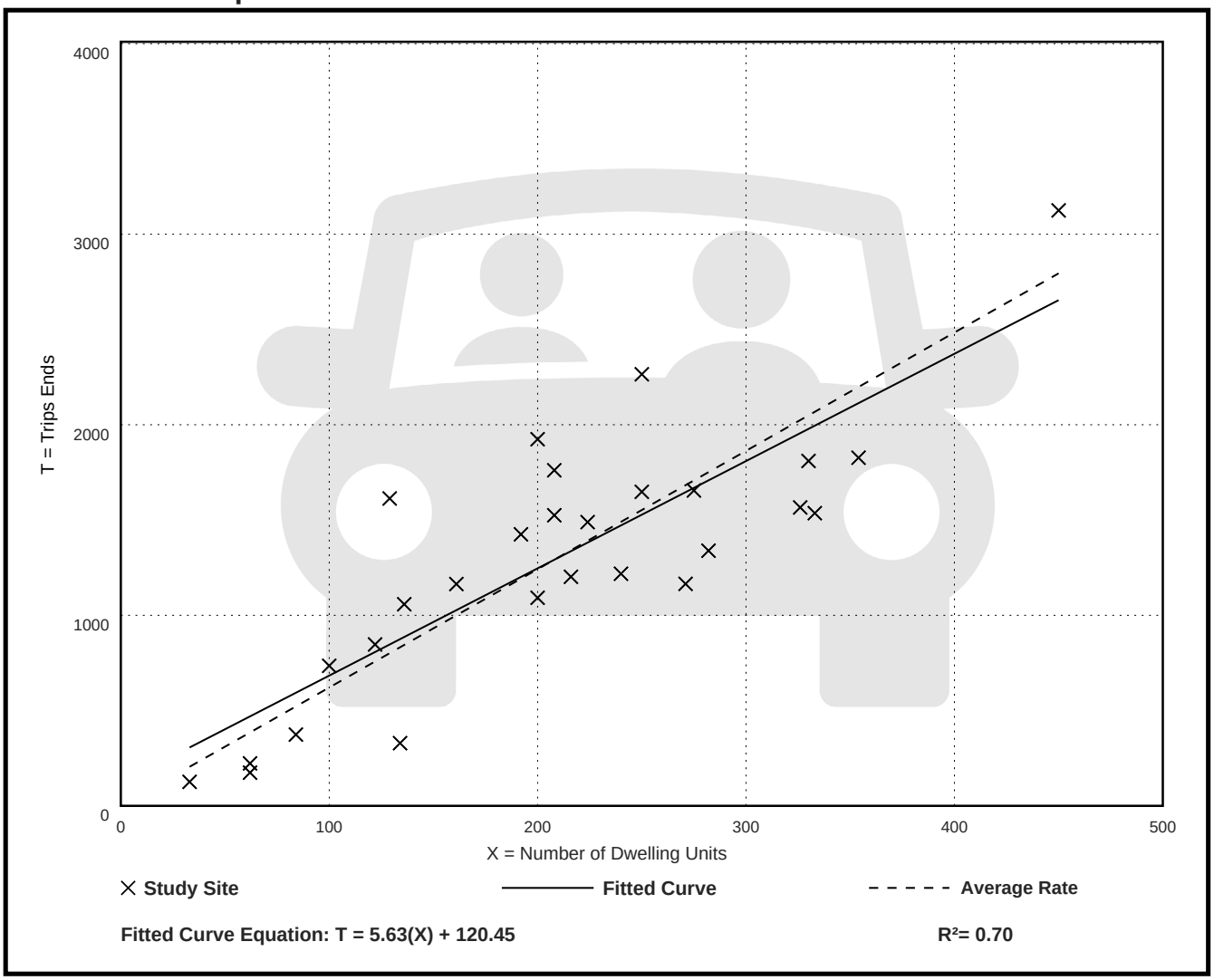
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 28
Avg. Num. of Dwelling Units: 208
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
6.21	2.46 - 12.50	1.87

Data Plot and Equation



Fitted Curve Equation: T = 5.63(X) + 120.45

R^2= 0.70

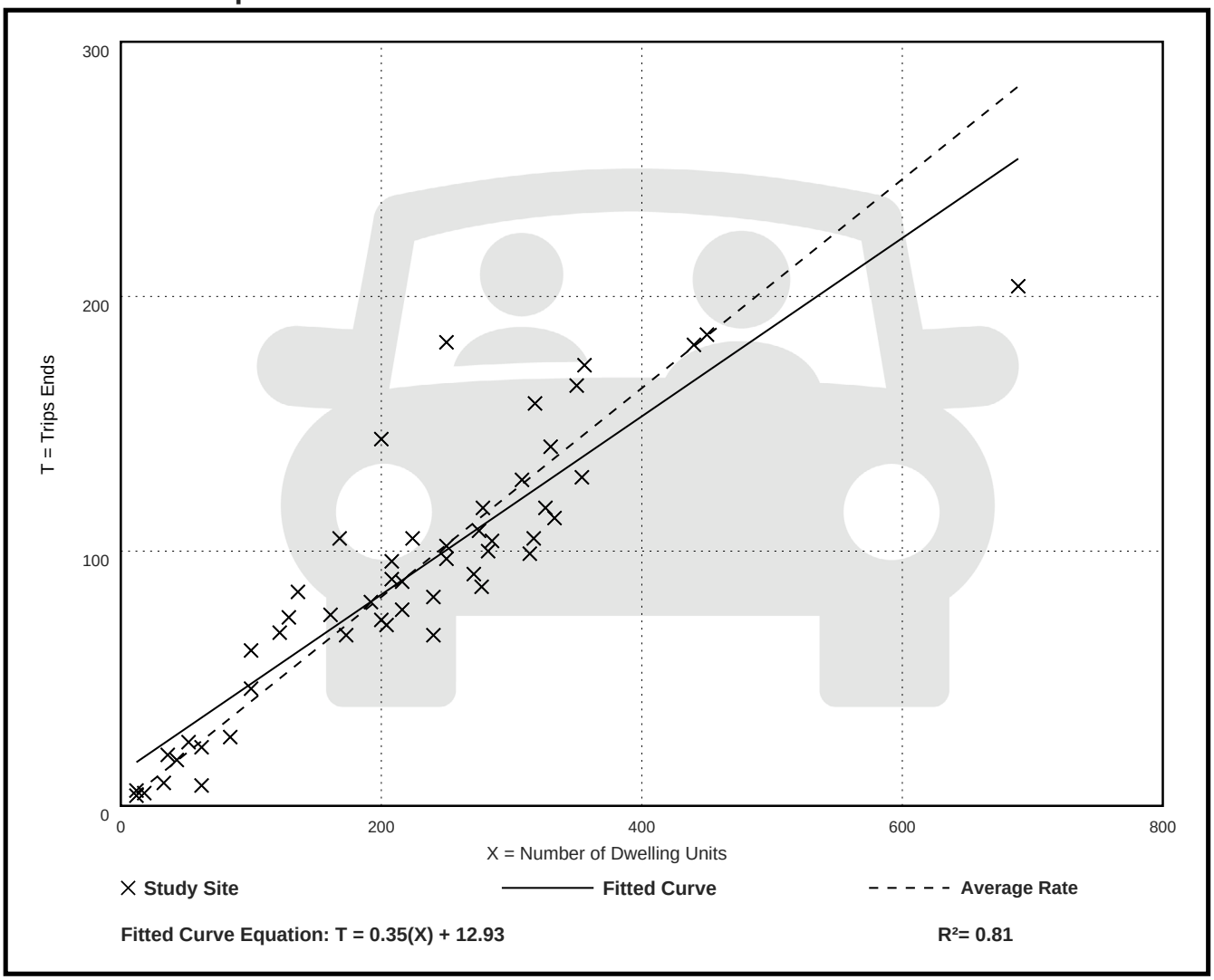
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Vehicle Trip Ends vs:	**Dwelling Units**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	51
Avg. Num. of Dwelling Units:	219
Directional Distribution:	24% entering, 76% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.41	0.13 - 0.73	0.10

Data Plot and Equation



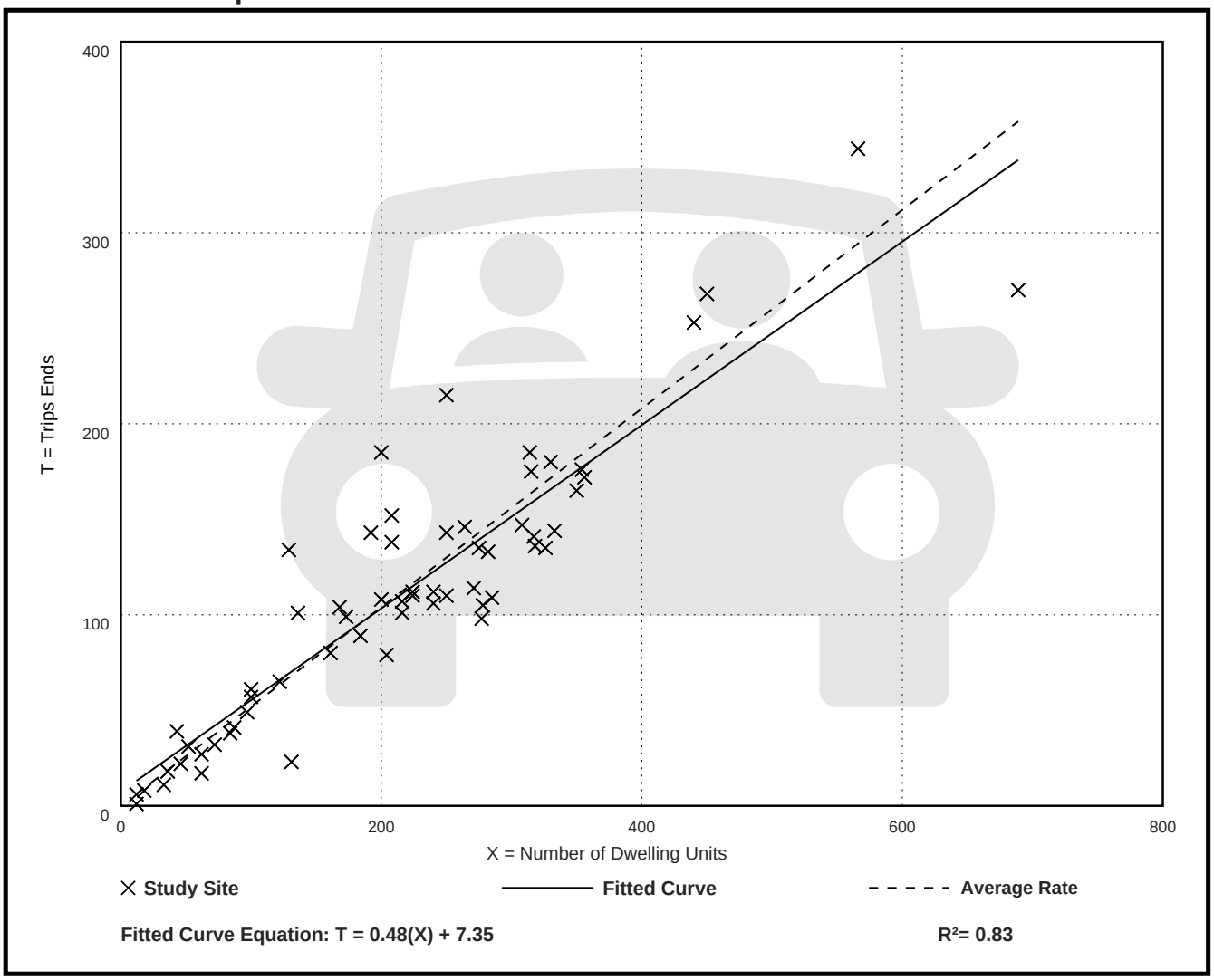
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Vehicle Trip Ends vs:	**Dwelling Units**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	61
Avg. Num. of Dwelling Units:	215
Directional Distribution:	62% entering, 38% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.52	0.08 - 1.04	0.13

Data Plot and Equation



Fitted Curve Equation: T = 0.48(X) + 7.35

R^2= 0.83

Coco Vista Centre
466 SW Port St. Lucie Blvd, Suite 111
Port St. Lucie, FL 34953
772-462-1593 www.stlucietpo.org

Traffic Counts and Level of Service Report
2025

Roadway Name	Location	STATION ID	2025 AADT *	Last Physical Count Year	Pk Hr Service Capacity	AM Pk Hr Pk Dir			PM Pk Hr Pk Dir		
						Volume	LOS	V/C	Volume	LOS	V/C
EASY ST	US 1 to BUCHANAN DR	106	7,201	2021	750	399	D	0.53	505	D	0.67
EASY ST	BUCHANAN DR to YUCCA DR	106	7,201	2021	540	399	D	0.74	505	D	0.94
EDWARDS RD	JENKINS RD to MCNEIL RD	174	11,836	2024	630	627	D	1.00	607	D	0.96
EDWARDS RD	MCNEIL RD to SELVITZ RD	174	11,836	2024	700	627	C	0.90	607	C	0.87
EDWARDS RD	SELVITZ RD to 25TH ST	110	15,105	2024	880	796	C	0.90	786	C	0.89
EDWARDS RD	25TH ST to SUNRISE BLVD	108	16,580	2024	1,630	826	D	0.51	826	D	0.51
EDWARDS RD	SUNRISE BLVD to OLEANDER AVE	502	13,835	2024	1,630	698	C	0.43	680	C	0.42
EDWARDS RD	OLEANDER AVE to US 1	173	7,600	2025	1,630	394	C	0.24	356	C	0.22
EMERSON AVE	INDRIO RD to RUSSOS RD	105	6,494	2023	1,070	480	C	0.45	474	C	0.44
EMERSON AVE	RUSSOS RD to FT PIERCE BLVD	105	6,494	2023	760	480	C	0.63	474	C	0.62
FARMER'S MARKET RD	OLEANDER AVE to US 1	112	1,633	2023	750	85	C	0.11	99	C	0.13
FLORESTA DR	OAKLYN ST to PORT ST LUCIE BLVD	317	15,500	2025	920	1,043	F	1.13	917	D	1.00
FLORESTA DR	THORNHILL DR to CROSSTOWN PKWY	315	10,000	2025	880	701	C	0.80	621	C	0.71
FLORESTA DR	PORT ST LUCIE BLVD to THORNHILL DR	315	10,000	2025	880	701	C	0.80	621	C	0.71
FLORESTA DR	CROSSTOWN PKWY to PRIMA VISTA BLVD	109	9,400	2025	920	515	C	0.56	552	C	0.60
FLORESTA DR	PRIMA VISTA BLVD to AIROSO BLVD	107	9,000	2025	920	470	C	0.51	515	C	0.56
FLORESTA DR	SELVITZ RD to BAYSHORE BLVD	313	4,929	2021	630	354	C	0.56	377	C	0.60
FLORESTA DR	AIROSO BLVD to SELVITZ RD	313	4,929	2021	880	354	C	0.40	377	C	0.43
FLORIDA'S TURNPIKE	BECKER RD to PORT ST LUCIE BLVD	979913	64,338	2024							
FLORIDA'S TURNPIKE	MARTIN C.L. to BECKER RD	971958	66,500	2024							
FLORIDA'S TURNPIKE	PORT ST LUCIE BLVD to OKEECHOBEE RD	971964	55,450	2024							
FLORIDA'S TURNPIKE	OKEECHOBEE RD to INDIAN RIVER C.L.	971968	42,350	2024							
FT PIERCE BLVD	INDRIO RD to EMERSON AVE	226	3,375	2023	540	229	C	0.42	235	C	0.44
GARDENIA AVE	OLEANDER AVE to US 1	666	2,511	2022	750	194	C	0.26	184	C	0.25
GATLIN BLVD	W OF I-95 to E OF I-95	945075	53,466	2024	3,170	2,620	C	0.83	2,620	C	0.83
GATLIN BLVD	E OF I-95 to SAVAGE BLVD	945075	53,466	2024	3,170	2,620	C	0.83	2,620	C	0.83
GATLIN BLVD	SAVAGE BLVD to ROSSER BLVD	740	47,500	2025	3,170	2,111	C	0.67	2,481	C	0.78
GATLIN BLVD	ROSSER BLVD to SAVONA BLVD	741	40,500	2025	3,170	1,781	C	0.56	2,068	C	0.65
GATLIN BLVD	SAVONA BLVD to PORT ST LUCIE BLVD	742	34,500	2025	3,170	1,472	C	0.46	1,498	C	0.47
GEORGIA AVE	25TH ST to OKEECHOBEE RD	667	4,054	2023	600	236	C	0.39	226	C	0.38
GEORGIA AVE	OKEECHOBEE RD to 17TH ST	667	4,054	2023	750	236	C	0.31	226	C	0.30
GEORGIA AVE	17TH ST to 13TH ST	508	4,817	2023	600	245	C	0.41	247	C	0.41

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

* Volumes shown were adjusted using FDOT Seasonal Factors
* AADT = Annual Average Daily Traffic (volumes for both directions where applicable)

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

St. Lucie Transportation Planning Organization

Coco Vista Centre
466 SW Port St. Lucie Blvd, Suite 111
Port St. Lucie, FL 34953
772-462-1593 www.stlucietpo.org

Traffic Counts and Level of Service Report
2025

Roadway Name	Location	STATION ID	2025 AADT *	Last Physical Count Year	Pk Hr Service Capacity	AM Pk Hr Pk Dir			PM Pk Hr Pk Dir		
						Volume	LOS	V/C	Volume	LOS	V/C
GEORGIA AVE	13TH ST to 7TH ST	506	2,211	2023	600	134	C	0.22	150	C	0.25
GEORGIA AVE	7TH ST to US 1	504	1,972	2023	600	109	C	0.18	117	C	0.20
GILSON RD	MARTIN C.L. to BECKER RD	111	11,314	2024	710	963	F	1.36	1,019	F	1.44
GILSON RD	BECKER RD to NW LAKERIDGE DR	775	3,300	2025	540	177	C	0.33	198	C	0.37
GLADES CUT-OFF RD	RANGE LINE RD to RESERVE BLVD	668	2,743	2022	1,070	172	B	0.16	182	B	0.17
GLADES CUT-OFF RD	RESERVE BLVD to COMMERCE CENTER DR	119	5,565	2022	1,070	438	C	0.41	509	C	0.48
GLADES CUT-OFF RD	CARLTON RD to RANGE LINE RD	773	550	2025	390	32	B	0.08	32	B	0.08
GLADES CUT-OFF RD	COMMERCE CENTER DR to MIDWAY RD	731	5,600	2024	920	458	C	0.50	453	C	0.49
GLADES CUT-OFF RD	MIDWAY RD to JENKINS RD	115	10,534	2024	790	605	D	0.77	597	D	0.76
GLADES CUT-OFF RD	JENKINS RD to SELVITZ RD	113	6,441	2023	830	384	C	0.46	356	C	0.43
GRAHAM RD	KINGS HWY to JENKINS RD	669	2,268	2022	630	143	C	0.23	144	C	0.23
GREEN RIVER PKWY	MARTIN C.L. to CHARLESTON DR	319	5,910	2024	1,070	349	B	0.33	363	B	0.34
GREEN RIVER PKWY	CHARLESTON DR to MELALEUCA BLVD	319	5,910	2024	1,070	349	B	0.33	363	B	0.34
GREEN RIVER PKWY	MELALEUCA BLVD to WALTON RD	319	5,910	2024	1,070	349	B	0.33	363	B	0.34
HARTMAN RD	OKEECHOBEE RD to PETERSON RD	670	7,200	2025	750	452	D	0.60	392	D	0.52
HARTMAN RD	PETERSON RD to DELAWARE AVE	670	7,200	2025	540	452	D	0.84	392	D	0.73
HARTMAN RD	DELAWARE AVE to ORANGE AVE	670	7,200	2025	790	452	D	0.57	392	D	0.50
HEADER CANAL RD	OKEECHOBEE RD to ORANGE AVE	121	636	2024	670	43	B	0.06	42	B	0.06
HILLMOOR DR	US 1 to LENNARD RD	671	7,050	2023	790	391	D	0.49	370	C	0.47
I-95	MARTIN C.L. to GATLIN BLVD	890334	79,895	2024							
I-95	GATLIN BLVD to ST LUCIE WEST BLVD	941901	94,995	2024							
I-95	ST LUCIE WEST BLVD to MIDWAY RD	941904	77,652	2024							
I-95	MIDWAY RD to OKEECHOBEE RD	941902	82,598	2024							
I-95	OKEECHOBEE RD to ORANGE AVE	940260	74,811	2024							
I-95	ORANGE AVE to INDRIO RD	941905	56,920	2024							
I-95	INDRIO RD to INDIAN RIVER C.L.	882003	46,817	2024							
INDIAN RIVER DR	CITRUS AVE to ORANGE AVE	762	6,200	2025	750	378	D	0.50	395	D	0.53
INDIAN RIVER DR	ORANGE AVE to AVENUE A	762	6,200	2025	750	378	D	0.50	395	D	0.53
INDIAN RIVER DR	AVENUE D to SEAWAY DR	761	6,900	2025	790	371	C	0.47	392	D	0.50
INDIAN RIVER DR	AVENUE A to AVENUE D	761	6,900	2025	540	371	D	0.69	392	D	0.73
INDRIO RD	PRIVATE RD to I-95 W RAMP	771	6,600	2025	1,080	421	C	0.39	406	B	0.38
INDRIO RD	I-95 W RAMP to I-95 E RAMP	940128	1,238	2024							

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

* Volumes shown were adjusted using FDOT Seasonal Factors
* AADT = Annual Average Daily Traffic (volumes for both directions where applicable)

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

St. Lucie Transportation Planning Organization

Coco Vista Centre
466 SW Port St. Lucie Blvd, Suite 111
Port St. Lucie, FL 34953
772-462-1593 www.stlucietpo.org

Traffic Counts and Level of Service Report
2025

Roadway Name	Location	STATION ID	2025 AADT *	Last Physical Count Year	Pk Hr Service Capacity	AM Pk Hr Pk Dir			PM Pk Hr Pk Dir		
						Volume	LOS	V/C	Volume	LOS	V/C
INDRIO RD	I-95 E RAMP to KOBLEGARD RD	940038	12,642	2024							
INDRIO RD	KOBLEGARD RD to JOHNSTON RD	940038	12,642	2024							
INDRIO RD	JOHNSTON RD to EMERSON AVE	940038	12,642	2024							
INDRIO RD	EMERSON RD to SEMINOLE RD	940281	11,944	2024							
INDRIO RD	SEMINOLE RD to KINGS HWY	940281	11,944	2024							
INDRIO RD	KINGS HWY to SLASH PINE TRL	114	5,763	2023	790	364	C	0.46	358	C	0.45
INDRIO RD	SLASH PINE TRL to US 1	114	5,763	2023	920	364	C	0.40	358	C	0.39
INDRIO RD	US 1 to OLD DIXIE HWY	672	1,070	2022	750	93	C	0.12	98	C	0.13
JENKINS RD	EDWARDS RD to OKEECHOBEE RD	133	10,986	2024	880	668	C	0.76	678	C	0.77
JENKINS RD	OKEECHOBEE RD to GRAHAM RD	131	11,143	2024	920	593	C	0.64	595	C	0.65
JENKINS RD	GRAHAM RD to PETERSON RD	739	6,500	2024	630	357	C	0.57	352	C	0.56
JENKINS RD	PETERSON RD to ORANGE AVE	739	6,500	2024	920	357	C	0.39	352	C	0.38
JENNINGS RD	US 1 to LENNARD RD	673	4,691	2022	2,100	246	C	0.12	234	C	0.11
JOHNSTON RD	ANGLE RD to L20	674	2,766	2022	1,070	217	B	0.20	190	B	0.18
JOHNSTON RD	L20 to MEADOWOOD DR	675	2,477	2022	1,070	164	B	0.15	155	B	0.14
JOHNSTON RD	MEADOWOOD DR to OLD JOHNSTON RD	675	2,477	2022	1,070	164	B	0.15	155	B	0.14
JOHNSTON RD	OLD JOHNSTON RD to INDRIO RD	675	2,477	2022	1,070	164	B	0.15	155	B	0.14
JOHNSTON RD	INDRIO RD to RUSSOS RD	135	9,303	2023	1,070	539	C	0.50	509	C	0.48
JOHNSTON RD	RUSSOS RD to INDIAN RIVER C.L.	135	9,303	2023	1,070	539	C	0.50	509	C	0.48
JUANITA AVE	53RD ST to 25TH ST	122	1,369	2022	750	87	C	0.12	72	C	0.10
JUANITA AVE	25TH ST to US 1	120	3,445	2022	750	176	C	0.23	192	C	0.26
KEEN RD	ANGLE RD to JUANITA AVE	129	3,109	2023	630	227	C	0.36	246	C	0.39
KEEN RD	JUANITA AVE to ST LUCIE BLVD	129	3,109	2023	630	227	C	0.36	246	C	0.39
KINGS HWY	OKEECHOBEE RD to CROSSROADS PKWY	940757	9,986	2024							
KINGS HWY	CROSSROADS PKWY to GRAHAM RD	940757	9,986	2024							
KINGS HWY	GRAHAM RD to PICOS RD	940076	7,196	2024							
KINGS HWY	PICOS RD to ORANGE AVE	940076	7,196	2024							
KINGS HWY	ORANGE AVE to ANGLE RD	940077	15,122	2024							
KINGS HWY	ANGLE RD to ST LUCIE BLVD	940751	11,634	2024							
KINGS HWY	ST LUCIE BLVD to INDRIO RD	940006	14,415	2024							
KIRBY LOOP RD	EDWARDS RD to 35TH ST	677	2,369	2021	630	137	C	0.22	127	C	0.20
KITTERMAN RD	OLEANDER AVE to US 1	124	3,241	2023	750	209	C	0.28	170	C	0.23

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

* Volumes shown were adjusted using FDOT Seasonal Factors
* AADT = Annual Average Daily Traffic (volumes for both directions where applicable)

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

APPENDIX B
AREA OF INFLUENCE

A. The area to be studied will be based on the New External Trip Generation of the proposed development. The table below shall determine the development's area of influence.

New External Daily Trip Generation	Radius of Area of Influence
0 – 200	All site driveway connections and segments directly accessed by the proposed development
201 – 500	0.5 miles
501 – 1,000	1.0 miles
1,001 – 5,000	2.0 miles
5,001 – 10,000	3.0 miles
10,001 – 20,000	4.0 miles
Over 20,000	5.0 miles

B. The radius of influence shall be measured from each connection of the project to the Major Road Network.

C. All major signalized and unsignalized intersections on the roadway segments within the area of influence shall be studied.

D. If the study radius ends between the intersections identified in 'C' above, the study area shall extend to the next major intersection.

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

MOCF: 0.95

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

* PEAK SEASON

04-MAR-2025 16:32:53 830UPD 4_9401_PKSEASON.TXT

C3C & C3R

APPENDIX F

Motor Vehicle Arterial Generalized Service Volume Tables



(C3C-Suburban Commercial)

Peak Hour Directional

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

Peak Hour Two-Way

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

AADT

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



(C3R-Suburban Residential)

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

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

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

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

Table 1 - Trip Generation

Table 1a: Daily

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Single Family Detached	210	502	DU	Ln(T) = 0.92Ln(X) + 2.68	50%	50%	2,226	2,226	4,452	334	334	668	15.0%	1,892	1,892	3,784	-	-	-	0.0%	1,892	1,892	3,784
Single Family Attached	215	154	DU	T = 7.62(X) - 50.48	50%	50%	562	561	1,123	84	84	168	15.0%	478	477	955	-	-	-	0.0%	478	477	955
Multifamily Housing (Low-Rise)	220	434	DU	T = 6.41(X) + 75.31	50%	50%	1,429	1,428	2,857	214	214	428	15.0%	1,215	1,214	2,429	-	-	-	0.0%	1,215	1,214	2,429
Shopping Center	820	420,000	Sft	T = 26.11(X) + 5863.73	50%	50%	8,415	8,415	16,830	632	633	1,265	7.5%	7,783	7,782	15,565	1,479	1,478	2,957	19.0%	6,304	6,304	12,608
TOTALS							12,632	12,630	25,262	1,264	1,265	2,529	10.0%	11,368	11,365	22,733	1,479	1,478	2,957	13.0%	9,889	9,887	19,776

Source: ITE 11th Edition Trip Generation Rates

Table 1b: AM Peak Hour

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Single Family Detached	210	502	DU	Ln(T) = 0.91Ln(X) + 0.12	25%	75%	81	242	323	2	2	4	1.2%	79	240	319	-	-	-	0.0%	79	240	319
Single Family Attached	215	154	DU	T = 0.52(X) - 5.70	25%	75%	19	55	74	-	1	1	1.4%	19	54	73	-	-	-	0.0%	19	54	73
Multifamily Housing (Low-Rise)	220	434	DU	T = 0.31(X) + 22.85	24%	76%	38	119	157	1	1	2	1.3%	37	118	155	-	-	-	0.0%	37	118	155
Shopping Center	820	420,000	Sft	T = 0.59(X) + 133.55	62%	38%	236	145	381	4	3	7	1.8%	232	142	374	36	35	71	19.0%	196	107	303
TOTALS							374	561	935	7	7	14	1.5%	367	554	921	36	35	71	7.7%	331	519	850

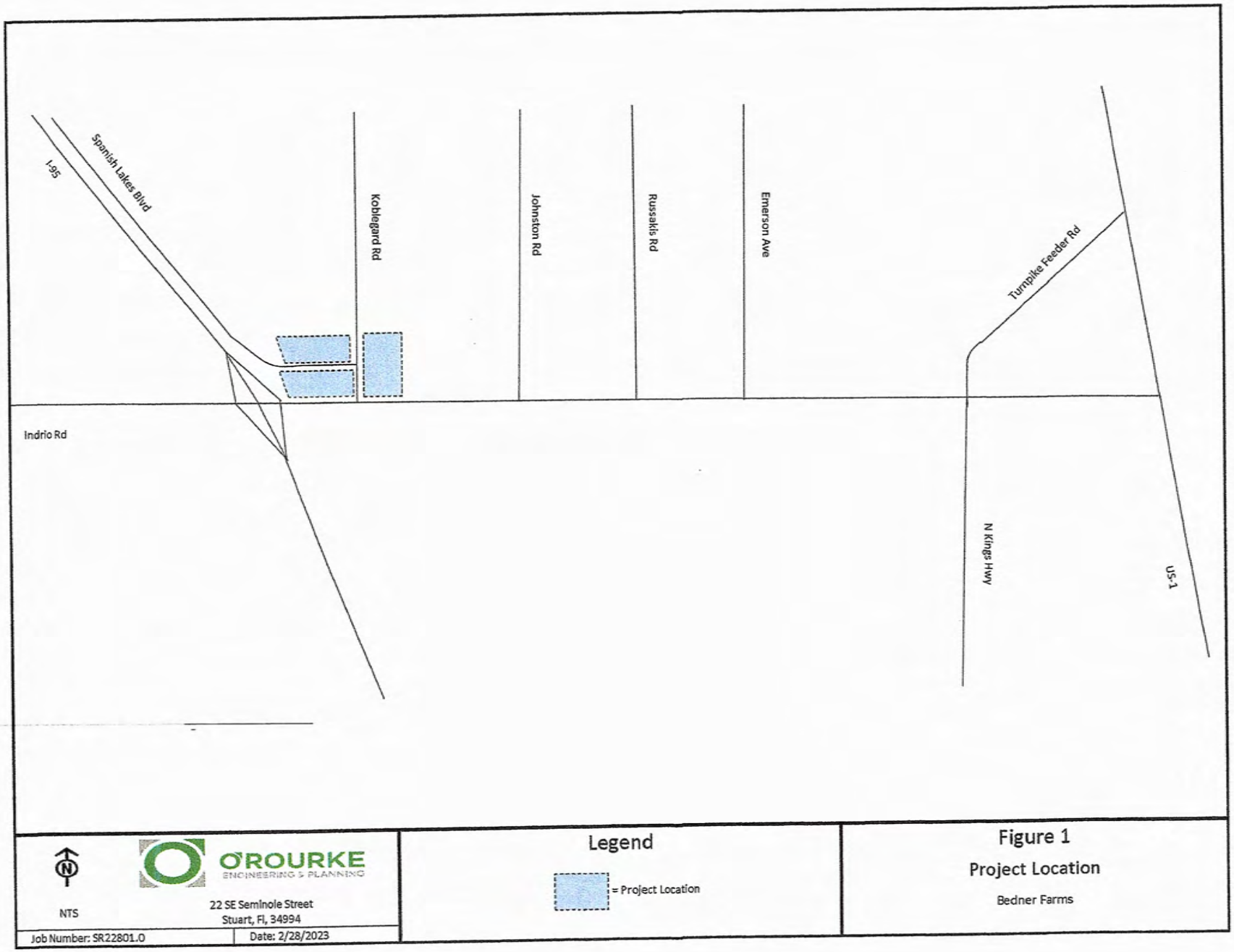
Source: ITE 11th Edition Trip Generation Rates

Table 1c: PM Peak Hour

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Single Family Detached	210	502	DU	Ln(T) = 0.94Ln(X) + 0.27	63%	37%	285	168	453	130	46	176	38.9%	155	122	277	-	-	-	0.0%	155	122	277
Single Family Attached	215	154	DU	T = 0.60(X) - 3.93	59%	41%	52	36	88	25	9	34	38.6%	27	27	54	-	-	-	0.0%	27	27	54
Multifamily Housing (Low-Rise)	220	434	DU	T = 0.43(X) + 20.55	63%	37%	130	77	207	59	21	80	38.6%	71	56	127	-	-	-	0.0%	71	56	127
Shopping Center	820	420,000	Sft	Ln(T) = 0.72 Ln(X) + 3.02	48%	52%	761	825	1,586	76	215	291	18.3%	685	610	1,295	122	124	246	19.0%	563	486	1,049
TOTALS							1,228	1,106	2,334	290	291	581	24.9%	938	815	1,753	122	124	246	14.0%	816	691	1,507

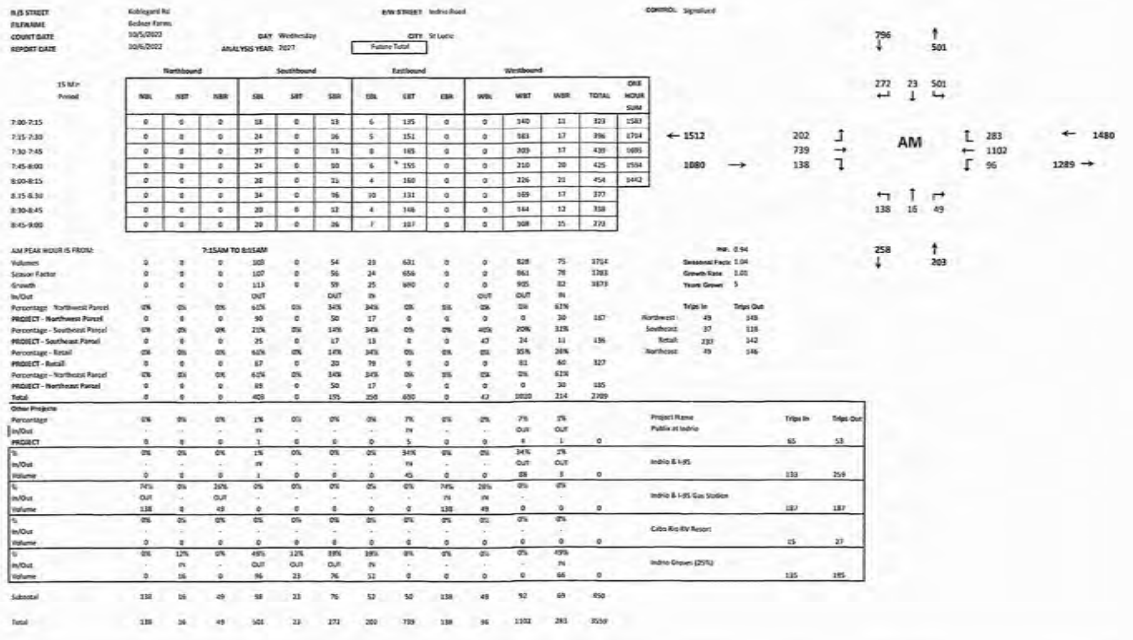
Source: ITE 11th Edition Trip Generation Rates

4



2

C6 - Figures Bedner Farms - 7.7.23



N/S STREET	Kobbegard Rd
FILENAME	Bodner Farms
COUNT DATE	10/5/2022
REPORT DATE	10/6/2022
E/W STREET	Indrio Road
DAY	Wednesday
ANALYSIS YEAR	2027
CITY	St Lucie
	Future Total
CONTROL	Signalized

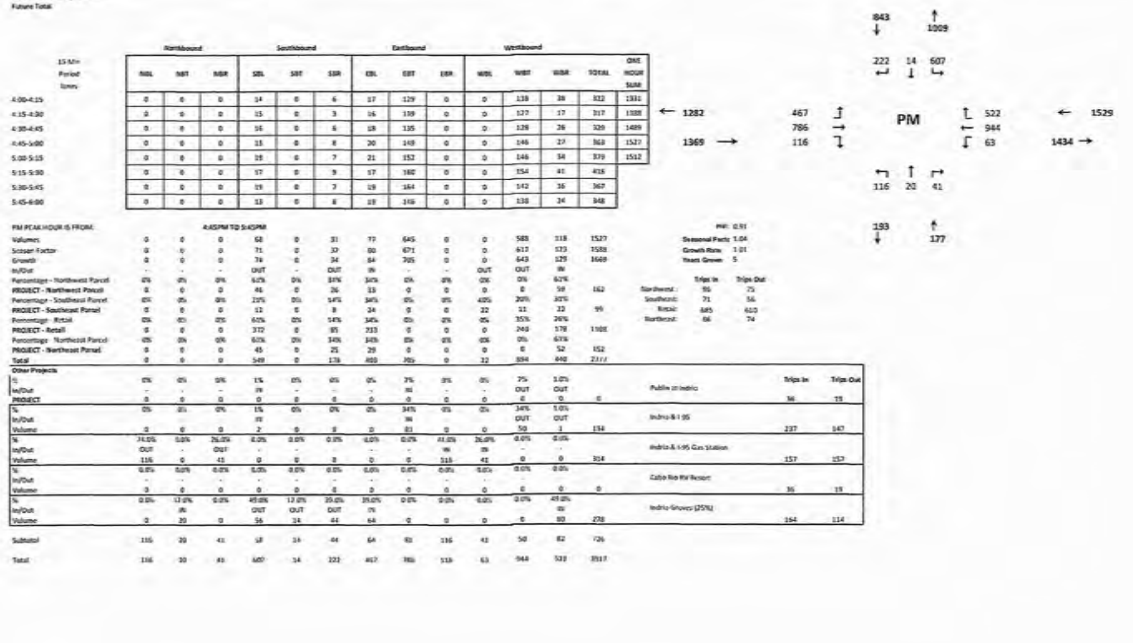
15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15	0	0	0	18	0	13	6	135	0	0	140	11	323	1583
7:15-7:30	0	0	0	24	0	16	5	151	0	0	583	17	396	1704
7:30-7:45	0	0	0	37	0	11	8	165	0	0	209	17	439	1695
7:45-8:00	0	0	0	24	0	10	6	155	0	0	210	20	425	1554
8:00-8:15	0	0	0	26	0	11	4	160	0	0	226	21	454	1442
8:15-8:30	0	0	0	34	0	96	10	131	0	0	169	17	377	
8:30-8:45	0	0	0	20	0	12	4	146	0	0	144	12	338	
8:45-9:00	0	0	0	29	0	26	7	107	0	0	108	15	293	

AM PEAK HOUR IS FROM:				7:15AM TO 8:15AM										PHF: 0.94
Volumes	0	0	0	103	0	54	23	621	0	0	828	75	3754	Seasonal Factor: 1.04
Season Factor	0	0	0	107	0	56	24	656	0	0	861	78	1783	Growth Rate: 1.03
Growth	0	0	0	113	0	59	25	690	0	0	905	82	3873	Years Grown: 5
In/Out	-	-	-	OUT	-	OUT	IN	-	-	OUT	OUT	IN		
Percentage - Northwest Parcel	0%	0%	0%	61%	0%	34%	34%	0%	0%	0%	0%	63%		
PROJECT - Northwest Parcel	0	0	0	90	0	50	17	0	0	0	0	30	187	
Percentage - Southeast Parcel	0%	0%	0%	21%	0%	14%	34%	0%	0%	40%	20%	31%		
PROJECT - Southeast Parcel	0	0	0	25	0	17	13	0	0	47	24	11	136	
Percentage - Retail	0%	0%	0%	61%	0%	14%	34%	0%	0%	0%	35%	26%		
PROJECT - Retail	0	0	0	87	0	20	79	0	0	0	81	60	327	
Percentage - Northeast Parcel	0%	0%	0%	61%	0%	34%	34%	0%	0%	0%	0%	63%		
PROJECT - Northeast Parcel	0	0	0	85	0	50	17	0	0	0	0	30	185	
Total	0	0	0	403	0	155	260	690	0	47	1010	214	2709	

Other Projects														
Percentage	0%	0%	0%	1%	0%	0%	0%	7%	0%	0%	7%	1%		
In/Out	-	-	-	IN	-	-	-	IN	-	-	OUT	OUT		
PROJECT	0	0	0	1	0	0	0	5	0	0	8	1	0	
%	0%	0%	0%	1%	0%	0%	0%	34%	0%	0%	34%	1%		
In/Out	-	-	-	IN	-	-	-	IN	-	-	OUT	OUT		
Volume	0	0	0	1	0	0	0	45	0	0	68	8	0	
%	74%	0%	26%	0%	0%	0%	0%	0%	74%	26%	0%	0%		
In/Out	OUT	-	OUT	-	-	-	-	-	IN	IN	-	-		
Volume	138	0	49	0	0	0	0	0	138	49	0	0	0	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	0%	12%	0%	49%	12%	38%	38%	8%	0%	0%	0%	49%		
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		
Volume	0	16	0	96	23	76	52	0	0	0	0	66	0	
Subtotal	138	16	49	98	23	76	52	50	138	49	92	69	950	
Total	138	16	49	501	23	272	260	739	138	96	1102	283	3559	

Project Name	Trips In	Trips Out
Publix at Indrio	-	-
	65	53
Indrio & I-95		
	133	259
Indrio & I-95 Gas Station		
	187	187
Cabo Rio RV Resort		
	15	27
Indrio Groves (25%)		
	135	195

	Trips In	Trips Out
Northwest:	49	148
Southeast:	37	118
Retail:	233	142
Northeast:	49	146



Indrio Rd & Kobbegard Rd
Future Total

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15	0	0	0	14	0	6	17	129	0	0	138	38	322	1381
4:15-4:30	0	0	0	15	0	3	16	139	0	0	127	17	317	1388
4:30-4:45	0	0	0	16	0	6	18	126	0	0	128	28	329	1489
4:45-5:00	0	0	0	15	0	8	20	148	0	0	146	27	368	1527
5:00-5:15	0	0	0	15	0	7	21	152	0	0	146	34	379	1512
5:15-5:30	0	0	0	17	0	9	17	160	0	0	154	41	418	
5:30-5:45	0	0	0	19	0	7	19	164	0	0	142	36	367	
5:45-6:00	0	0	0	13	0	8	18	146	0	0	138	24	348	

PM PEAK HOUR IS FROM:				4:45PM TO 5:45PM										PHF: 0.91
Volumes	0	0	0	68	0	31	73	645	0	0	583	118	1527	Seasonal Factor: 1.04
Season Factor	0	0	0	71	0	32	80	671	0	0	617	123	1588	Growth Rate: 1.01
Growth	0	0	0	74	0	34	84	705	0	0	643	129	1669	Years Grown: 5
In/Out	-	-	-	OUT	-	OUT	IN	-	-	OUT	OUT	IN		
Percentage - Northwest Parcel	0%	0%	0%	61%	0%	34%	34%	0%	0%	0%	0%	62%		
PROJECT - Northwest Parcel	0	0	0	46	0	26	13	0	0	0	0	59	162	
Percentage - Southeast Parcel	0%	0%	0%	21%	0%	14%	34%	0%	0%	40%	20%	30%		
PROJECT - Southeast Parcel	0	0	0	12	0	8	24	0	0	22	11	22	99	
Percentage - Retail	0%	0%	0%	61%	0%	14%	34%	0%	0%	0%	35%	26%		
PROJECT - Retail	0	0	0	372	0	85	233	0	0	0	240	178	1108	
Percentage - Northeast Parcel	0%	0%	0%	61%	0%	34%	34%	0%	0%	0%	0%	63%		
PROJECT - Northeast Parcel	0	0	0	43	0	25	29	0	0	0	0	52	152	
Total	0	0	0	549	0	178	400	705	0	22	894	448	2717	

Other Projects														
%	0%	0%	0%	1%	0%	0%	0%	7%	0%	0%	7%	1.0%		
In/Out	-	-	-	IN	-	-	-	IN	-	-	OUT	OUT		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	0%	0%	0%	1%	0%	0%	0%	34%	0%	0%	34%	1.0%		
In/Out	-	-	-	IN	-	-	-	IN	-	-	OUT	OUT		
Volume	0	0	0	2	0	0	0	83	0	0	50	3	134	
%	74.0%	0.0%	26.0%	0.0%	0.0%	0.0%	0.0%	0.0%	44.0%	26.0%	0.0%	0.0%		
In/Out	OUT	-	OUT	-	-	-	-	-	IN	IN	-	-		
Volume	116	0	41	0	0	0	0	0	116	41	0	0	314	
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	0.0%	12.0%	0.0%	49.0%	12.0%	38.0%	38.0%	8.0%	0.0%	0.0%	0.0%	49.0%		
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		
Volume	0	20	0	96	24	66	64	0	0	0	0	80	270	
Subtotal	116	20	41	98	24	66	64	83	116	41	50	82	726	
Total	116	20	41	647	24	222	467	788	116	63	944	530	3517	

Project Name	Trips In	Trips Out
Publix at Indrio	-	-
	96	79
Indrio & I-95		
	237	147
Indrio & I-95 Gas Station		
	157	157
Cabo Rio RV Resort		
	35	19
Indrio Groves (25%)		
	194	114

	Trips In	Trips Out
Northwest:	86	75
Southeast:	71	56
Retail:	685	610
Northeast:	86	74

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Emerson Ave
E/W STREET: Indrio Road
CONTROL: Signalized
FILENAME: Eschner Farms
COUNT DATE: 5/11/2023
DAY: Wednesday
CITY: St Lucie
REPORT DATE: 5/12/2023
ANALYSIS YEAR: 2027
Future Total

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15	0	0	0	16	0	22	31	101	0	0	106	11	287	1445
7:15-7:30	0	0	0	18	0	25	37	111	0	1	162	20	354	1530
7:30-7:45	0	0	0	25	0	36	20	113	0	0	190	25	409	1611
7:45-8:00	0	1	0	36	0	27	38	134	0	0	180	19	415	1581
8:00-8:15	0	0	0	29	0	36	20	115	0	0	169	23	392	1489
8:15-8:30	0	0	0	34	0	27	20	132	0	0	145	37	395	
8:30-8:45	1	0	0	30	0	30	14	152	0	0	125	27	379	
8:45-9:00	0	0	0	32	0	23	33	123	0	0	115	18	323	

AM PEAK HOUR IS FROM: 7:30 AM TO 8:30AM

Volumes	0	1	0	124	0	126	78	494	0	0	584	104	1611
Season Factor	0	1	0	130	0	132	82	519	0	0	708	109	1692
Growth	0	1	0	135	0	138	85	540	0	0	747	114	1760
In/Out	-	-	-	-	-	IN	OUT	OUT	-	-	IN	-	-
Percentage	0%	0%	0%	0%	0%	5%	5%	45%	0%	0%	40%	0%	
PROJECT	0	0	0	0	0	17	26	239	0	0	152	0	434
Total	0	1	0	135	0	154	111	779	0	0	900	114	2194

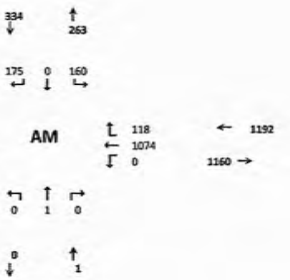
Peak Hour Factor: 0.97
Seasonal Factor: 1.05
Growth Rate: 1.01
Years Grown: 4

Trips In: 331 Trips Out: 519

Other Projects

Percentage	0%	0%	0%	45%	0%	0%	5%	20%	0%	0%	60%	5%	
In/Out	-	-	-	OUT	-	-	OUT	OUT	-	-	IN	IN	
Volume	0	0	0	24	0	0	3	11	0	0	39	3	79
%	0%	0%	0%	0%	0%	5%	5%	50%	0%	0%	50%	0%	
In/Out	-	-	-	-	-	IN	OUT	OUT	-	-	IN	-	
Volume	0	0	0	0	0	7	13	130	0	0	62	0	0
%	0%	0%	0%	0%	0%	3%	3%	11%	0%	0%	12%	0%	
In/Out	-	-	-	-	-	IN	OUT	OUT	-	-	IN	-	
Volume	0	0	0	0	0	6	6	21	0	0	21	0	0
%	0%	0%	0%	4%	0%	0%	0%	41%	0%	0%	41%	4%	
In/Out	-	-	-	IN	-	-	-	IN	-	-	OUT	OUT	
Volume	0	0	0	1	0	0	0	6	0	0	11	1	0
%	0%	0%	0%	0%	0%	0%	6%	20%	0%	0%	20%	0%	
In/Out	-	-	-	-	-	IN	OUT	OUT	-	-	IN	-	
Volume	0	0	0	0	0	8	12	55	0	0	38	0	0
Subtotal	0	0	0	24	0	37	59	460	0	0	327	4	513
Total	0	1	0	160	0	175	144	1000	0	0	1074	118	2273

Project Name	Trips In	Trips Out
Publix at Indrio	65	53
Indrio & I-95	133	258
Indrio & I-95 Gas Station	187	187
Cabo Rio RV Resort	15	37
Indrio Groves (25%)	135	195



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Indrio Rd & Emerson Ave
Future Total

15 Min Period lanes	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15	0	0	0	28	1	21	45	60	0	0	103	40	298	1269
4:15-4:30	0	0	0	29	0	18	35	87	1	0	109	31	310	1354
4:30-4:45	0	0	0	16	0	28	53	106	0	0	104	29	336	1445
4:45-5:00	0	0	0	12	0	25	45	97	0	0	112	34	325	1476
5:00-5:15	0	0	0	16	0	19	35	122	0	0	162	29	383	1424
5:15-5:30	0	0	0	36	1	21	44	135	0	0	160	24	401	
5:30-5:45	0	0	1	25	0	12	27	125	0	0	148	29	367	
5:45-6:00	0	0	0	19	0	15	24	109	0	0	134	22	323	

PM PEAK HOUR IS FROM: 4:45PM TO 5:45PM

Volumes	0	0	1	80	1	77	151	459	0	0	582	116	1476
Season Factor	0	0	1	93	1	81	159	482	0	0	611	122	1550
Growth	0	0	1	97	1	84	165	502	0	0	636	127	1613
In/Out	-	-	-	-	-	IN	OUT	OUT	-	-	IN	-	-
Percentage	0%	0%	0%	0%	0%	5%	5%	45%	0%	0%	49%	0%	0%
PROJECT	0	0	0	0	0	41	35	318	0	0	375	0	769
Total	0	0	1	97	1	125	200	819	0	0	1011	127	2385

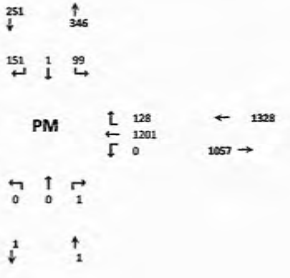
Peak Hour Factor: 0.92
Seasonal Factor: 1.05
Growth Rate: 1.01
Years Grown: 4

Trips In: 816 Trips Out: 651

Other Projects

%	0%	0%	0%	45%	0%	0%	5%	20%	0%	0%	60%	5.0%	
In/Out	-	-	-	OUT	-	-	OUT	OUT	-	-	IN	IN	
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0
%	0%	0%	0%	0%	0%	5%	5%	50%	0%	0%	50%	0.0%	
In/Out	-	-	-	-	-	IN	OUT	OUT	-	-	IN	-	
Volume	0	0	0	0	0	12	7	74	0	0	119	0	211
%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	3.0%	11.0%	0.0%	0.0%	11.0%	0.0%	
In/Out	-	-	-	-	-	IN	OUT	OUT	-	-	IN	-	
Volume	0	0	0	0	0	5	5	17	0	0	17	0	44
%	0.0%	0.0%	0.0%	4.0%	0.0%	0.0%	0.0%	41.0%	0.0%	0.0%	41.0%	4.0%	
In/Out	-	-	-	IN	-	-	-	IN	-	-	OUT	OUT	
Volume	0	0	0	1	0	0	0	15	0	0	8	1	25
%	0.0%	0.0%	0.0%	0.0%	0.0%	6.0%	6.0%	28.0%	0.0%	0.0%	28.0%	0.0%	
In/Out	-	-	-	-	-	IN	OUT	OUT	-	-	IN	-	
Volume	0	0	0	0	0	16	7	32	0	0	46	0	94
Subtotal	0	0	0	1	0	67	53	455	0	0	565	1	1143
Total	0	0	1	99	1	151	218	957	0	0	1201	128	2756

Project Name	Trips In	Trips Out
Publix at Indrio	36	19
Indrio & I-95	237	147
Indrio & I-95 Gas Station	157	157
Cabo Rio RV Resort	36	19
Indrio Groves (25%)	184	114

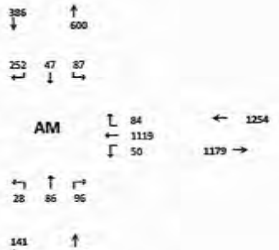


TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Johnston Road
E/W STREET: Indio Road
FILENAME: Reduce Fores
COUNT DATE: 5/11/2023
DAY: Thursday
CITY: St Lucie
REPORT DATE: 5/12/2023
ANALYSIS YEAR: 2027
Future Total
CONTROL: Signalized

15 Min Period	Northbound NBL	Northbound NBT	Northbound NBR	Southbound SBL	Southbound SBT	Southbound SBR	Eastbound EBL	Eastbound EBT	Eastbound EBR	Westbound WBL	Westbound WBT	Westbound WBR	TOTAL	ONE HOUR SUM
7:00-7:15	4	13	6	13	7	11	51	93	11	13	107	11	330	1897
7:15-7:30	3	18	7	17	6	15	74	102	9	13	172	14	470	2032
7:30-7:45	8	22	7	18	9	45	89	109	9	15	209	15	558	2013
7:45-8:00	5	17	6	24	12	16	74	119	8	8	178	22	509	1811
8:00-8:15	7	22	7	19	16	28	53	110	9	10	166	22	485	1796
8:15-8:30	5	25	5	24	15	43	43	116	10	10	144	12	452	
8:30-8:45	5	28	6	39	14	34	56	122	8	4	124	16	456	
8:45-9:00	8	22	7	26	13	32	45	97	8	7	114	15	394	
AM PEAK HOUR IS FROM:			7:15AM TO 8:15AM											
Volumes	23	79	27	78	43	160	290	440	35	46	715	74	2022	
Season Factor	24	83	28	82	45	168	305	462	37	48	751	80	2123	
Growth	25	88	30	85	47	175	317	481	38	50	782	83	2209	
In/Out	-	-	IN	-	-	IN	OUT	OUT	-	-	IN	-	-	
Percentage	0%	0%	20%	0%	0%	82%	10%	51%	0%	0%	51%	0%		
PROJECT	0	0	66	0	0	33	52	265	0	0	159	0	585	
Total	25	86	96	85	47	208	369	745	38	50	941	83	2794	
Other Projects														
Percentage	0%	0%	0%	2%	0%	0%	0%	1%	0%	0%	1%	2%		
In/Out	-	-	-	IN	-	-	-	IN	-	-	OUT	OUT		
PROJECT	0	0	0	1	0	0	0	5	0	0	4	1	0	
%	2%	0%	0%	0%	0%	0%	0%	55%	2%	0%	55%	0%		
In/Out	IN	-	-	-	-	IN	OUT	OUT	OUT	-	IN	-		
Volume	1	0	0	0	0	11	11	142	5	0	73	0	0	
%	0%	0%	0%	0%	0%	10%	10%	16%	0%	0%	11%	0%		
In/Out	-	-	-	-	-	IN	OUT	OUT	-	-	IN	-		
Volume	0	0	0	0	0	19	20	20	0	0	20	0	0	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	0%	0%	0%	0%	0%	11%	11%	10%	0%	0%	10%	0%		
In/Out	-	-	-	-	-	IN	OUT	OUT	-	-	IN	-		
Volume	0	0	0	0	0	15	21	14	0	0	51	0	0	
Subtotal	1	0	66	1	0	77	113	516	5	0	327	1	585	
Total	26	86	96	87	47	252	430	997	43	50	1119	84	2794	

Project Name	Trips In	Trips Out
Publix at Indio	45	53
Indio & I-95	133	258
Indio & I-95 Gas Station	187	257
Cabo Rio RV Resort	15	27
Indio Groves (25%)	125	185



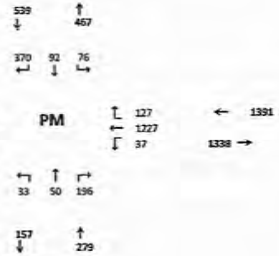
PHF: 0.91
Seasonal Factor: 1.05
Growth Rate: 1.01
Years Grown: 4
Trips In: 381
Trips Out: 519

E-57

Indio Rd & Johnston Rd
Future Total

15 Min Period	Northbound NBL	Northbound NBT	Northbound NBR	Southbound SBL	Southbound SBT	Southbound SBR	Eastbound EBL	Eastbound EBT	Eastbound EBR	Westbound WBL	Westbound WBT	Westbound WBR	TOTAL	ONE HOUR SUM
4:00-4:15	4	10	6	12	16	58	52	86	5	10	93	12	363	1626
4:15-4:30	5	9	7	14	14	62	47	91	5	5	92	23	374	1751
4:30-4:45	7	9	7	16	19	72	45	135	6	6	100	19	441	1856
4:45-5:00	6	10	4	21	22	63	55	115	7	5	117	25	448	1870
5:00-5:15	7	13	10	20	22	56	45	135	4	12	132	33	429	1814
5:15-5:30	9	10	8	11	20	46	38	135	7	8	154	30	480	
5:30-5:45	6	13	8	18	20	51	28	127	5	9	140	28	453	
5:45-6:00	5	10	9	13	17	43	34	116	6	9	105	22	382	
PM PEAK HOUR IS FROM:			4:45PM TO 5:45PM											
Volumes	26	46	30	70	84	216	186	516	23	34	543	116	1870	
Season Factor	27	48	32	74	88	227	174	542	24	36	570	122	1964	
Growth	28	50	33	76	92	236	181	564	25	37	593	127	2043	
In/Out	-	-	IN	-	-	IN	OUT	OUT	-	-	IN	-	-	
Percentage	0%	0%	20%	0%	0%	82%	10%	51%	0%	0%	51%	0%	0%	
PROJECT	0	0	163	0	0	82	63	352	0	0	416	0	1052	
Total	28	50	196	76	92	318	250	916	25	37	1009	127	3126	
Other Projects														
%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	2.0%		
In/Out	-	-	-	IN	-	-	-	IN	-	-	OUT	OUT		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	2%	0%	0%	0%	0%	0%	0%	55%	2%	0%	55%	0.0%		
In/Out	IN	-	-	-	-	IN	OUT	OUT	OUT	-	IN	-		
Volume	5	0	0	0	0	19	12	31	3	0	130	0	250	
%	0.0%	0.0%	0.0%	0.0%	0.0%	10.0%	10.0%	16.0%	0.0%	0.0%	16.0%	0.0%		
In/Out	-	-	-	-	-	IN	OUT	OUT	-	-	IN	-		
Volume	0	0	0	0	0	16	16	25	0	0	25	0	83	
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	0.0%	0.0%	0.0%	0.0%	0.0%	11.0%	11.0%	16.0%	0.0%	0.0%	36.0%	0.0%		
In/Out	-	-	-	-	-	IN	OUT	OUT	-	-	IN	-		
Volume	0	0	0	0	0	19	13	43	0	0	62	0	136	
Subtotal	5	0	163	0	0	134	109	502	3	0	634	0	1550	
Total	33	50	196	76	92	370	290	1065	28	37	1227	127	3593	

Project Name	Trips In	Trips Out
Publix at Indio	35	19
Indio & I-95	237	147
Indio & I-95 Gas Station	157	113
Cabo Rio RV Resort	26	19
Indio Groves (25%)	164	114



PHF: 0.96
Seasonal Factor: 1.05
Growth Rate: 1.01
Years Grown: 4
Trips In: 816
Trips Out: 691

TURNING MOVEMENT VOLUME COUNTS

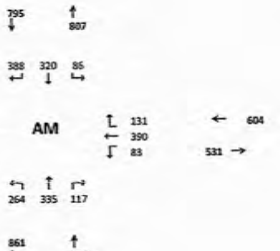
N/S STREET: Kings Hwy
E/W STREET: Indio Road
CONTROL: Signalized
FILENAME: Redhawk Farms
COUNT DATE: 5/11/2023
DAY: Thursday
CITY: St Lucie
REPORT DATE: 5/12/2023
ANALYSIS YEAR: 2027
Future Total

15 Min Period	Northbound NBL	Northbound NBT	Northbound NBR	Southbound SBL	Southbound SBT	Southbound SBR	Eastbound EBL	Eastbound EBT	Eastbound EBR	Westbound WBL	Westbound WBT	Westbound WBR	TOTAL	ONE HOUR SUM
7:00-7:15	34	75	11	11	53	55	32	45	46	10	53	23	445	2120
7:15-7:30	41	94	21	18	78	66	35	36	53	13	65	19	534	2275
7:30-7:45	43	77	24	19	62	79	43	47	62	17	62	27	551	2299
7:45-8:00	34	67	25	19	68	85	37	36	72	20	66	38	577	2260
8:00-8:15	39	83	20	23	83	54	46	52	84	19	79	31	633	2189
8:15-8:30	40	76	24	16	76	45	42	48	77	18	78	24	558	
8:30-8:45	39	67	28	19	68	38	40	42	71	11	65	24	512	
8:45-9:00	32	66	23	17	55	49	28	46	55	14	58	23	466	
AM PEAK HOUR IS FROM:				7:30 AM TO 8:30AM										
Volumes	156	303	103	79	291	255	168	178	265	74	277	120	2239	
Season Factor	164	318	108	83	306	268	176	187	310	78	291	126	2424	
Growth	170	330	113	86	318	279	184	194	322	81	303	131	2512	
In/Out	IN	-	-	-	-	IN	OUT	OUT	OUT	-	IN	-	-	
Percentage	13%	0%	0%	0%	0%	20%	20%	13%	13%	0%	13%	0%		
PROJECT	43	0	0	0	0	66	104	67	67	0	43	0	391	
Total	213	330	113	86	318	345	287	262	390	81	346	131	2903	
Other Projects														
Percentage	15%	0%	0%	0%	0%	30%	30%	15%	15%	0%	15%	0%		
In/Out	IN	-	-	-	-	IN	OUT	OUT	OUT	-	IN	-		
PROJECT	33	0	0	0	0	20	35	9	8	0	10	0	0	
%	30%	0%	0%	0%	0%	11%	11%	15%	20%	0%	15%	0%		
In/Out	IN	-	-	-	-	IN	OUT	OUT	OUT	-	IN	-		
Volume	27	0	0	0	0	15	28	49	52	0	25	0	0	
%	1%	0%	0%	0%	0%	5%	5%	5%	1%	0%	5%	0%		
In/Out	IN	-	-	-	-	IN	OUT	OUT	OUT	-	IN	-		
Volume	2	0	0	0	0	5	5	5	2	0	5	0	0	
%	45%	15%	15%	0%	15%	0%	0%	0%	45%	25%	0%	0%		
In/Out	OUT	OUT	OUT	-	IN	-	-	-	IN	IN	-	-		
Volume	12	4	4	0	2	0	0	0	7	2	0	0	0	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
Subtotal	93	4	4	0	2	110	158	134	136	2	87	0	391	
Total	264	335	117	86	320	388	341	328	458	83	390	131	2903	

PHF: 0.94
Seasonal Factor: 1.05
Growth Rate: 1.01
Years Grown: 4

Trips In: 331
Trips Out: 519

Project Name	Trips In	Trips Out
Publix at Indio	45	53
Indio & I-95	133	259
Indio & I-95 Gas Station	187	187
Cabo Rio RV Resort	25	27
Indio Groves (25%)	135	195



E-67

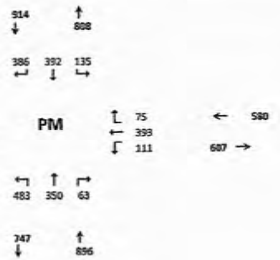
Indio Rd & Kings Hwy
Future Total

15 Min Period Times	Northbound NBL	Northbound NBT	Northbound NBR	Southbound SBL	Southbound SBT	Southbound SBR	Eastbound EBL	Eastbound EBT	Eastbound EBR	Westbound WBL	Westbound WBT	Westbound WBR	TOTAL	ONE HOUR SUM
4:00-4:15	74	68	7	24	67	36	50	33	18	20	54	18	469	2057
4:15-4:30	58	87	10	22	55	33	56	40	27	18	43	18	502	2099
4:30-4:45	63	80	15	24	96	40	63	42	37	24	49	12	535	2253
4:45-5:00	83	95	11	34	63	53	53	61	35	21	55	21	551	2246
5:00-5:15	77	78	16	30	80	68	44	56	22	23	54	17	571	2130
5:15-5:30	69	65	13	26	89	36	41	70	33	29	56	19	556	
5:30-5:45	75	59	12	30	80	45	28	64	33	31	48	19	528	
5:45-6:00	70	52	10	25	75	38	26	64	25	27	40	23	475	
PM PEAK HOUR IS FROM:				4:30 PM TO 5:30PM										
Volumes	292	318	55	124	354	173	201	219	97	97	214	69	2253	
Season Factor	307	334	58	130	372	182	211	272	102	102	225	72	2366	
Growth	310	347	60	135	387	189	320	283	106	106	234	75	2462	
In/Out	IN	-	-	-	-	IN	OUT	OUT	OUT	-	IN	-	-	
Percentage	13%	0%	0%	0%	0%	20%	20%	13%	13%	0%	13%	0%	0%	
PROJECT	106	0	0	0	0	163	138	90	90	0	106	0	693	
Total	425	347	60	135	387	352	358	373	196	106	340	75	3155	
Other Projects														
%	15%	0%	0%	0%	0%	30%	30%	15%	15%	0%	15%	0.0%		
In/Out	IN	-	-	-	-	IN	OUT	OUT	OUT	-	IN	-		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	20%	0%	0%	0%	0%	11%	11%	19%	30%	0%	19%	0.0%		
In/Out	IN	-	-	-	-	IN	OUT	OUT	OUT	-	IN	-		
Volume	47	0	0	0	0	25	36	28	25	0	45	0	102	
%	1.0%	0.0%	0.0%	0.0%	0.0%	5.0%	5.0%	5.0%	1.0%	0.0%	5.0%	0.0%		
In/Out	IN	-	-	-	-	IN	OUT	OUT	OUT	-	IN	-		
Volume	3	0	0	0	0	5	8	5	2	0	8	0	35	
%	45.0%	15.0%	15.0%	0.0%	15.0%	0.0%	0.0%	0.0%	45.0%	15.0%	0.0%	0.0%		
In/Out	OUT	OUT	OUT	-	IN	-	-	-	IN	IN	-	-		
Volume	9	3	3	0	5	0	0	0	16	5	0	0	41	
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
Subtotal	164	3	3	0	5	197	162	126	137	5	159	0	961	
Total	483	350	63	135	392	386	382	409	243	131	393	75	3423	

PHF: 0.95
Seasonal Factor: 1.05
Growth Rate: 1.01
Years Grown: 4

Trips In: 826
Trips Out: 691

Project Name	Trips In	Trips Out
Publix at Indio	36	19
Indio & I-95	237	147
Indio & I-95 Gas Station	157	157
Cabo Rio RV Resort	35	19
Indio Groves (25%)	264	124



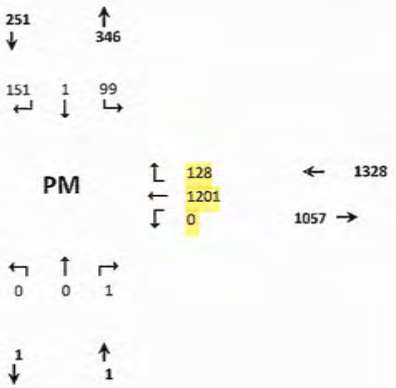
C:\... - TMC - Indio & Kings - EX - SO - FT - 6.13.23

6/13/2023

TURNING MOVEMENT VOLUME COUNTS

Indrio Rd & Emerson Ave
Future Total

15 Min Period lanes	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15	0	0	0	28	1	21	45	60	0	0	103	40	298	1269
4:15-4:30	0	0	0	29	0	18	35	87	1	0	109	31	310	1354
4:30-4:45	0	0	0	16	0	28	53	106	0	0	104	29	336	1445
4:45-5:00	0	0	0	12	0	25	45	97	0	0	112	34	325	1476
5:00-5:15	0	0	0	16	0	19	35	122	0	0	162	29	383	1474
5:15-5:30	0	0	0	36	1	21	44	115	0	0	160	24	401	
5:30-5:45	0	0	1	25	0	12	27	125	0	0	148	29	367	
5:45-6:00	0	0	0	19	0	15	24	109	0	0	134	22	323	
PM PEAK HOUR IS FROM:			4:45PM TO 5:45PM											
Volumes	0	0	1	89	1	77	151	459	0	0	582	116	1476	
Season Factor	0	0	1	93	1	81	159	482	0	0	611	122	1550	
Growth	0	0	1	97	1	84	165	502	0	0	636	127	1613	
In/Out	-	-	-	-	-	IN	OUT	OUT	-	-	IN	-	-	
Percentage	0%	0%	0%	0%	0%	5%	5%	46%	0%	0%	46%	0%	0%	
PROJECT	0	0	0	0	0	41	35	318	0	0	375	0	769	
Total	0	0	1	97	1	125	200	819	0	0	1011	127	2381	
Other Projects														
%	0%	0%	0%	45%	0%	0%	5%	20%	0%	0%	60%	5.0%		
In/Out	-	-	-	OUT	-	-	OUT	OUT	-	-	IN	IN		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	0%	0%	0%	0%	0%	5%	5%	50%	0%	0%	50%	0.0%		
In/Out	-	-	-	-	-	IN	OUT	OUT	-	-	IN	-		
Volume	0	0	0	0	0	12	7	74	0	0	119	0	211	
%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	3.0%	11.0%	0.0%	0.0%	11.0%	0.0%		
In/Out	-	-	-	-	-	IN	OUT	OUT	-	-	IN	-		
Volume	0	0	0	0	0	5	5	17	0	0	17	0	44	
%	0.0%	0.0%	0.0%	4.0%	0.0%	0.0%	0.0%	41.0%	0.0%	0.0%	41.0%	4.0%		
In/Out	-	-	-	IN	-	-	-	IN	-	-	OUT	OUT		
Volume	0	0	0	1	0	0	0	15	0	0	8	1	25	
%	0.0%	0.0%	0.0%	0.0%	0.0%	6.0%	6.0%	28.0%	0.0%	0.0%	28.0%	0.0%		
In/Out	-	-	-	-	-	IN	OUT	OUT	-	-	IN	-		
Volume	0	0	0	0	0	10	7	32	0	0	46	0	94	
Subtotal	0	0	0	1	0	67	53	455	0	0	565	1	1143	
Total	0	0	1	99	1	151	218	957	0	0	1201	128	2756	



PHF: 0.92
Seasonal Factor 1.05
Growth Rate 1.01
Years Grown 4

Trips In	Trips Out
816	691

	Trips In	Trips Out
Publix at Indrio	36	19
Indrio & I-95	237	147
Indrio & I-95 Gas Station	157	157
Cabo Rio RV Resort	36	19
Indrio Groves (25%)	164	114

D-5

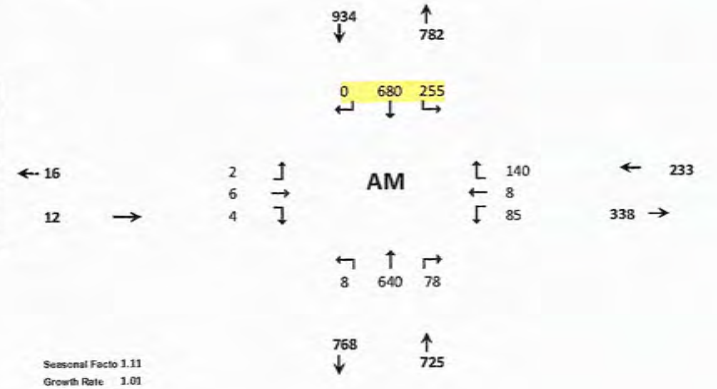
TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Kings Hwy | E/W STREET: St. Lucie Blvd | CONTROL: Signalized
FILENAME: Drawdy Angle Road Residential
COUNT DATE: 12/2/2021 | DAY: Wednesday | CITY: St Lucie
REPORT DATE: 3/1/2022 | ANALYSIS YEAR: 2027 | With Project

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15	0	67	11	58	101	0	0	1	1	7	0	29	275	1152
7:15-7:30	0	61	8	59	88	1	0	1	4	7	1	33	263	1149
7:30-7:45	1	94	8	59	87	0	1	1	1	7	1	19	279	1153
7:45-8:00	3	99	14	58	110	0	0	1	1	8	1	40	335	1146
8:00-8:15	1	94	7	51	73	0	0	1	0	12	3	30	272	1029
8:15-8:30	2	74	10	48	91	0	1	2	1	6	2	30	267	
8:30-8:45	5	73	7	46	100	0	1	0	0	10	2	28	272	
8:45-9:00	2	63	18	45	66	1	0	0	1	4	0	18	218	
AM PEAK HOUR IS FROM:			7:30 AM TO 8:30AM											
Volumes	7	361	39	216	361	0	2	5	3	33	7	119	1153	
Season Factor	8	401	43	240	401	0	2	6	3	37	8	132	1280	
Growth	8	425	46	255	425	0	2	6	4	39	8	140	1359	
In/Out	-	IN	-	-	OUT	-	-	-	-	-	-	-		
Percentage	0%	13%	0%	0%	13%	0%	0%	0%	0%	0%	0%	0%	0%	
PROJECT	0	43	0	0	67	0	0	0	0	0	0	0	111	
Total	8	468	46	255	493	0	2	6	4	39	8	140	1469	
Other Projects														
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-		
Percentage	0%	10%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%		
Volume	0	22	0	0	8	0	0	0	0	0	0	0	30	
In/Out	-	OUT	OUT	-	IN	-	-	-	-	IN	-	-		
Percentage	0%	15%	10%	0%	15%	0%	0%	0%	0%	10%	0%	0%		
Volume	0	18	12	0	59	0	0	0	0	39	0	0	128	
%	0%	15%	10%	0%	15%	0%	0%	0%	0%	10%	0%	0%		
In/Out	-	OUT	OUT	-	IN	-	-	-	-	IN	-	-		
Volume	0	30	20	0	10	0	0	0	0	7	0	0	66	
%	0.0%	5.0%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-		
Volume	0	2	0	0	7	0	0	0	0	0	0	0	9	
%	0.0%	3.0%	0.0%	0.0%	3.0%	0.0%	0%	0%	0.0%	0.0%	0.0%	0.0%		
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-		
Volume	0	5	0	0	1	0	0	0	0	0	0	0	6	
%	0.0%	2.0%	0.0%	0.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-		
Volume	0	4	0	0	1	0	0	0	0	0	0	0	5	
%	0.0%	10.0%	0.0%	0.0%	10.0%	0.0%	0%	0%	0.0%	0.0%	0.0%	0.0%		
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-		
Volume	0	6	0	0	6	0	0	0	0	0	0	0	13	
%	0.0%	18.0%	0.0%	0.0%	18.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-		
Volume	0	61	0	0	62	0	0	0	0	0	0	0	123	
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%	0%	0.0%	0.0%	0.0%	0.0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	0.0%	8.0%	0.0%	0.0%	8.0%	0.0%	0%	0%	0.0%	0.0%	0.0%	0.0%		
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-		
Volume	0	4	0	0	16	0	0	0	0	0	0	0	21	
%	0.0%	3.0%	0.0%	0.0%	3.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-		
Volume	0	3	0	0	1	0	0	0	0	0	0	0	4	
%	0.0%	35.0%	0.0%	0.0%	35.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-		
Volume	0	16	0	0	16	0	0	0	0	0	0	0	32	
Subtotal	0	714	32	0	254	0	0	0	0	46	0	0	546	
Total	8	640	78	255	680	0	2	6	4	85	8	140	1905	

Seasonal Facto 1.11
Growth Rate 1.01
Years Growth 6
PHF: 0.86
Trips In 331 | Trips Out 519

	Trips In	Trips Out
Sunnyland	75	223
KRE	393	117
Pineapple Grove	66	199
St. Lucie Commerce Center (25%)	141	31
Whispering Oaks	45	167
Behl Creek (50%)	62	186
Wawa Kings	63	64
Kings Highway Warehouse	342	341
Kings Highway Commerce Park\ White Parcel	463	114
Walsh Crossroads	7	5
Stone Mont	203	56
Celebration Pointe (25%)	30	96
7-11 Angle	45	46



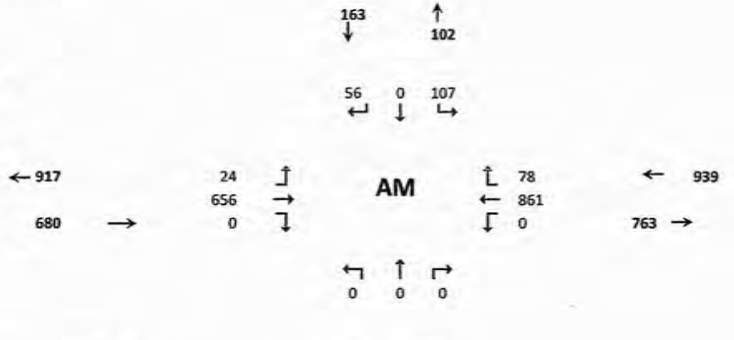
D-9

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Koblegard Rd
E/W STREET: Indrio Road
CONTROL: Signalized
FILENAME: Bedner Farms
COUNT DATE: 10/5/2022
DAY: Wednesday
CITY: St Lucie
REPORT DATE: 10/6/2022
ANALYSIS YEAR: 2022
Existing

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15	0	0	0	18	0	13	6	135	0	0	140	11	323	1583
7:15-7:30	0	0	0	24	0	16	5	151	0	0	183	17	396	1714
7:30-7:45	0	0	0	27	0	13	8	165	0	0	209	17	439	1695
7:45-8:00	0	0	0	24	0	10	6	155	0	0	210	20	425	1594
8:00-8:15	0	0	0	28	0	15	4	160	0	0	226	21	454	1442
8:15-8:30	0	0	0	34	0	16	10	131	0	0	169	17	377	
8:30-8:45	0	0	0	20	0	12	4	146	0	0	144	12	338	
8:45-9:00	0	0	0	20	0	16	7	107	0	0	108	15	273	
AM PEAK HOUR IS FROM:	7:15AM TO 8:15AM													
Volumes	0	0	0	103	0	54	23	631	0	0	828	75	1714	
Season Factor	0	0	0	107	0	56	24	656	0	0	861	78	1783	
Growth	0	0	0	107	0	56	24	656	0	0	861	78	1783	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	107	0	56	24	656	0	0	861	78	1783	

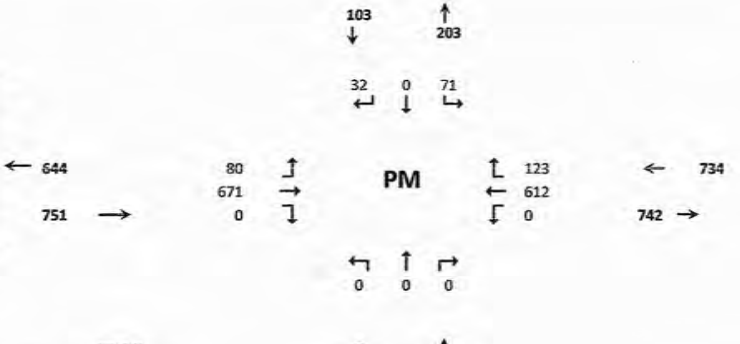
PHF: 0.94
Seasonal Factor: 1.04
Growth Rate: 1.0246
Years Grown: 0
Trips In: 0 Trips Out: 0



Indrio Rd & Koblegard Rd
Existing

15 Min Period lanes	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15	0	0	0	14	0	6	17	129	0	0	118	38	322	1331
4:15-4:30	0	0	0	15	0	3	16	139	0	0	127	17	317	1388
4:30-4:45	0	0	0	16	0	6	18	135	0	0	128	26	329	1489
4:45-5:00	0	0	0	13	0	8	20	149	0	0	146	27	363	1527
5:00-5:15	0	0	0	19	0	7	21	152	0	0	146	34	379	1512
5:15-5:30	0	0	0	17	0	9	17	180	0	0	154	41	418	
5:30-5:45	0	0	0	19	0	7	19	164	0	0	142	16	367	
5:45-6:00	0	0	0	13	0	8	19	146	0	0	138	24	348	
PM PEAK HOUR IS FROM:	4:45PM TO 5:45PM													
Volumes	0	0	0	68	0	31	77	645	0	0	588	118	1527	
Season Factor	0	0	0	71	0	32	80	671	0	0	612	123	1588	
Growth	0	0	0	71	0	32	80	671	0	0	612	123	1588	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	71	0	32	80	671	0	0	612	123	1588	

PHF: 0.91
Seasonal Factor: 1.04
Growth Rate: 1.0246
Years Grown: 0
Trips In: Trips Out:

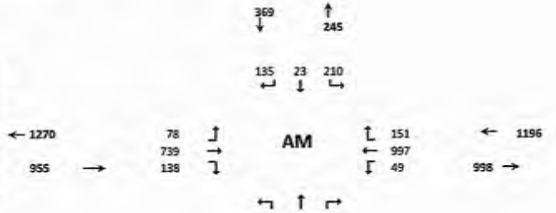


E-20

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Kohlegard Rd
FILENAME: Bodner Farms
COUNT DATE: 10/5/2022
REPORT DATE: 10/6/2022
E/W STREET: Indrio Road
DAY: Wednesday
CITY: St Lucie
ANALYSIS YEAR: 2027
Background
CONTROL: Signalized

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15	0	0	0	18	0	13	6	135	0	0	140	31	323	1583
7:15-7:30	0	0	0	24	0	16	5	151	0	0	183	17	396	1714
7:30-7:45	0	0	0	27	0	13	8	165	0	0	209	17	439	1695
7:45-8:00	0	0	0	24	0	10	6	155	0	0	210	20	425	1594
8:00-8:15	0	0	0	28	0	15	4	160	0	0	225	21	454	1442
8:15-8:30	0	0	0	34	0	16	10	131	0	0	169	17	377	
8:30-8:45	0	0	0	20	0	12	4	146	0	0	144	12	338	
8:45-9:00	0	0	0	20	0	16	7	107	0	0	108	15	273	



AM PEAK HOUR IS FROM: 7:15AM TO 8:15AM

Volumes	0	0	0	103	0	54	23	631	0	0	828	75	1714
Season Factor	0	0	0	107	0	56	24	656	0	0	861	78	1783
Growth	0	0	0	113	0	59	25	690	0	0	905	82	1873
In/Out	-	-	-	-	-	-	-	-	-	-	-	-	
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	113	0	59	25	690	0	0	905	82	1873

PHF: 0.94
Seasonal Factor: 1.04
Growth Rate: 1.01
Years Grown: 5
Trips In: 0 Trips Out: 0

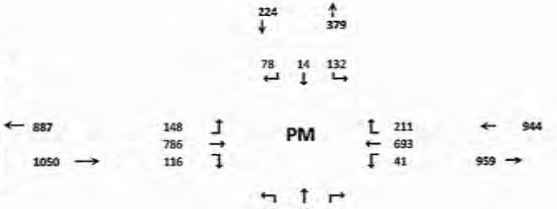
Other Projects														
Percentage	0%	0%	0%	1%	0%	0%	0%	7%	0%	0%	7%	1%		
In/Out	-	-	-	IN	-	-	-	IN	-	-	OUT	OUT		
PROJECT	0	0	0	1	0	0	0	5	0	0	4	1	0	
%	0%	0%	0%	1%	0%	0%	0%	34%	0%	0%	34%	1%		
In/Out	-	-	-	IN	-	-	-	IN	-	-	OUT	OUT		
Volume	0	0	0	1	0	0	0	45	0	0	88	3	0	
%	74.0%	0.0%	26.0%	0.0%	0.0%	0.0%	0.0%	0.0%	74.0%	26.0%	0.0%	0.0%		
In/Out	OUT	-	OUT	-	-	-	-	-	IN	IN	-	-		
Volume	138	0	49	0	0	0	0	0	138	49	0	0	0	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	0%	12%	0%	45%	12%	35%	39%	0%	0%	0%	0%	49%		
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		
Volume	0	16	0	96	23	76	52	0	0	0	0	66	0	
Subtotal	138	16	49	98	23	76	52	50	138	49	92	69	0	
Total	138	16	49	210	23	135	78	739	138	49	997	151	1873	

Project Name	Trips In	Trips Out
Publix at Indrio	65	53
Indrio & I-95	133	259
Indrio & I-95 Gas Station	187	187
Cabo Rio RV Resort	15	27
Indrio Groves (25%)	135	195

E-22

Indrio Rd & Kohlegard Rd
Background

15 Min Period lanes	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15	0	0	0	14	0	6	17	129	0	0	118	38	322	1331
4:15-4:30	0	0	0	15	0	3	16	139	0	0	127	17	317	1388
4:30-4:45	0	0	0	16	0	6	18	135	0	0	128	26	329	1489
4:45-5:00	0	0	0	13	0	8	20	149	0	0	146	27	363	1527
5:00-5:15	0	0	0	19	0	7	21	152	0	0	140	34	379	1512
5:15-5:30	0	0	0	17	0	9	17	130	0	0	154	41	418	
5:30-5:45	0	0	0	19	0	7	19	164	0	0	142	16	367	
5:45-6:00	0	0	0	13	0	8	19	146	0	0	138	24	348	



PM PEAK HOUR IS FROM: 4:45PM TO 5:45PM

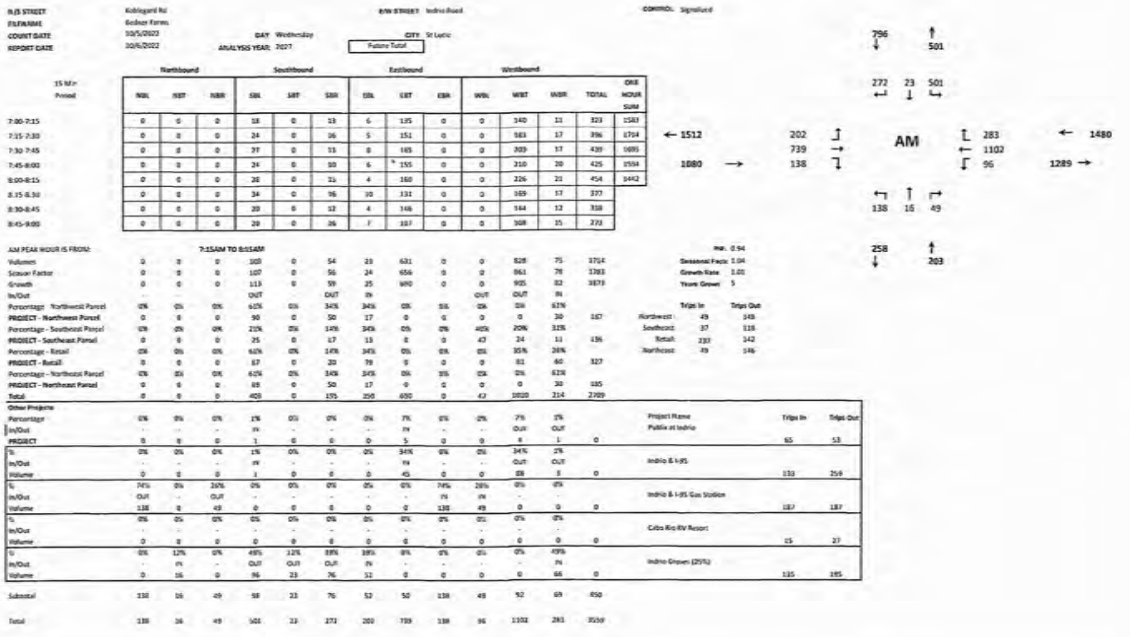
Volumes	0	0	0	68	0	31	77	645	0	0	588	118	1527
Season Factor	0	0	0	71	0	32	80	671	0	0	612	123	1588
Growth	0	0	0	74	0	34	84	705	0	0	643	129	1669
In/Out	-	-	-	-	-	-	-	-	-	-	-	-	
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	74	0	34	84	705	0	0	643	129	1669

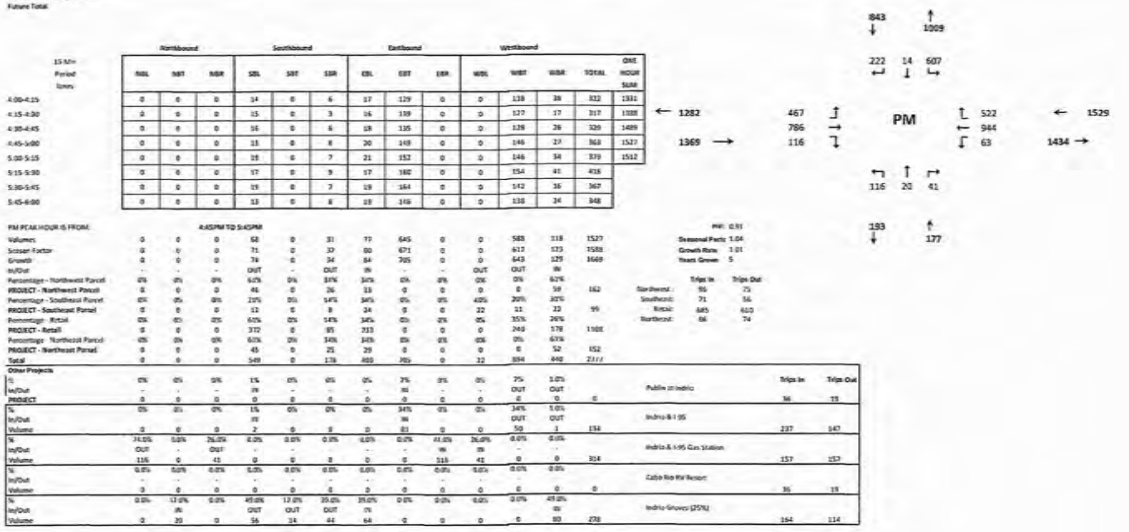
PHF: 0.91
Seasonal Factor: 1.04
Growth Rate: 1.01
Years Grown: 5
Trips In: Trips Out:

Other Projects														
%	0%	0%	0%	1%	0%	0%	0%	7%	0%	0%	7%	1.0%		
In/Out	-	-	-	IN	-	-	-	IN	-	-	OUT	OUT		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	0%	0%	0%	1%	0%	0%	0%	34%	0%	0%	34%	1.0%		
In/Out	-	-	-	IN	-	-	-	IN	-	-	OUT	OUT		
Volume	0	0	0	2	0	0	0	81	0	0	50	1	134	
%	74.0%	0.0%	26.0%	0.0%	0.0%	0.0%	0.0%	0.0%	74.0%	26.0%	0.0%	0.0%		
In/Out	OUT	-	OUT	-	-	-	-	-	IN	IN	-	-		
Volume	116	0	41	0	0	0	0	0	116	41	0	0	314	
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	0.0%	12.0%	0.0%	49.0%	12.0%	39.0%	39.0%	0.0%	0.0%	0.0%	0.0%	49.0%		
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		
Volume	0	20	0	56	14	44	64	0	0	0	0	80	278	
Subtotal	116	20	41	58	14	44	64	81	116	41	50	82	726	
Total	116	20	41	132	14	78	148	786	116	41	693	211	2395	

Project Name	Trips In	Trips Out
Publix at Indrio	38	19
Indrio & I-95	237	147
Indrio & I-95 Gas Station	157	157
Cabo Rio RV Resort	36	19
Indrio Groves (25%)	164	114

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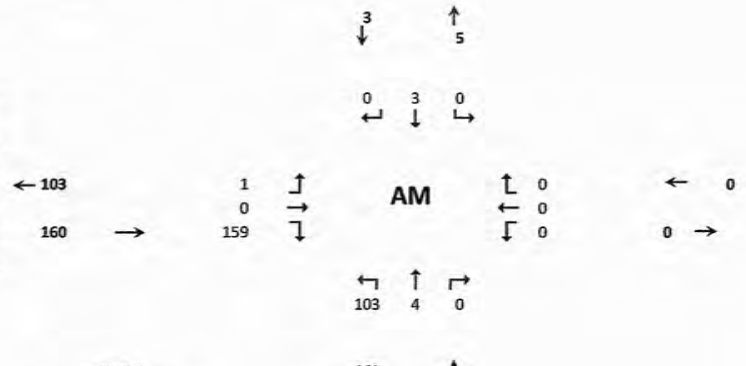




TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Koblegard Rd
E/W STREET: Spanish Lakes Blvd
CONTROL: Signalized
FILENAME: Bedner Farms
COUNT DATE: 10/5/2022
DAY: Wednesday
CITY: St Lucie
REPORT DATE: 10/6/2022
ANALYSIS YEAR: 2022
Existing

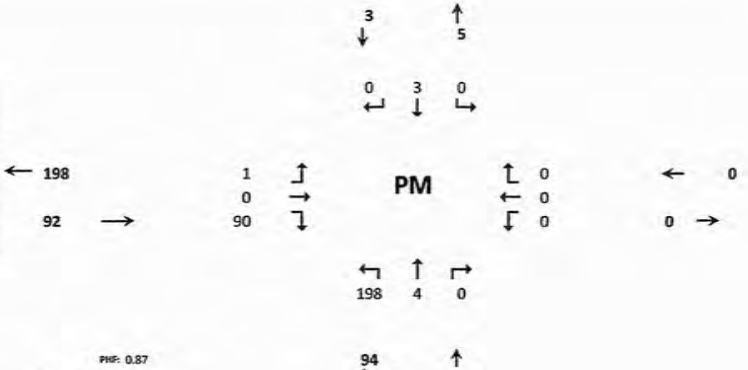
15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15	18	0	0	0	0	0	0	0	29	0	0	0	47	229
7:15-7:30	22	2	0	0	1	0	0	0	38	0	0	0	63	247
7:30-7:45	27	0	0	0	1	0	0	0	35	0	0	0	63	260
7:45-8:00	25	0	0	0	0	0	1	0	30	0	0	0	56	246
8:00-8:15	21	2	0	0	2	0	0	0	40	0	0	0	65	244
8:15-8:30	26	2	0	0	0	0	0	0	48	0	0	0	76	
8:30-8:45	17	1	0	0	2	0	0	0	29	0	0	0	49	
8:45-9:00	18	1	0	0	0	0	0	0	35	0	0	0	54	
AM PEAK HOUR IS FROM:	7:30 AM TO 8:30AM													
Volumes	99	4	0	0	3	0	1	0	153	0	0	0	260	
Season Factor	103	4	0	0	3	0	1	0	159	0	0	0	270	
Growth	103	4	0	0	3	0	1	0	159	0	0	0	270	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	103	4	0	0	3	0	1	0	159	0	0	0	270	



PHF: 0.86
Seasonal Factor: 1.04
Growth Rate: 1.0246
Years Grown: 0
Trips In: 0
Trips Out: 0

Koblegard Rd and Spanish Lakes Blvd
Existing

15 Min Period lanes	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15	48	0	0	0	1	0	1	0	17	0	0	0	67	245
4:15-4:30	33	2	0	0	0	0	0	0	17	0	0	0	52	255
4:30-4:45	41	0	0	0	1	0	0	0	20	0	0	0	62	285
4:45-5:00	41	3	0	0	1	0	0	0	19	0	0	0	64	282
5:00-5:15	52	1	0	0	1	0	0	0	23	0	0	0	77	278
5:15-5:30	56	0	0	0	0	0	1	0	25	0	0	0	82	
5:30-5:45	34	3	0	0	0	0	0	0	22	0	0	0	59	
5:45-6:00	40	1	0	0	0	0	0	0	19	0	0	0	60	
PM PEAK HOUR IS FROM:	4:30 PM TO 5:30PM													
Volumes	190	4	0	0	3	0	1	0	87	0	0	0	285	
Season Factor	198	4	0	0	3	0	1	0	90	0	0	0	296	
Growth	198	4	0	0	3	0	1	0	90	0	0	0	296	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	198	4	0	0	3	0	1	0	90	0	0	0	296	



PHF: 0.87
Seasonal Factor: 1.04
Growth Rate: 1.0246
Years Grown: 0
Trips In:
Trips Out:

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TURNING MOVEMENT VOLUME COUNTS

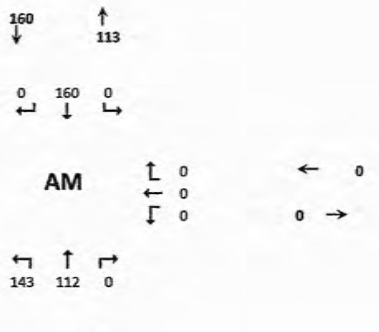
N/S STREET: Koblegard Rd
E/W STREET: Spanish Lakes Blvd
CONTROL: Signalized
FILENAME: Bedner Farms
COUNT DATE: 10/5/2022
DAY: Wednesday
CITY: St Lucie
REPORT DATE: 10/6/2022
ANALYSIS YEAR: 2027
Background

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15	18	0	0	0	0	0	0	0	29	0	0	0	47	229
7:15-7:30	22	2	0	0	1	0	0	0	38	0	0	0	63	247
7:30-7:45	27	0	0	0	1	0	0	0	35	0	0	0	63	260
7:45-8:00	25	0	0	0	0	0	1	0	30	0	0	0	56	246
8:00-8:15	21	2	0	0	2	0	0	0	40	0	0	0	65	244
8:15-8:30	26	2	0	0	0	0	0	0	48	0	0	0	76	
8:30-8:45	17	1	0	0	2	0	0	0	29	0	0	0	49	
8:45-9:00	18	1	0	0	0	0	0	0	35	0	0	0	54	
AM PEAK HOUR IS FROM:	7:30 AM TO 8:30AM													
Volumes	99	4	0	0	3	0	1	0	153	0	0	0	260	
Season Factor	103	4	0	0	3	0	1	0	159	0	0	0	270	
Growth	116	5	0	0	4	0	1	0	180	0	0	0	305	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	116	5	0	0	4	0	1	0	180	0	0	0	305	
Other Projects														
Percentage	20%	80%	0%	0%	80%	0%	0%	0%	20%	0%	0%	0%	0%	
In/Out	IN	IN	-	-	OUT	-	-	-	OUT	-	-	-		
PROJECT	27	108	0	0	156	0	0	0	39	0	0	0	0	
Subtotal	27	108	0	0	156	0	0	0	39	0	0	0	0	
	-	-	-	-	-	-	-	-	-	-	-	-		
Total	143	112	0	0	160	0	1	0	219	0	0	0	305	

PHF: 0.86
Seasonal Factor: 1.04
Growth Rate: 1.0246
Years Grown: 5

Trips In	Trips Out
0	0

Project Name	Trips In	Trips Out
Indrio Groves (25%)	135	195



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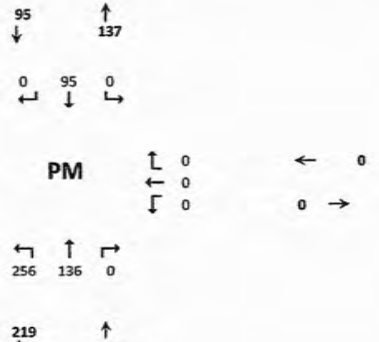
Koblegard Rd and Spanish Lakes Blvd
Background

15 Min Period lanes	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15	48	0	0	0	1	0	1	0	17	0	0	0	67	245
4:15-4:30	33	2	0	0	0	0	0	0	17	0	0	0	52	255
4:30-4:45	41	0	0	0	1	0	0	0	20	0	0	0	62	285
4:45-5:00	41	3	0	0	1	0	0	0	19	0	0	0	64	282
5:00-5:15	52	1	0	0	1	0	0	0	23	0	0	0	77	278
5:15-5:30	56	0	0	0	0	0	1	0	25	0	0	0	82	
5:30-5:45	34	3	0	0	0	0	0	0	22	0	0	0	59	
5:45-6:00	40	1	0	0	0	0	0	0	19	0	0	0	60	
PM PEAK HOUR IS FROM:	4:30 PM TO 5:30PM													
Volumes	190	4	0	0	3	0	1	0	87	0	0	0	285	
Season Factor	198	4	0	0	3	0	1	0	90	0	0	0	296	
Growth	223	5	0	0	4	0	1	0	102	0	0	0	335	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	223	5	0	0	4	0	1	0	102	0	0	0	335	
Other Projects														
%	20%	80%	0%	0%	80%	0%	0%	0%	20%	0%	0%	0%		
In/Out	IN	IN	-	-	OUT	-	-	-	OUT	-	-	-		
PROJECT	33	131	0	0	91	0	0	0	23	0	0	0	278	
Subtotal	33	131	0	0	91	0	0	0	23	0	0	0	278	
Total	256	136	0	0	95	0	1	0	125	0	0	0	612	

PHF: 0.87
Seasonal Factor: 1.04
Growth Rate: 1.0246
Years Grown: 5

Trips In	Trips Out

Indrio Groves (25%)	Trips In	Trips Out
	164	114



TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Kobleguard Rd
FILENAME: Bodner Farms
COUNT DATE: 10/5/2022
REPORT DATE: 10/6/2022
E/W STREET: Spanish Lakes Blvd
DAY: Wednesday
CITY: St Lucie
ANALYSIS YEAR: 2027
Future Total
CONTROL: Signalized

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15	18	0	0	0	0	0	0	0	29	0	0	0	47	229
7:15-7:30	22	2	0	0	1	0	0	0	38	0	0	0	62	247
7:30-7:45	27	0	0	0	1	0	0	0	35	0	0	0	63	260
7:45-8:00	25	0	0	0	0	0	1	0	30	0	0	0	56	246
8:00-8:15	21	2	0	0	2	0	0	0	40	0	0	0	65	244
8:15-8:30	26	2	0	0	0	0	0	0	48	0	0	0	76	
8:30-8:45	17	1	0	0	2	0	0	0	29	0	0	0	49	
8:45-9:00	18	1	0	0	0	0	0	0	35	0	0	0	54	

AM PEAK HOUR IS FROM: 7:30AM TO 8:30AM

Volumes	99	4	0	0	3	0	1	0	153	0	0	0	260
Season Factor	102	4	0	0	3	0	1	0	159	0	0	0	270
Growth	116	5	0	0	4	0	1	0	180	0	0	0	305
In/Out	IN	IN	IN	IN	IN	IN	OUT	IN	OUT	OUT	OUT	-	
External Percentage - Northwest Parcel	60%	35%	0%	0%	35%	0%	0%	0%	60%	0%	0%	0%	
External PROJECT - Northwest Parcel	29	17	0	0	52	0	0	0	89	0	0	0	187
Internal Percentage - Northwest Parcel	0%	0%	0%	0%	40%	0%	40%	0%	0%	0%	0%	0%	
Internal PROJECT - Northwest Parcel	0	0	0	0	0	0	0	0	0	0	0	0	1
External Percentage - Southeast Parcel	0%	5%	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%	
External PROJECT - Southeast Parcel	0	2	0	0	2	0	0	0	0	0	0	0	4
Internal Percentage - Southeast Parcel	100%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	
Internal PROJECT - Southeast Parcel	1	0	0	0	0	0	0	0	1	0	0	0	2
External Percentage - Retail	40%	0%	0%	0%	5%	0%	5%	0%	25%	0%	0%	0%	
External PROJECT - Retail	93	0	0	0	12	0	7	0	50	0	0	0	161
Internal Percentage - Retail	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Internal PROJECT - Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
External Percentage - Northeast Parcel	0%	0%	60%	0%	35%	0%	0%	0%	0%	60%	0%	0%	
External PROJECT - Northeast Parcel	0	0	29	0	52	0	0	0	0	89	0	0	169
Internal Percentage - Northeast Parcel	0%	0%	0%	0%	20%	20%	40%	60%	0%	20%	40%	0%	
Internal PROJECT - Northeast Parcel	0	0	0	0	0	1	0	1	0	0	1	0	4
Total Project	123	19	29	0	117	1	9	1	140	88	1	0	
Total	229	24	29	0	321	1	9	1	359	88	1	0	832

Other Projects													
Percentage	20%	80%	0%	0%	80%	0%	0%	0%	20%	0%	0%	0%	
In/Out	IN	IN	-	-	OUT	-	-	-	OUT	-	-	-	
Volume	27	108	0	0	156	0	0	0	39	0	0	0	0
Subtotal	27	108	0	0	156	0	0	0	39	0	0	0	161
Total	166	131	29	0	277	1	9	1	358	88	1	0	1162

Project Name	Trips In	Trips Out
Indio Groves (25/6)	125	195

PHF: 0.86
Seasonal Factor: 1.04
Growth Rate: 1.0246
Years Grown: 5

External Trips	Trips In	Trips Out
Northwest:	49	148
Southeast:	27	128
Retail:	222	142
Northeast:	49	146

Internal Trips	Trips In	Trips Out
	1	1
	1	1
	4	3
	1	2



Kobleguard Rd and Spanish Lakes Blvd
Future Total

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15	43	0	0	0	1	0	1	0	17	0	0	0	67	245
4:15-4:30	32	2	0	0	0	0	0	0	17	0	0	0	51	255
4:30-4:45	41	0	0	0	1	0	0	0	20	0	0	0	62	285
4:45-5:00	41	3	0	0	1	0	0	0	19	0	0	0	64	282
5:00-5:15	52	1	0	0	1	0	0	0	23	0	0	0	77	278
5:15-5:30	56	0	0	0	0	0	1	0	25	0	0	0	82	
5:30-5:45	34	3	0	0	0	0	0	0	22	0	0	0	59	
5:45-6:00	40	1	0	0	0	0	0	0	19	0	0	0	60	

PM PEAK HOUR IS FROM: 4:30PM TO 5:30PM

Volumes	190	4	0	0	3	0	1	0	97	0	0	0	295
Season Factor	198	4	0	0	3	0	1	0	90	0	0	0	296
Growth	229	5	0	0	4	0	1	0	102	0	0	0	335
In/Out	IN	IN	IN	IN	IN	IN	OUT	IN	OUT	OUT	OUT	-	
External Percentage - Northwest Parcel	60%	35%	0%	0%	35%	0%	0%	0%	60%	0%	0%	0%	
External PROJECT - Northwest Parcel	58	34	0	0	26	0	0	0	45	0	0	0	162
Internal Percentage - Northwest Parcel	0%	0%	0%	0%	40%	0%	40%	0%	0%	0%	0%	0%	
Internal PROJECT - Northwest Parcel	0	0	0	0	11	0	31	0	0	0	0	0	42
External Percentage - Southeast Parcel	0%	5%	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%	0%
External PROJECT - Southeast Parcel	0	4	0	0	4	0	0	0	0	0	0	0	7
Internal Percentage - Southeast Parcel	100%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	
Internal PROJECT - Southeast Parcel	23	0	0	0	0	0	0	0	59	0	0	0	82
External Percentage - Retail	40%	0%	0%	0%	5%	0%	5%	0%	25%	0%	0%	0%	0%
External PROJECT - Retail	174	0	0	0	24	0	21	0	234	0	0	0	552
Internal Percentage - Retail	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Internal PROJECT - Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
External Percentage - Northeast Parcel	0%	0%	60%	0%	35%	0%	0%	0%	0%	60%	0%	0%	0%
External PROJECT - Northeast Parcel	0	0	52	0	30	0	0	0	44	0	0	0	126
Internal Percentage - Northeast Parcel	0%	0%	0%	0%	20%	20%	40%	60%	0%	20%	40%	0%	
Internal PROJECT - Northeast Parcel	0	0	0	0	5	5	31	46	0	5	11	0	104
Total Project	353	37	52	0	111	5	90	46	338	50	11	0	
Total	576	42	52	0	124	5	94	46	420	50	11	0	1409

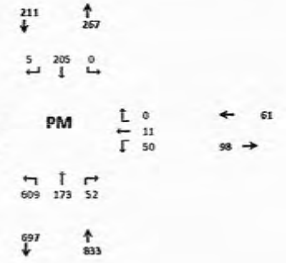
Other Projects													
%	20%	80%	0%	0%	80%	0%	0%	0%	20%	0%	0%	0%	
In/Out	IN	IN	-	-	OUT	-	-	-	OUT	-	-	-	
Volume	33	131	0	0	91	0	0	0	23	0	0	0	278
Subtotal	33	131	0	0	91	0	0	0	23	0	0	0	0
Total	609	173	52	0	205	5	94	46	442	50	11	0	1165

Project Name	Trips In	Trips Out
Indio Groves (25/6)	164	134

PHF: 0.87
Seasonal Factor: 1.04
Growth Rate: 1.0246
Years Grown: 5

External Trips	Trips In	Trips Out
Northwest:	95	75
Southeast:	71	56
Retail:	605	610
Northeast:	66	74

Internal Trips	Trips In	Trips Out
	78	28
	59	21
	76	215
	77	27



TRIP GENERATION METHODOLOGY

The purpose of the vehicular trip generation estimate is to approximate the number of new vehicle trips entering and exiting the site for various purposes (e.g., visitor trips, employee, etc.) during a selected time period. The proposed site plan would consist of a multifamily development with 288 dwelling units.

The Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 11th Edition* was applied for the trip generation analysis because of its widely accepted methodology. It is worth noting, that the land use for a "Multifamily Housing (mid-rise)" (ITE land use 221) was applied for both AM and PM peak hours (based on Dwelling units).

Table 1 summarizes the trip generation rates and provides the estimated trip generation for the proposed Project for a typical weekday and the AM and PM peak hours. As shown in **Table 1**, the Project is estimated to generate 1,327 daily vehicle trips, with 115 of those trips occurring during the AM peak hour, and 113 trips occurring during the PM peak hour upon full buildout of the Project. It is important to note that no pass-by or internal capture reduction rate was applied for this development due to the land use not being eligible for either reduction.

Table 1: Trip Generation Rates

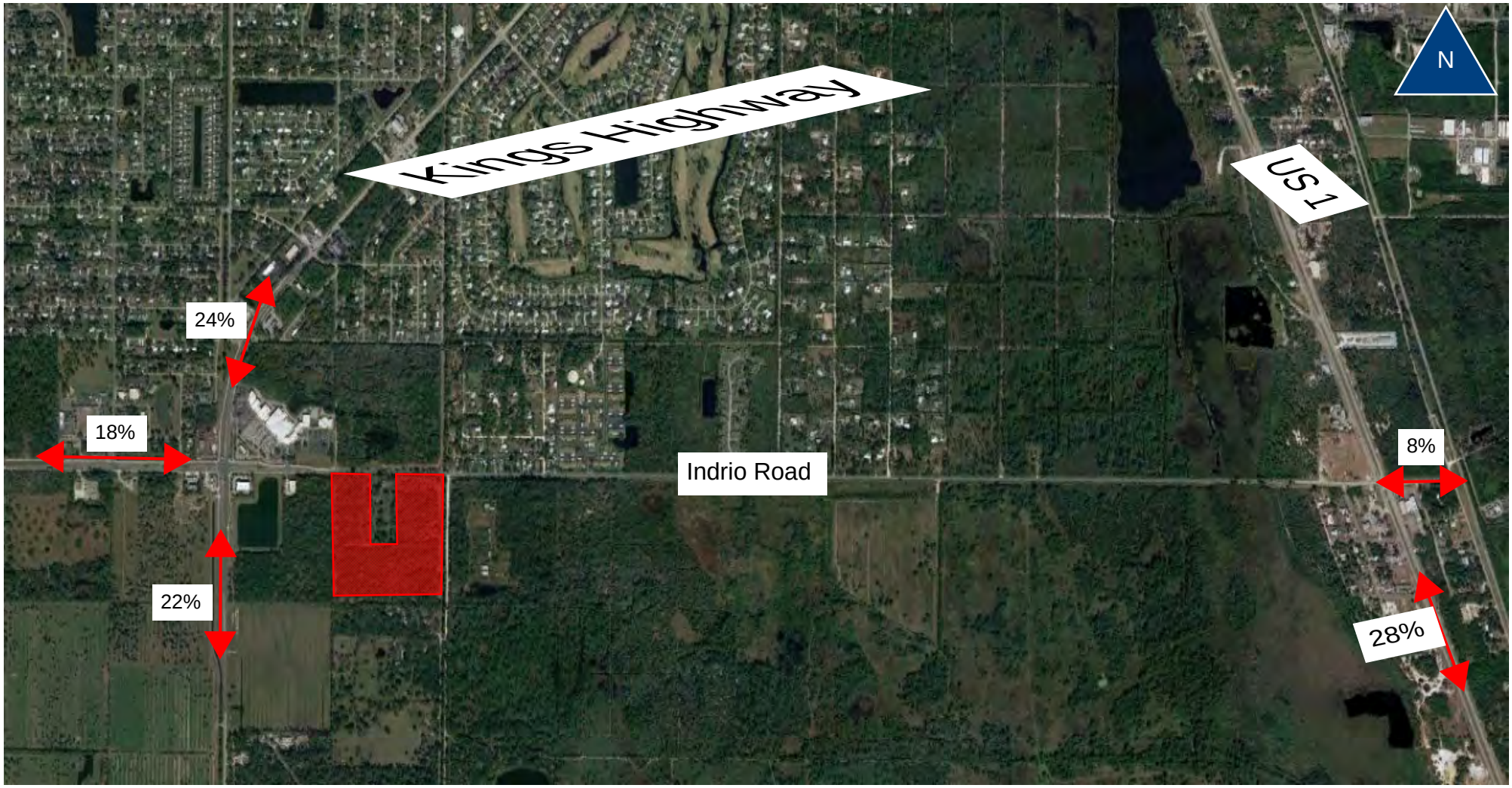
Description	Land Use	ITE Code	Density	Units	Daily Total	Weekday AM Peak			Weekday PM Peak		
						In	Out	Total	In	Out	Total
[1]Residential	Multifamily Housing (mid-rise)	221	288	DU	1,327	26	89	115	69	44	113
Total External Net New Vehicle Trips					**1,327**	**26**	**89**	**115**	**69**	**44**	**113**

Notes:
1. Daily T= 4.77*(X) - 46.46
AM Peak Hour = 0.44*(X) - 11.61 (23% entering, 77% exiting)
PM Peak Hour = 0.39*(X) + 0.34 (61% entering, 39% exiting)
DU = Dwelling Units

Source: WGI, 2022

TRIP DISTRIBUTION AND ASSIGNMENT

A directional distribution was developed based on the Average Annual Daily Traffic (AADT) volumes of surrounding roadways that connect to Indrio Road. The AADT Volumes were derived from the FDOT online database and they can be seen in **Appendix A.** The project distribution can be seen below in **Table 2.**



Key:

Project Site

Figure 4
Traffic Distribution

TRIP GENERATION METHODOLOGY

The vehicular trip generation estimate aims to approximate the number of new vehicle trips entering and exiting the site for various purposes (e.g., visitor trips, etc.) during a selected time. The Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition* was applied for the trip generation analysis because of its widely accepted methodology. The land use *"Single-Family Attached Housing"* (ITE land use 215) was applied for both AM and PM peak hours (based on dwelling units).

TABLE 1: TRIP GENERATION

ITE Land Use	ITE Code	Units (D.U.)[1]	Daily Total	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Single Family Attached Housing	215	97	689	11	34	45	32	22	54
External Net New Vehicle Trips			**689**	**11**	**34**	**45**	**32**	**22**	**54**

Notes:
ITE Trip Generation (11th Edition) Land Use Category 215 – Single Family Attached Housing
1. DU = Dwelling Units
Daily: T = 7.62*(X)-50.48
AM Peak Hour: T = 0.52*(X)-5.70 (25% in, 75% out)
PM Peak Hour: T = 0.60*(X)-3.93 (59% in, 41% out)
Source: WGI, 2023.

As shown in **Table 1**, the Project is estimated to generate 689 net new daily external vehicle trips, with 45 new trips occurring during the AM peak hour and 54 new trips occurring during the PM peak hour upon full buildout of the Project.

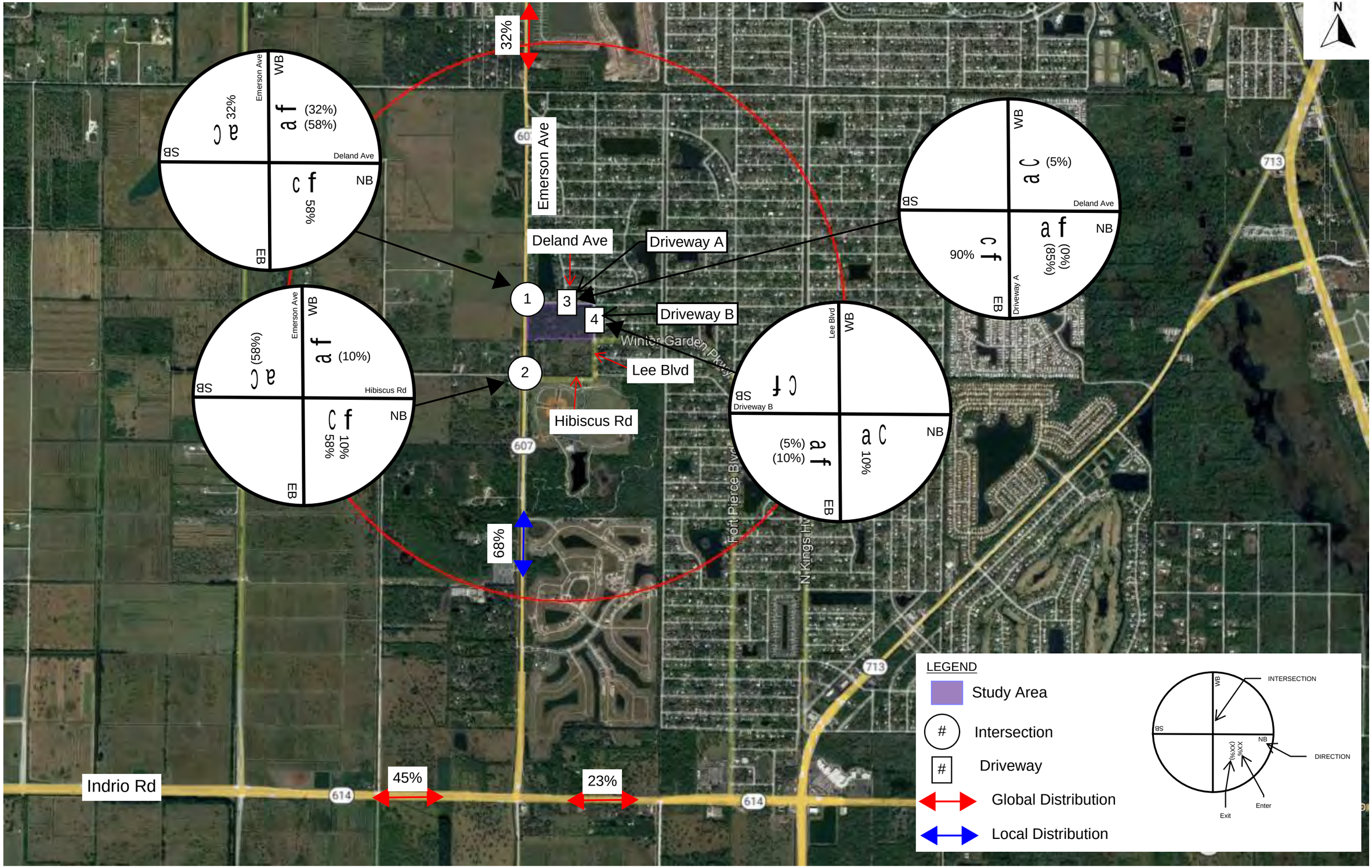


Figure 3:
Trip Distribution

AM APPROVED PROJECTS			Cabo Rio RV Resort						Publix at Indrio						Indrio & I-95					
Road Name	From	To	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W
Kings Hwy	St. Lucie	Indrio Rd	25%	192	11	IN	4	7	15%	483	18	IN	10	8	20%	873	78	IN	27	52
Indrio Road	I-95 W Ramp	I-95 E Ramp	0%	0	0	-	0	0	0%	0	0	-	0	0	26%	1,135	102	IN	35	67
	I-95 E Ramp	Koblegard Rd	0%	0	0	-	0	0	7%	225	8	IN	5	4	34%	1,484	133	IN	45	88
	Koblegard Rd	Johnston Rd	0%	0	0	-	0	0	8%	258	9	IN	5	4	65%	2,838	255	OUT	168	86
	Johnston Rd	Emerson Ave	41%	314	17	IN	6	11	10%	322	12	IN	7	5	55%	2,401	216	OUT	142	73
	Emerson Ave	Seminole Rd	45%	345	19	IN	7	12	65%	2,093	77	OUT	34	42	50%	2,183	196	OUT	130	67
	Seminole Rd	Kings Hwy	45%	345	19	IN	7	12	60%	1,932	71	OUT	32	39	50%	2,183	196	OUT	130	67
	Kings Hwy	Slash Pine Trl	15%	115	6	OUT	4	2	15%	483	18	OUT	8	10	19%	830	74	OUT	49	25
Turnpike Feeder	Indrio Rd	Indian Pines Blvd	15%	115	6	OUT	4	2	30%	966	35	OUT	16	20	9%	393	35	OUT	23	12
Johnston Ave	Indrio Rd	25th St	0%	0	0	-	0	0	2%	64	2	OUT	1	1	8%	349	31	OUT	21	11
Emerson Ave	Indrio Rd	25th St	0%	0	0	-	0	0	25%	805	30	OUT	13	16	5%	218	20	OUT	13	7
				766	42		In	15		3,220	118		In	65		4,366	392		In	133
				Daily	Two-Way		Out	27		Daily	Two-Way		Out	53		Daily	Two-Way		Out	259

Revised/Updated Date: 6/16/2023

PM APPROVED PROJECTS			Cabo Rio RV Resort (Res)						Publix at Indrio (Non-Res)						Indrio & I-95 (Res)					
Road Name	From	To	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W
Kings Hwy	St. Lucie	Indrio Rd	25%	192	14	IN	9	5	15%	483	42	IN	20	21	20%	873	77	IN	47	29
Indrio Road	I-95 W Ramp	I-95 E Ramp	0%	0	0	-	0	0	0%	0	0	-	0	0	26%	1,135	100	IN	62	38
	I-95 E Ramp	Koblegard Rd	0%	0	0	-	0	0	7%	225	19	IN	10	10	34%	1,484	131	IN	81	50
	Koblegard Rd	Johnston Rd	0%	0	0	-	0	0	8%	258	22	IN	11	11	65%	2,838	250	OUT	96	154
	Johnston Rd	Emerson Ave	41%	314	23	IN	15	8	10%	322	28	IN	14	14	55%	2,401	211	OUT	81	130
	Emerson Ave	Seminole Rd	45%	345	25	IN	16	9	65%	2,093	181	OUT	92	88	50%	2,183	192	OUT	74	119
	Seminole Rd	Kings Hwy	45%	345	25	IN	16	9	60%	1,932	167	OUT	85	82	50%	2,183	192	OUT	74	119
	Kings Hwy	Slash Pine Trl	15%	115	8	OUT	3	5	15%	483	42	OUT	21	20	19%	830	73	OUT	28	45
Turnpike Feeder	Indrio Rd	Indian Pines Blvd	15%	115	8	OUT	3	5	30%	966	83	OUT	43	41	9%	393	35	OUT	13	21
Johnston Ave	Indrio Rd	25th St	0%	0	0	-	0	0	2%	64	6	OUT	3	3	8%	349	31	OUT	12	19
Emerson Ave	Indrio Rd	25th St	0%	0	0	-	0	0	25%	805	70	OUT	36	34	5%	218	19	OUT	7	12
				766	55		In	36		3,220	278		In	136		4,366	384		In	237
				Daily	Two-Way		Out	19		Daily	Two-Way		Out	142		Daily	Two-Way		Out	147

Table 2: Trip Generation Summary (Overall Development)

Land Use	Intensity	Daily	AM Peak Hour of Adjacent Street			PM Peak Hour of Adjacent Street		
			Total	In	Out	Total	In	Out
Proposed Development								
Single-Family Detached Housing	2,036 DU	16,143	1,156	301	855	1,689	1,064	625
Multifamily Housing (Low-Rise)	964 DU	6,255	322	77	245	435	274	161
	Subtotal	22,398	1,478	378	1,100	2,124	1,338	786
TOTAL NET NEW EXTERNAL TRIPS		22,398	1,478	378	1,100	2,124	1,338	786

Trip Generation was calculated using the data from ITE's Trip Generation Manual, 11th Edition.

Single-Family Detached Housing [ITE 210]

Daily	Ln(T) = 0.92*Ln(X) +2.68; (X is number of dwelling units)
AM Peak Hour of Adjacent Street	Ln(T) = 0.91*Ln(X) + 0.12; (X is number of dwelling units); (26% in/74% out)
PM Peak Hour of Adjacent Street	Ln(T) = 0.94*Ln(X) + 0.27; (X is number of dwelling units); (63% in/37% out)

Multifamily Housing (Low-Rise) [ITE 220]

Daily	T = 6.41*(X) + 75.31; (X is number of dwelling units)
AM Peak Hour of Adjacent Street	T = 0.31*(X) + 22.85; (X is number of dwelling units); (24% in/76% out)
PM Peak Hour of Adjacent Street	T = 0.43*(X) + 20.55; (X is number of dwelling units); (63% in/37% out)

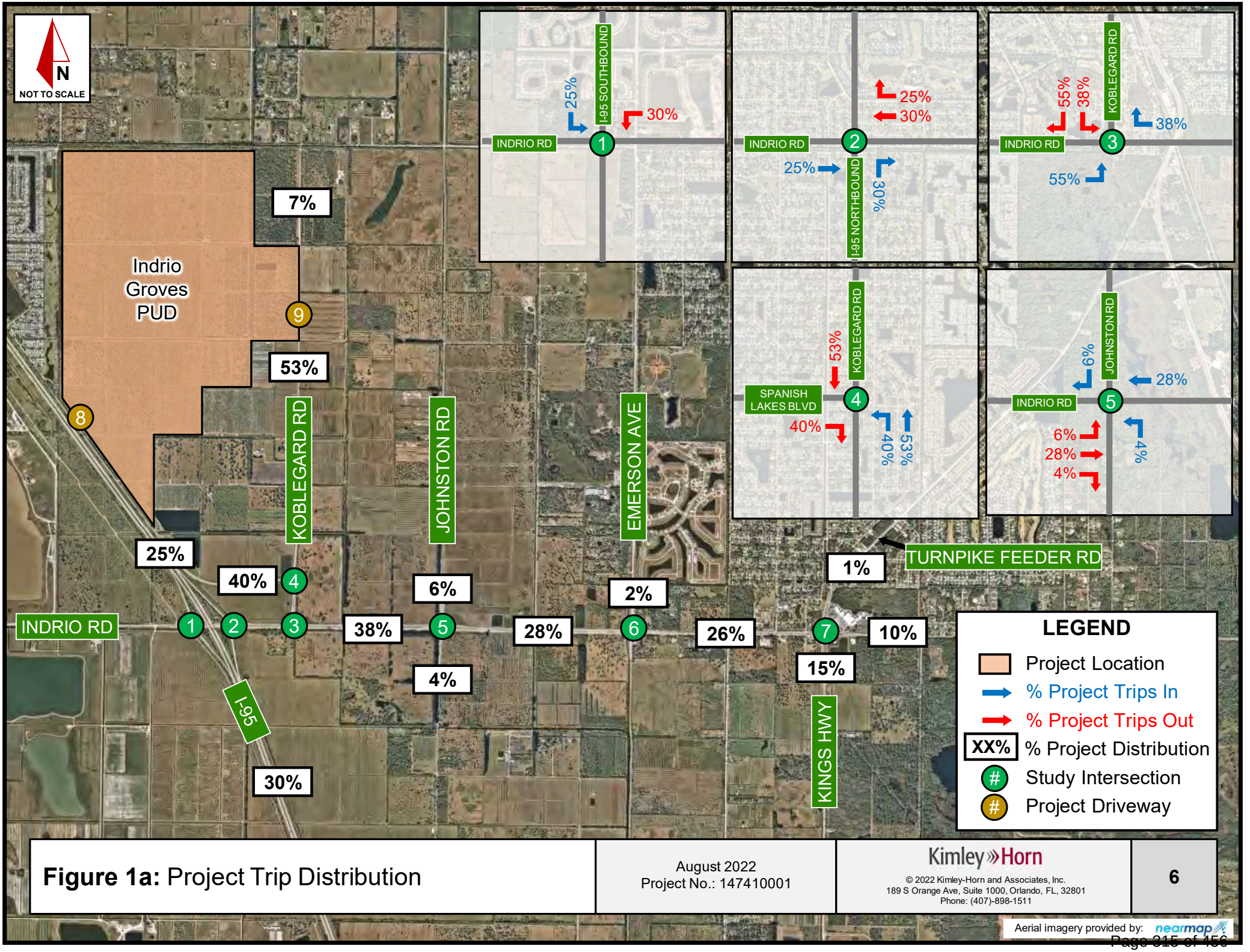


Figure 1a: Project Trip Distribution

August 2022
Project No.: 147410001

Kimley»Horn

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Aerial imagery provided by: nearmap

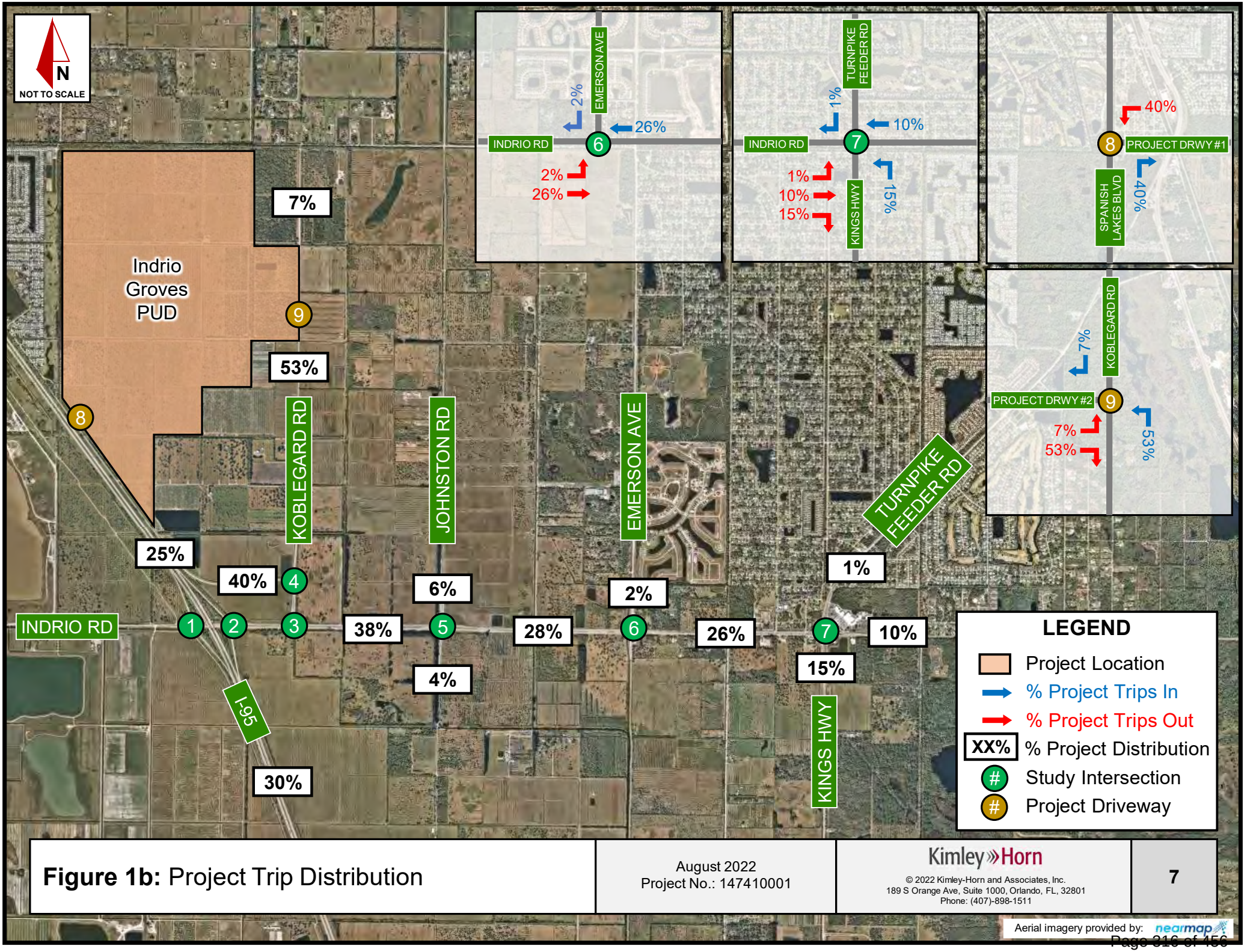


Figure 1b: Project Trip Distribution

August 2022
Project No.: 147410001

Kimley»Horn

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Table 1. Trip Generation

Land Use	Intensity		Daily Trips	AM Peak Hour Total	AM Peak Hour In	AM Peak Hour Out	PM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out
Proposed Phase I - Site Traffic									
Single Family Detached	1,763	DU	14,140	1,014	264	750	1,475	929	546
Multifamily Housing(Low-Rise)	755	DU	4,915	257	62	195	345	217	128
General Office	560	1000 SF	5,194	737	649	88	694	118	576
Shopping Center (>150k)	400	1000 SF	16,308	370	229	141	1,531	735	796
Subtotal			40,557	2,378	1,204	1,174	4,045	1,999	2,046
		PM/							
Internal Capture	AM	DAILY							
Single Family Detached	3.5%	21.7%	3,068	35	7	28	320	219	101
Multifamily Housing(Low-Rise)	0.0%	0.0%	0	0	0	0	0	0	0
General Office	9.5%	16.4%	853	70	45	25	114	43	71
Shopping Center (>150k)	18.1%	23.3%	3,792	67	34	33	356	133	223
Subtotal			7,713	172	86	86	790	395	395
Pass-By Traffic									
Single Family Detached	0.0%		0	0	0	0	0	0	0
Multifamily Housing(Low-Rise)	0.0%		0	0	0	0	0	0	0
General Office	0.0%		0	0	0	0	0	0	0
Shopping Center (>150k)	19.0%		2,378	58	37	21	223	114	109
	10% of Adj Street*								
Subtotal			2,378	58	37	21	223	114	109
NET CHANGE IN TRIPS (FOR THE PURPOSES OF CONCURRENCY)			**30,466**	**2,148**	**1,081**	**1,067**	**3,032**	**1,490**	**1,542**
NET CHANGE IN DRIVEWAY VOLUMES			**32,844**	**2,206**	**1,118**	**1,088**	**3,255**	**1,604**	**1,651**

Note: Trip generation was calculated using the following data:

Land Use	ITE Code	Unit	Daily Rate	Pass-by Rate	AM Peak Hour in/out	AM Peak Hour Rate	PM Peak Hour in/out	PM Peak Hour Equation
Single Family Detached	210	DU	Ln(T) = 0.92 Ln(X) + 2.68	0%	26/74	Ln(T) = 0.91 Ln(X) + 0.12	63/37	Ln(T) = 0.94 Ln(X) + 0.27
Multifamily Housing(Low-Rise)	220	DU	T = 6.41 (X) + 75.31	0%	24/76	T = 0.31 (X) + 22.85	63/37	T = 0.43 (X) + 20.55
General Office	710	1000 SF	Ln(T) = 0.87 Ln(X) + 3.05	34%	88/12	Ln(T) = 0.86 Ln(X) + 1.16	17/83	Ln(T) = 0.83 Ln(X) + 1.29
Shopping Center (>150k)	820	1000 SF	T = 26.11 (X) + 5863.73	0%	62/38	T = 0.59 (X) + 133.55	48/52	Ln(T) = 0.72 Ln(X) + 3.02

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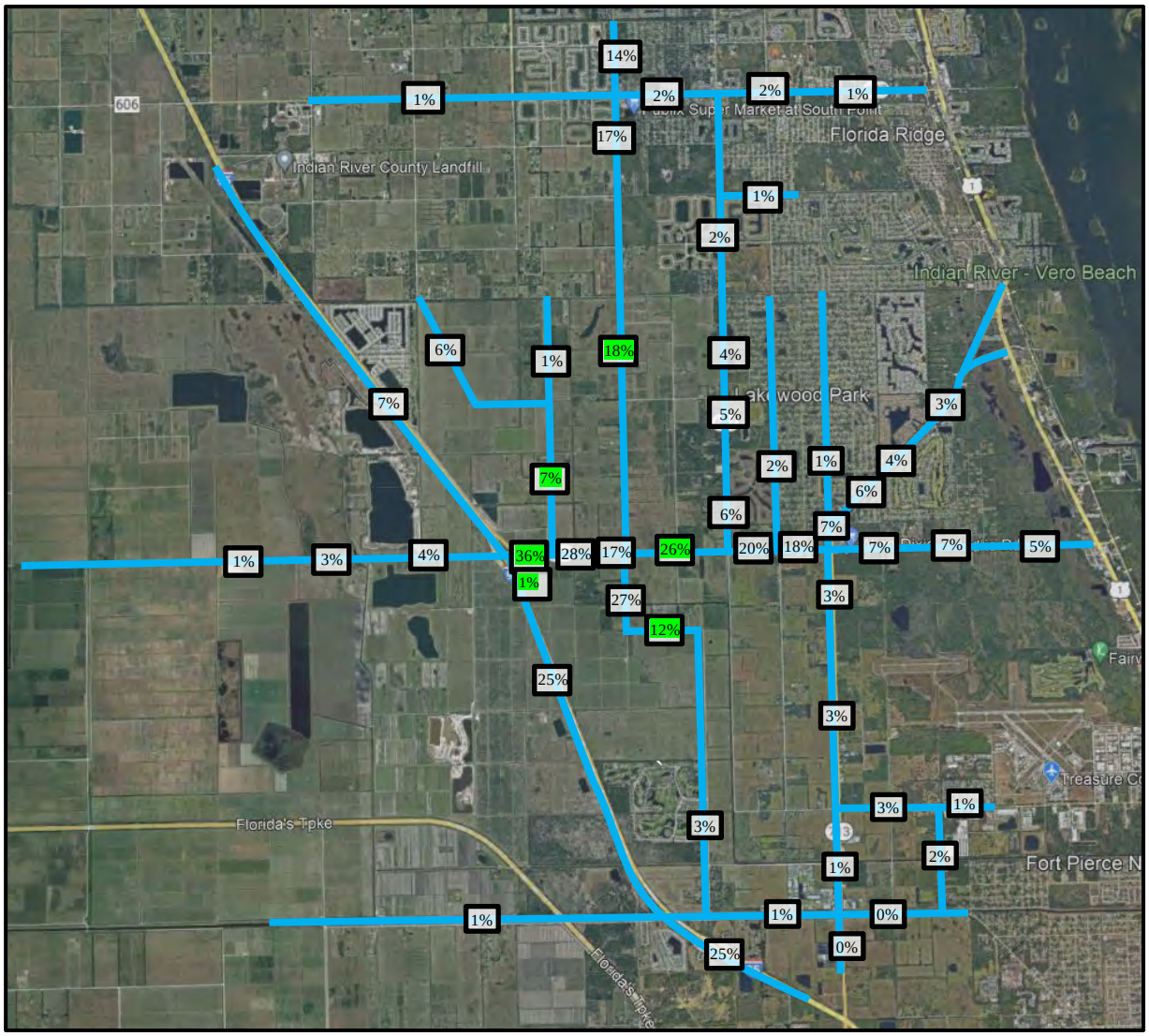
* Pass by will be limited to 10% of the Adjacent Street

TRAFFIC DISTRIBUTION AND ASSIGNMENT

The project's traffic assignment is based on outputs from the 2045 TCRPM 5.1 model. The assignment was modified to reflect the project's access and the existing roadway network. The overall distribution is summarized by general directions and is depicted below:

NORTH	-	25 percent
SOUTH	-	12 percent
EAST	-	26 percent
WEST	-	37 percent

Figure 3. Assignment Map



Indrio Rd & I-95
AM PEAK HOUR TURNING MOVEMENTS
EXHIBIT 4E
Koblegard Rd (DW 1) & Indrio Rd

Count Taken: 2/7/2024

		ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr	totals
7:00 AM	7:15 AM	0	2	120	0	0	0	159	0	0	0	0	0	0	11	0	10	302
7:15 AM	7:30 AM	0	1	184	0	0	0	157	0	0	0	0	0	0	11	0	9	362
7:30 AM	7:45 AM	0	1	167	0	0	0	229	0	0	0	0	0	0	14	0	14	425
7:45 AM	8:00 AM	0	8	169	0	0	0	170	0	0	0	0	0	0	20	0	9	376
8:00 AM	8:15 AM	0	2	133	0	0	0	159	0	0	0	0	0	0	24	0	12	330
8:15 AM	8:30 AM	0	4	130	0	0	0	157	0	0	0	0	0	0	18	0	10	319
8:30 AM	8:45 AM	0	8	120	0	0	0	160	0	0	0	0	0	0	35	0	9	332
8:45 AM	9:00 AM	0	6	111	0	0	0	135	0	0	0	0	0	0	37	0	17	306
		0	32	1134	0	0	0	1326	0	0	0	0	0	0	170	0	90	2752
Peak Hour Traffic Volume																		
7:15 AM	8:15 AM	0	12	653	0	0	0	715	0	0	0	0	0	0	69	0	44	1493

Count Taken: 2/8/2024

		ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr	totals
7:00 AM	7:15 AM	0	3	127	0	0	0	167	0	0	0	0	0	0	16	0	13	326
7:15 AM	7:30 AM	0	2	139	0	0	0	232	0	0	0	0	0	0	9	0	9	391
7:30 AM	7:45 AM	0	4	185	0	0	0	245	0	0	0	0	0	0	18	0	15	467
7:45 AM	8:00 AM	0	5	169	0	0	0	216	0	0	0	0	0	0	12	0	10	412
8:00 AM	8:15 AM	1	9	141	0	0	0	155	0	0	0	0	0	0	16	0	17	339
8:15 AM	8:30 AM	1	9	138	0	0	0	161	0	0	0	0	0	0	19	0	8	336
8:30 AM	8:45 AM	0	2	112	0	0	0	141	0	0	0	0	0	0	23	0	6	284
8:45 AM	9:00 AM	2	4	137	0	1	0	121	0	0	0	0	0	0	33	0	11	309
		4	38	1148	0	1	0	1438	0	0	0	0	0	0	146	0	89	2864
Peak Hour Traffic Volume																		
7:15 AM	8:15 AM	1	20	634	0	0	0	848	0	0	0	0	0	0	55	0	51	1609
Maximum Peak Hour Traffic Volume																		
7:15 AM	8:15 AM	1	20	634	0	0	0	848	0	0	0	0	0	0	55	0	51	1609

Count Taken: 2/8/2024
Buildout year: 2035
Growth Rate: 3.2%
PSCF: 1.00
PHF: 0.86 Adjusted PHF 0.92

	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
2/8/2024	1	20	634	0	0	0	848	0	0	0	0	0	0	55	0	51
PSCF	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Volumes		21	634	0		0	848	0		0	0	0		55	0	51
Growth Rate		3.2%	3.2%	3.2%		3.2%	3.2%	3.2%		3.2%	3.2%	3.2%		3.2%	3.2%	3.2%
2035 Growth		9	263	0		0	351	0		0	0	0		23	0	21
Growth 3.2%		30	897	0		0	1199	0		0	0	0		78	0	72
Growth Rate		1.0%	1.0%	1.0%		1.0%	1.0%	1.0%		1.0%	1.0%	1.0%		1.0%	1.0%	1.0%
2035 Growth		2	73	0		0	98	0		0	0	0		6	0	6
Growth 1%		23	707	0		0	946	0		0	0	0		61	0	57
COMMITTED PROJECTS																
Publix at Indrio	AM	IN	65	OUT	53											
In/Out			In				Out	Out						In		
%	0%	0%	7%	0%	0%	0%	7%	1%	0%	0%	0%	0%	0%	1%	0%	0%
Volumes	0	0	5	0	0	0	4	1	0	0	0	0	0	1	0	0
Indrio Woods	AM	IN	26	OUT	89											
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sabal Palm Grove	AM	IN	11	OUT	34											
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cabo Rio RV Resort	AM	IN	15	OUT	27											
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bedner Farms	AM	IN	331	OUT	519											
Volumes	0	126	0	0	0	47	105	131	0	0	0	0	0	291	0	137
Buc-ee's																
Net Change Volumes				7		68				54		54				
Pass-By Volumes			-31	3		31	-31			30		31				
Diverted Volumes				51						478						
Buc-ee's Volumes	0	0	-31	61	0	99	-31	0	0	562	0	85	0	0	0	0
Total Committed	**0**	**126**	**-26**	**61**	**0**	**146**	**78**	**132**	**0**	**562**	**0**	**85**	**0**	**292**	**0**	**137**
Committed + 1%	0	149	681	61	0	146	1024	132	0	562	0	85	0	353	0	194
Growth 3.2% or Committed + 1%		149	897	61		146	1199	132		562	0	85		353	0	194
2035 Pre-Development		**149**	**897**	**61**		**146**	**1199**	**132**		**562**	**0**	**85**		**353**	**0**	**194**
Net Change Volumes			216	184		54	213	22		182	53	54		22	54	
Pass-By Volumes			15				7			1						
Total Project Volumes		**0**	**231**	**184**		**54**	**220**	**22**		**183**	**53**	**54**		**22**	**54**	**0**
2035 Post-Development		**149**	**1128**	**245**		**200**	**1419**	**154**		**745**	**53**	**139**		**375**	**54**	**194**
Existing % Trucks			6.9%				7.0%				0.0%				0.9%	
Committed/Growth/Project % Trucks			2.0%				2.0%				2.0%				2.0%	
Pre-Development % Trucks			4.9%				4.9%				2.0%				1.8%	
Future % Trucks			4.1%				4.4%				2.0%				1.8%	

AM Peak Hour Indrio Road Traffic Volume from I-95 to Koblegard Road

Eastbound = EBL + EBT + EBR =	21	+	634	+	0	=	655
Westbound = NBL + WBT + SBR =	0	+	848	+	51	=	899

AM Peak Hour Indrio Road Traffic Volume from Koblegard Road to Johnston Road

Eastbound = SBL + EBT + NBR =	55	+	634	+	0	=	689
Westbound = WBL + WBT + WBR =	0	+	848	+	0	=	848

Indrio Rd & I-95
PM PEAK HOUR TURNING MOVEMENTS
EXHIBIT 4F
Koblegard Rd (DW 1) & Indrio Rd

Count Taken: 2/7/2024

		ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr	totals
4:00 PM	4:15 PM	2	18	161	0	0	0	141	0	0	0	0	0	0	17	0	6	345
4:15 PM	4:30 PM	0	12	177	0	0	0	160	0	0	0	0	0	0	16	0	6	371
4:30 PM	4:45 PM	0	13	209	0	0	0	179	0	0	0	0	0	0	22	0	19	442
4:45 PM	5:00 PM	1	14	206	0	0	0	153	0	0	0	0	0	0	20	0	10	404
5:00 PM	5:15 PM	0	12	222	0	2	0	166	0	0	0	0	0	0	18	0	9	429
5:15 PM	5:30 PM	1	13	190	0	0	0	169	0	0	0	0	0	0	16	0	10	399
5:30 PM	5:45 PM	1	13	209	0	0	0	149	0	0	0	0	0	0	17	0	15	404
5:45 PM	6:00 PM	0	3	141	0	0	0	141	0	0	0	0	0	0	16	0	18	319
		5	98	1515	0	2	0	1258	0	0	0	0	0	0	142	0	93	3113
Peak Hour Traffic Volume																		
4:30 PM	5:30 PM	2	52	827	0	2	0	667	0	0	0	0	0	0	76	0	48	1674

Count Taken: 2/8/2024

		ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr	totals
4:00 PM	4:15 PM	0	11	184	0	0	0	161	0	0	0	0	0	0	12	0	6	374
4:15 PM	4:30 PM	0	12	183	0	0	0	148	0	0	0	0	0	0	11	0	9	363
4:30 PM	4:45 PM	0	16	198	0	0	0	181	0	0	0	0	0	0	24	0	5	424
4:45 PM	5:00 PM	0	9	210	0	0	0	169	0	0	0	0	0	0	18	0	4	410
5:00 PM	5:15 PM	0	7	216	0	0	0	172	0	0	0	0	0	0	14	0	2	411
5:15 PM	5:30 PM	0	9	219	0	0	0	183	0	0	0	0	0	0	13	0	4	428
5:30 PM	5:45 PM	0	9	173	0	0	0	165	0	0	0	0	0	0	15	0	6	368
5:45 PM	6:00 PM	0	11	150	0	0	0	124	0	0	0	0	0	0	18	0	4	307
		0	84	1533	0	0	0	1303	0	0	0	0	0	0	125	0	40	3085
Peak Hour Traffic Volume																		
4:30 PM	5:30 PM	0	41	843	0	0	0	705	0	0	0	0	0	0	69	0	15	1673
Maximum Peak Hour Traffic Volume																		
4:30 PM	5:30 PM	2	52	827	0	2	0	667	0	0	0	0	0	0	76	0	48	1674

Count Taken: 2/8/2024
Buildout year: 2035
Growth Rate: 3.2%
PSCF: 1.00
PHF 0.95 Adjusted PHF 0.95

	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
2/8/2024	2	52	827	0	2	0	667	0	0	0	0	0	0	76	0	48
PSCF	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Volumes		54	827	0		2	667	0		0	0	0		76	0	48
Growth Rate		3.2%	3.2%	3.2%		3.2%	3.2%	3.2%		3.2%	3.2%	3.2%		3.2%	3.2%	3.2%
2035 Growth		4	54	0		0	43	0		0	0	0		5	0	3
Growth 3.2%		58	881	0		2	710	0		0	0	0		81	0	51
Growth Rate		1.0%	1.0%	1.0%		1.0%	1.0%	1.0%		1.0%	1.0%	1.0%		1.0%	1.0%	1.0%
2035 Growth		1	17	0		0	13	0		0	0	0		2	0	1
Growth 1%		55	844	0		2	680	0		0	0	0		78	0	49
COMMITTED PROJECTS																
Publix at Indrio	PM	IN	136	OUT	142											
In/Out			In				Out	Out						In		
%	0%	0%	7%	0%	0%	0%	7%	1%	0%	0%	0%	0%	0%	1%	0%	0%
Volumes	0	0	10	0	0	0	10	1	0	0	0	0	0	1	0	0
Indrio Woods	PM	IN	69	OUT	44											
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sabal Palm Grove	PM	IN	32	OUT	22											
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cabo Rio RV Resort	PM	IN	36	OUT	19											
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bedner Farms	PM	IN	816	OUT	691											
Volumes	0	319	0	0	0	22	251	311	0	0	0	0	0	475	0	144
Buc-ee's																
Net Change Volumes				9		97				76		77				
Pass-By Volumes			-31	3		31	-31			30		31				
Diverted Volumes				68						579						
Buc-ee's Volumes	0	0	-31	80	0	128	-31	0	0	685	0	108	0	0	0	0
Total Committed	**0**	**319**	**-21**	**80**	**0**	**150**	**230**	**312**	**0**	**685**	**0**	**108**	**0**	**476**	**0**	**144**
Committed + 1%	0	374	823	80	0	152	910	312	0	685	0	108	0	554	0	193
Growth 3.2% or Committed + 1%		374	881	80		152	910	312		685	0	108		554	0	193
2035 Pre-Development		**374**	**881**	**80**		**152**	**910**	**312**		**685**	**0**	**108**		**554**	**0**	**193**
Project Volumes			298	254		75	308	31		262	77	78		30	74	
Pass-By Volumes			46				38			6						
Total Project Volumes		**0**	**344**	**254**		**75**	**346**	**31**		**268**	**77**	**78**		**30**	**74**	**0**
2035 Post-Development		**374**	**1225**	**334**		**227**	**1256**	**343**		**953**	**77**	**186**		**584**	**74**	**193**
Existing % Trucks		5.2%				3.1%				0.0%				1.2%		
Committed/Growth/Project % Trucks		2.0%				2.0%				2.0%				2.0%		
Pre-Development % Trucks		4.1%				2.5%				2.0%				1.9%		
Future % Trucks		3.5%				2.4%				2.0%				1.9%		

PM Peak Hour Indrio Road Traffic Volume from I-95 to Koblegard Road

Eastbound = EBL + EBT + EBR =	54	+	827	+	0	=	881
Westbound = NBL + WBT + SBR =	0	+	667	+	48	=	715

PM Peak Hour Indrio Road Traffic Volume from Koblegard Road to Johnston Road

Eastbound = SBL + EBT + NBR =	76	+	827	+	0	=	903
Westbound = WBL + WBT + WBR =	2	+	667	+	0	=	669

PM Peak Hour Koblegard Road Traffic Volume from Indrio Road to 25th Street SW

Northbound = EBL + NBT + WBR =	54	+	0	+	0	=	54
Southbound = SBR + SBT + SBL =	76	+	0	+	48	=	124

Eagle-Bend

TRIP GENERATION

Trip generation is based on Institute of Transportation Engineering's (ITE) manual, *Trip Generation Manual (11th Edition)*.

Proposed Use

- 955 dwelling units (DU) Single Family Detached (ITE Land Use 210)
- 758 dwelling units (DU) Multi-family Housing (Low-Rise) (ITE Land Use 220)

The proposed development will generate the following net new external and cumulative driveway trips:

- 12,979 daily, 839 AM peak hour (207 in/632 out), and 1,175 PM peak hour (740 in/435 out) trips.

Table 1 presents the project's trip generation.

Table 1. Trip Generation

Land Use	Intensity		Daily Trips	AM Peak Hour Total	AM Peak Hour In	AM Peak Hour Out	PM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out
Proposed Traffic									
Single Family Detached	955	DU	8,045	581	145	436	829	522	307
Multi-family Housing (Low-rise)	758	DU	4,934	258	62	196	346	218	128
NET CHANGE IN TRIPS (FOR THE PURPOSES OF CONCURRENCY)			**12,979**	**839**	**207**	**632**	**1,175**	**740**	**435**
NET CHANGE IN DRIVEWAY VOLUMES			**12,979**	**839**	**207**	**632**	**1,175**	**740**	**435**

Note: Trip generation was calculated using the following data:

Land Use	ITE Code	Unit	Daily Rate	Pass-by Rate	AM Peak Hour in/out	AM Peak Hour Rate	PM Peak Hour in/out	PM Peak Hour Equation
Single Family Detached	210	DU	Ln(T) = 0.92 Ln(X) + 2.68	0%	25/75	Ln(T) = 0.91 Ln(X) + 0.12	63/37	Ln(T) = 0.94 Ln(X) + 0.27
Multi-family Housing (Low-rise)	220	DU	T = 6.41(X) + 75.31	0%	24/76	T = 0.31(X) + 22.85	63/37	T = 0.43(X) + 20.55

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TRAFFIC ASSIGNMENT

The distributed net proposed trips for the project were assigned to the roadway network within the radius of influence. The project assignments are illustrated in Figure 3A and Figure 3B for Scenarios 1 and 2, respectively. Figure 3C (Scenario 1) shows the intersection assignment. Figure 3D (Scenario 2) shows the projected assignment if Road G connects to Kings Highway.

Figure 3A. Traffic Assignment (Scenario 1)

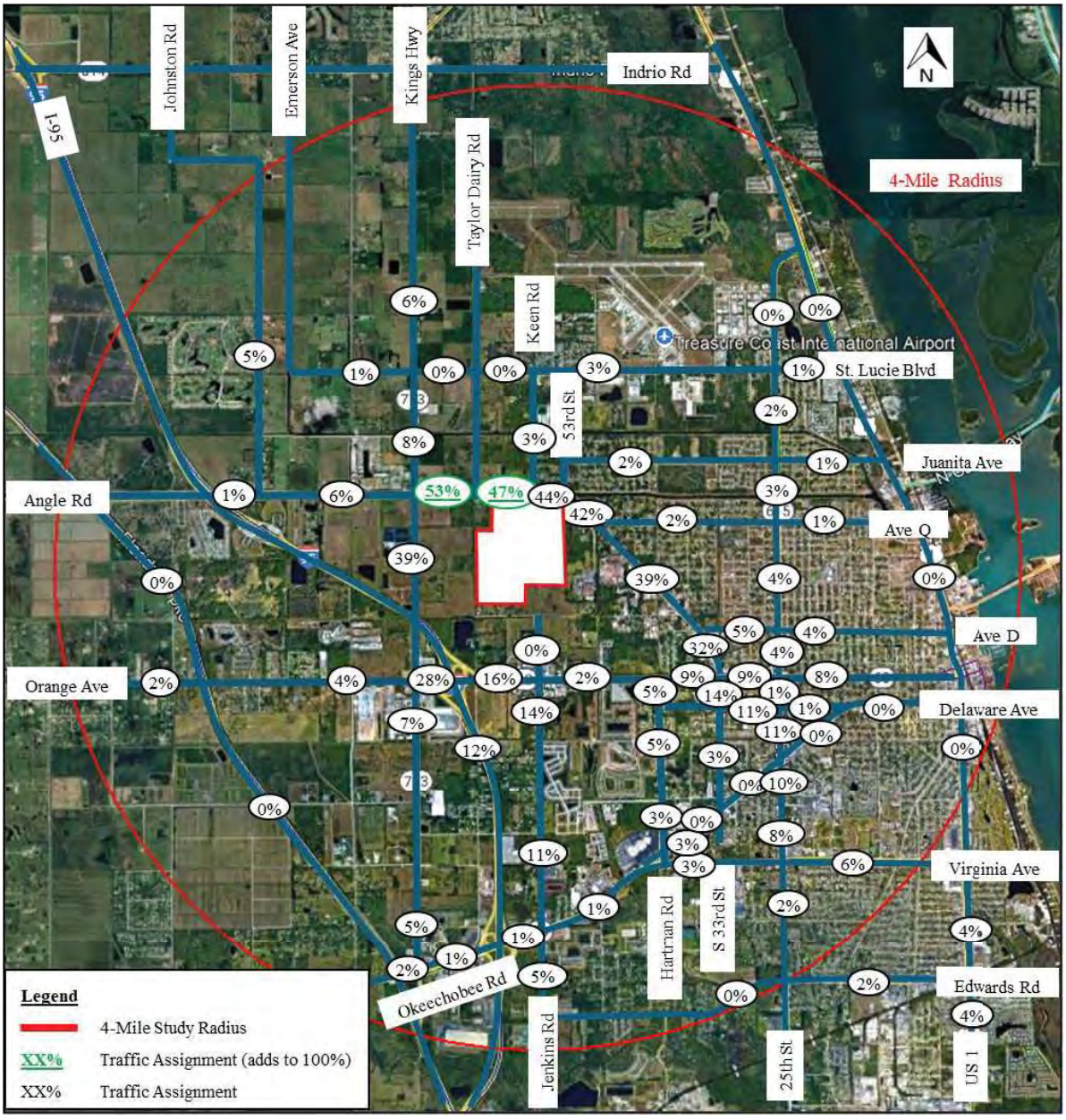


Table 1. Trip Generation

2098 Johnston Road

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Proposed Traffic								
Single Family Detached	82 DU	841	62	16	46	82	52	30
NET CHANGE IN TRIPS (FOR THE PURPOSES OF CONCURRENCY)		**841**	**62**	**16**	**46**	**82**	**52**	**30**
NET CHANGE IN DRIVEWAY VOLUMES		**841**	**62**	**16**	**46**	**82**	**52**	**30**

Note: Trip generation was calculated using the following data:

Land Use	ITE Code	Unit	Daily Rate	Pass-by Rate	AM Peak Hour in/out	AM Peak Hour Rate	PM Peak Hour in/out	PM Peak Hour Equation
Single Family Detached	210	DU	Ln(T) = 0.92 Ln(X) + 2.68	0%	25/75	Ln(T) = 0.91 Ln(X) + 0.12	63/37	Ln(T) = 0.94 Ln(X) + 0.27

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Internal and Pass-by Capture

Internal and pass-by capture are 0%.

TRAFFIC DISTRIBUTION

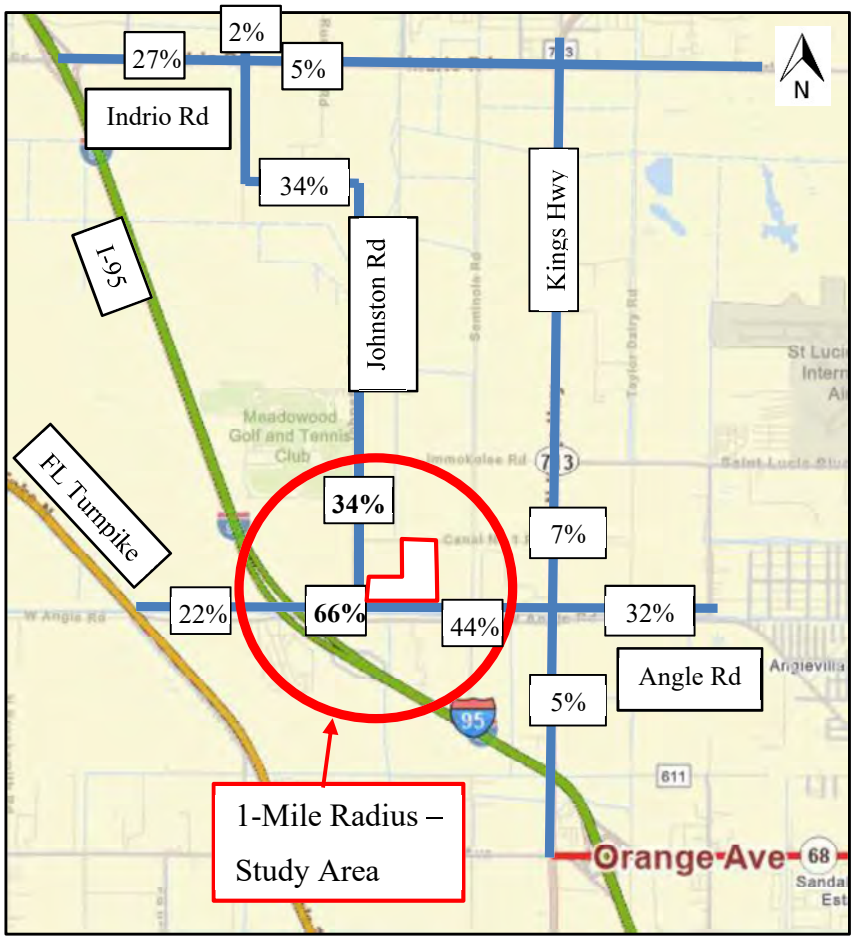
Traffic distribution and assignment was developed based upon a select zone assignment for the project using the peak hour traffic counts. The resulting traffic assignment is representative of the distribution and assignment based on existing traffic counts. The overall distribution is summarized by general directions below:

NORTH	-	34 percent
SOUTH	-	66 percent

TRAFFIC ASSIGNMENT

The distributed net proposed trips for the project were assigned to the roadway network within the radius of influence. The project assignments are illustrated in Figure 3.

Figure 3. Traffic Assignment



4540 NORTH KINGS HIGHWAY

02/19/24
Revised 07/16/24

PROPOSED DEVELOPMENT

TABLE 1 - Daily Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips	Internalization %	Internalization Total	External Trips (Drvieway Trips)	Pass-by %	Pass-by Trips	Net Trips
Single Family Detached	210	153	Dwelling Units	Ln(T) = 0.92 Ln(X) + 2.68			1,492		0	1,492	0%	0	1,492
Multifamily Low-Rise Housing up to 3 story (Apartment/Condo/TH)	220	72	Dwelling Units	T=6.41(X)+75.31			537		0	537	0%	0	537
			Grand Totals:				**2,029**	**0.0%**	**0**	**2,029**	**0%**	**0**	**2,029**

TABLE 2 - AM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips In	Gross Trips Out	Gross Trips Total	Internalization %	Internalization In	Internalization Out	Internalization Total	External Trips (Driveway Trips) In	External Trips (Driveway Trips) Out	External Trips (Driveway Trips) Total	Pass-by %	Pass-by Trips	Net Trips In	Net Trips Out	Net Trips Total
Single Family Detached	210	153	Dwelling Units	Ln(T) = 0.91 Ln(X) + 0.12	0.26	0.74	29	81	110	0.0%	0	0	0	29	81	110	0%	0	29	81	110
Multifamily Low-Rise Housing up to 3 story (Apartment/Condo/TH)	220	72	Dwelling Units	T=0.31(X)+22.85	0.24	0.76	11	34	45	0.0%	0	0	0	11	34	45	0%	0	11	34	45
			Grand Totals:				**40**	**115**	**155**	**0.0%**	**0**	**0**	**0**	**40**	**115**	**155**	**0%**	**0**	**40**	**115**	**155**

TABLE 3 - PM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips In	Gross Trips Out	Gross Trips Total	Internalization %	Internalization In	Internalization Out	Internalization Total	External Trips (Driveway Trips) In	External Trips (Driveway Trips) Out	External Trips (Driveway Trips) Total	Pass-by %	Pass-by Trips	Net Trips In	Net Trips Out	Net Trips Total
Single Family Detached	210	153	Dwelling Units	Ln(T) = 0.94 Ln(X) + 0.27	0.63	0.37	93	55	148	0.0%	0	0	0	93	55	148	0%	0	93	55	148
Multifamily Low-Rise Housing up to 3 story (Apartment/Condo/TH)	220	72	Dwelling Units	T=0.43(X)+20.55	0.63	0.37	33	19	52	0.0%	0	0	0	33	19	52	0%	0	33	19	52
			Grand Totals:				**126**	**74**	**200**	**0.0%**	**0**	**0**	**0**	**126**	**74**	**200**	**0%**	**0**	**126**	**74**	**200**

Based on the ITE Trip Generation Manual (11th edition).

SIMMONS & WHITE
2581 Metrocentre Blvd West, Ste 3 | West Palm Beach, FL 33407
Authorization # 3452 | 561.478.7848

N
N.T.S.

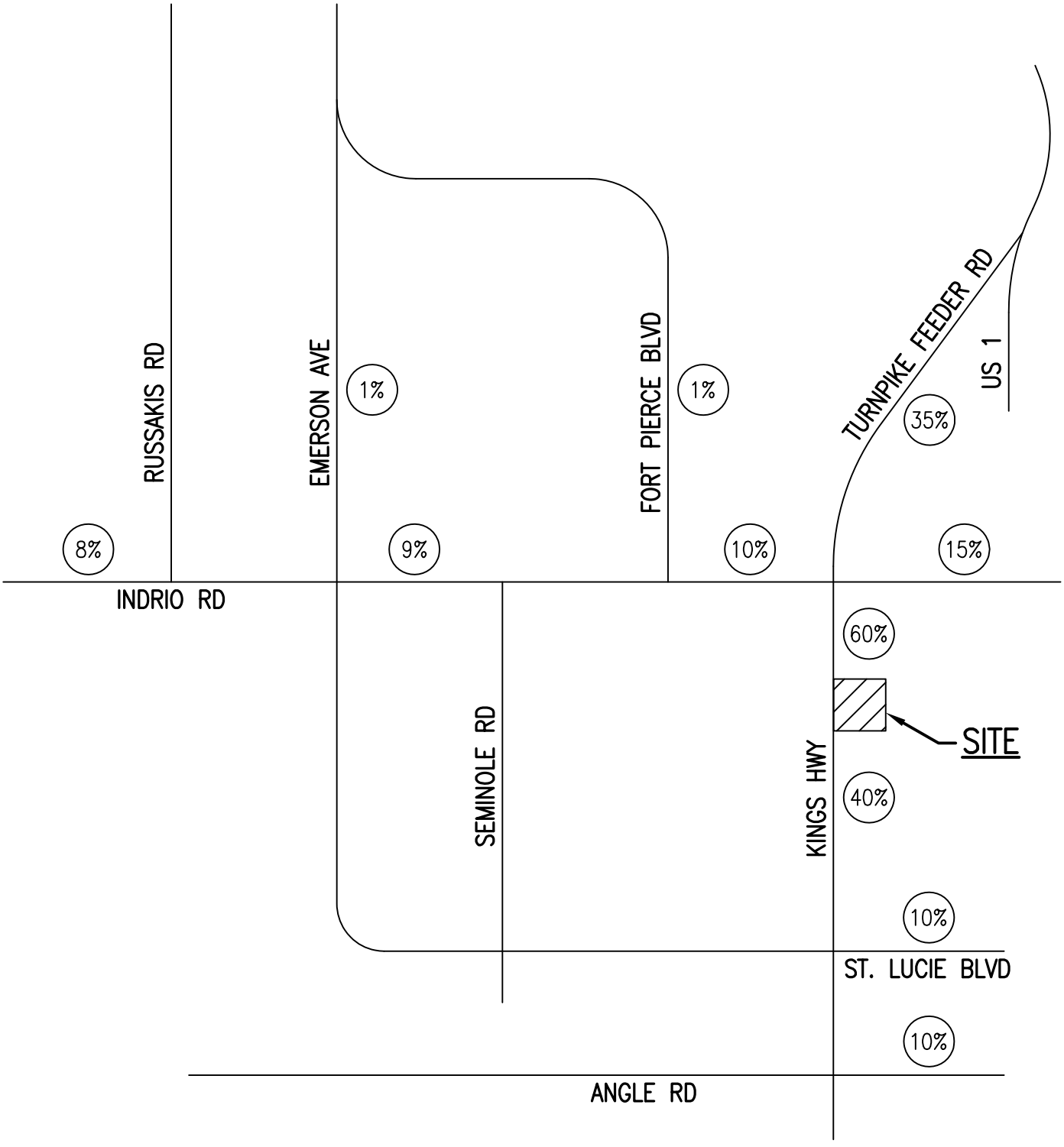


FIGURE 1
PROJECT DISTRIBUTION

LEGEND

(10%) PROJECT DISTRIBUTION

4540 NORTH KINGS HIGHWAY
23-160 AL 01-10-24

CMA INTERSECTION ANALYSIS
4540 NORTH KINGS HIGHWAY
INDRIO ROAD AND US 1

INPUT DATA

Comments:

Area Wide Growth Rate = 2.50% Peak Season = 1.14 Current Year = 2024 Buildout Year = 2028

AM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing Volume (2024)	84	847	22	8	739	10	33	18	267	18	4	9	2059
Peak Season Adjustment	12	119	3	1	103	1	5	3	37	3	1	1	
Total Existing Traffic	**96**	**966**	**25**	**9**	**842**	**11**	**38**	**21**	**304**	**21**	**5**	**10**	
Background Traffic Growth	10	100	3	1	87	1	4	2	32	2	0	1	244
1.0% Background Growth	4	39	1	0	34	0	2	1	12	1	0	0	177
Publix at Indrio Commons[1]	5	0	0	0	0	0	0	0	3	0	0	0	
Cabo Rio RV Resort[2]	0	0	0	0	0	0	0	4	0	0	2	0	
Sugar Sand Apartment[3]	1	0	0	0	0	1	4	0	4	0	0	0	
Indrio Pines[4]	1	0	0	0	0	1	5	0	5	0	0	0	
Indrio Woods[5]	7	0	0	0	0	0	0	9	22	0	3	0	
Kings Highway Self Storage[5]	2	0	0	0	0	0	0	0	2	0	1	0	
Major Projects Traffic[6]	16	0	0	0	0	2	9	13	36	0	6	0	
Background Growth Used	10	100	3	1	87	1	4	2	32	2	0	1	
Total Background Traffic	**106**	**1066**	**28**	**10**	**930**	**13**	**42**	**23**	**336**	**23**	**5**	**11**	
Project Traffic	3	0	0	0	0	3	8	0	9	0	0	0	
Total 2028 Traffic	**109**	**1066**	**28**	**10**	**930**	**16**	**50**	**23**	**345**	**23**	**5**	**11**	
Approach Total		**1,202**			**956**			**417**			**39**		

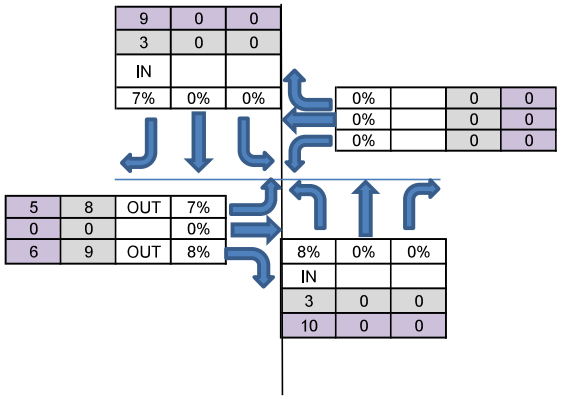
PM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing Volume (2024)	254	775	29	5	849	31	18	9	138	30	25	3	2166
Peak Season Adjustment	36	109	4	1	119	4	3	1	19	4	4	0	
Total Existing Traffic	**290**	**884**	**33**	**6**	**968**	**35**	**21**	**10**	**157**	**34**	**29**	**3**	
Background Traffic Growth	30	92	3	1	100	4	2	1	16	4	3	0	256
1.0% Background Growth	12	36	1	0	39	1	1	0	6	1	1	0	217
Publix at Indrio Commons[1]	10	0	0	0	0	0	0	0	10	0	0	0	
Cabo Rio RV Resort[2]	0	0	0	0	0	0	0	3	0	0	5	0	
Sugar Sand Apartment[3]	4	0	0	0	0	4	2	0	2	0	0	0	
Indrio Pines[4]	6	0	0	0	0	5	3	0	3	0	0	0	
Indrio Woods[5]	24	0	0	0	0	0	0	5	14	0	8	0	
Kings Highway Self Storage[5]	3	0	0	0	0	0	0	1	4	0	1	0	
Major Projects Traffic[6]	47	0	0	0	0	9	5	9	33	0	14	0	
Background Growth Used	30	92	3	1	100	4	2	1	16	4	3	0	
Total Background Traffic	**320**	**975**	**36**	**6**	**1068**	**39**	**23**	**11**	**174**	**38**	**31**	**4**	
Project Traffic	10	0	0	0	0	9	5	0	6	0	0	0	
Total 2028 Traffic	**330**	**975**	**36**	**6**	**1068**	**48**	**28**	**11**	**180**	**38**	**31**	**4**	
Approach Total		**1,341**			**1,123**			**219**			**73**		

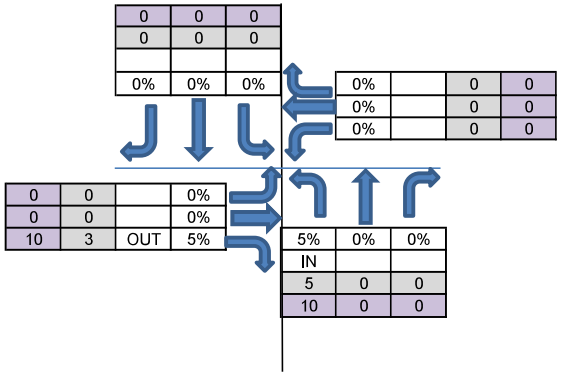
TRIPS

	IN	OUT
AM	40	115
PM	126	74



PUBLIX AT INDRIO COMMONS TRIPS

	IN	OUT
AM	97	60
PM	193	208



1. The Publix at Indrio Commons project trips were calculated per the Trip Generation table provided in Appendix G and distributed based on Figure 1 due to the proximity to the Indrio Road Development project.
2. The Cabo Rio RV Resort project trips were obtained from the Cabo Rio RV Resort Traffic Impact Study by Pinder Troutman Consulting, Inc. dated March 17, 2021.
3. The Sugar Sand Apartment project trips were obtained from the Sugar Sand Apartment Traffic Analysis by O'Rourke Engineering & Planning dated June 20, 2022.
4. The Indrio Pines project trips were obtained from the Indrio Pines Concurrency Traffic Analysis by O'Rourke Engineering & Planning dated September 16, 2021.
5. The Indrio Woods and Kings Highway Self Storage project trips were obtained from the 7075 Indrio Road Traffic Study by WGI dated April 12, 2024.
6. Feeder Road Self Storage project trips were not included, as fewer than 18 trips are proposed per day, per the Feeder Road Self Storage Traffic Statement by Abraham Chabab, Inc. dated June 5, 2023.

CMA INTERSECTION ANALYSIS
4540 NORTH KINGS HIGHWAY
ST LUCIE BOULEVARD AND KINGS HIGHWAY

TRIPS	IN	OUT
AM	40	115
PM	126	74

INPUT DATA

Comments:

Area Wide Growth Rate = 2.50% Peak Season = 1.14 Current Year = 2024 Buildout Year = 2028

AM Peak Hour

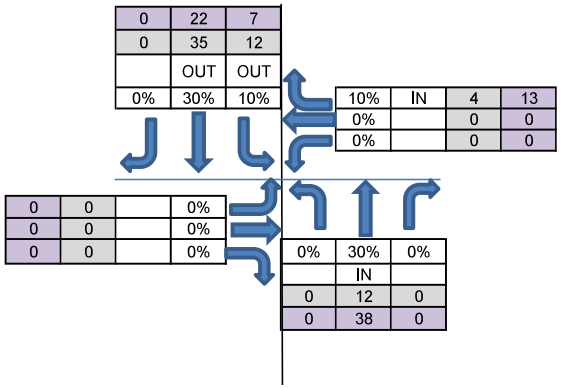
INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing Volume (2024)	9	376	106	148	431	0	0	5	6	62	4	64	1211
Peak Season Adjustment	1	53	15	21	60	0	0	1	1	9	1	9	
Total Existing Traffic	**10**	**429**	**121**	**169**	**491**	**0**	**0**	**6**	**7**	**71**	**5**	**73**	
Background Traffic Growth	1	44	13	18	51	0	0	1	1	7	0	8	143
1.0% Background Growth	0	17	5	7	20	0	0	0	0	3	0	3	776
236 Acres on Kings Highway[7]	0	23	15	0	59	0	0	0	0	39	0	0	
Major Projects Traffic	106	101	31	6	82	36	72	30	135	63	39	19	
1% + Major Projects Used	106	118	36	13	102	36	72	30	135	66	39	22	
Total Background Traffic	**117**	**547**	**157**	**182**	**593**	**36**	**72**	**36**	**142**	**137**	**44**	**95**	
Project Traffic	0	12	0	12	35	0	0	0	0	0	0	4	
Total 2028 Traffic	**117**	**559**	**157**	**194**	**628**	**36**	**72**	**36**	**142**	**137**	**44**	**99**	
Approach Total		**832**			**858**			**250**			**279**		

PM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing Volume (2024)	8	516	112	114	378	4	1	3	5	90	3	157	1391
Peak Season Adjustment	1	72	16	16	53	1	0	0	1	13	0	22	
Total Existing Traffic	**9**	**588**	**128**	**130**	**431**	**5**	**1**	**3**	**6**	**103**	**3**	**179**	
Background Traffic Growth	1	61	13	13	45	0	0	0	1	11	0	19	165
1.0% Background Growth	0	24	5	5	17	0	0	0	0	4	0	7	784
236 Acres on Kings Highway[7]	0	58	39	0	18	0	0	0	0	12	0	0	
Major Projects Traffic	106	101	31	6	82	36	72	30	135	63	39	19	
1% + Major Projects Used	106	125	36	11	99	36	72	30	135	67	39	26	
Total Background Traffic	**115**	**713**	**164**	**141**	**530**	**41**	**73**	**34**	**141**	**170**	**43**	**205**	
Project Traffic	0	38	0	7	22	0	0	0	0	0	0	13	
Total 2028 Traffic	**115**	**751**	**164**	**148**	**552**	**41**	**73**	**34**	**141**	**170**	**43**	**218**	
Approach Total		**1,030**			**741**			**248**			**431**		



7. The 236 Acres on Kings Highway project trips and the Major Projects trips were obtained from the 236 Acres on Kings Highway Traffic Analysis Study by O'Rourke Engineering & Planning dated September 21, 2022.

CMA INTERSECTION ANALYSIS
4540 NORTH KINGS HIGHWAY
ANGLE ROAD AND KINGS HIGHWAY

02/19/24
Revised 07/16/24

TRIPS	IN	OUT
AM	40	115
PM	126	74

INPUT DATA

Comments:

Area Wide Growth Rate = 2.50% Peak Season = 1.14 Current Year = 2024 Buildout Year = 2028

AM Peak Hour

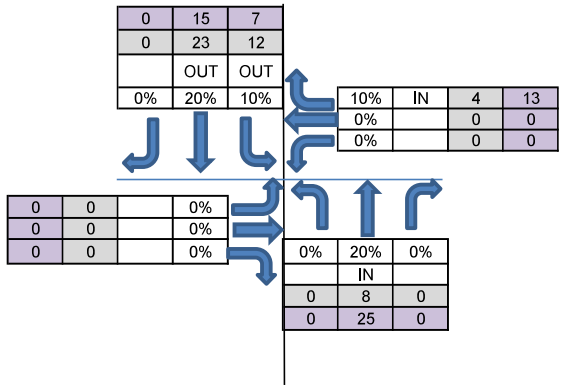
INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing Volume (2024)	20	433	67	97	362	29	39	63	57	25	41	115	1348
Peak Season Adjustment	3	61	9	14	51	4	5	9	8	4	6	16	
Total Existing Traffic	**23**	**494**	**76**	**111**	**413**	**33**	**44**	**72**	**65**	**29**	**47**	**131**	
Background Traffic Growth	2	51	8	11	43	3	5	7	7	3	5	14	160
1.0% Background Growth	1	20	3	4	17	1	2	3	3	1	2	5	782
236 Acres on Kings Highway[7]	12	49	0	0	17	12	0	0	0	7	0	0	
Major Projects Traffic	106	101	31	6	82	36	72	30	135	63	39	19	
1% + Major Projects Used	107	121	34	10	99	37	74	33	138	64	41	24	
Total Background Traffic	**130**	**615**	**110**	**121**	**511**	**70**	**118**	**105**	**203**	**93**	**88**	**155**	
Project Traffic	0	8	0	12	23	0	0	0	0	0	0	4	
Total 2028 Traffic	**130**	**623**	**110**	**133**	**534**	**70**	**118**	**105**	**203**	**93**	**88**	**159**	
Approach Total		**863**			**738**			**426**			**340**		

PM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing Volume (2024)	56	436	50	97	439	13	23	70	48	57	69	124	1482
Peak Season Adjustment	8	61	7	14	61	2	3	10	7	8	10	17	
Total Existing Traffic	**64**	**497**	**57**	**111**	**500**	**15**	**26**	**80**	**55**	**65**	**79**	**141**	
Background Traffic Growth	7	52	6	11	52	2	3	8	6	7	8	15	175
1.0% Background Growth	3	20	2	4	20	1	1	3	2	3	3	6	789
236 Acres on Kings Highway[7]	39	97	0	0	38	39	0	0	0	15	0	0	
Major Projects Traffic	106	101	31	6	82	36	72	30	135	63	39	19	
1% + Major Projects Used	109	121	33	10	102	37	73	33	137	66	42	25	
Total Background Traffic	**172**	**618**	**90**	**121**	**603**	**51**	**99**	**113**	**192**	**131**	**121**	**166**	
Project Traffic	0	25	0	7	15	0	0	0	0	0	0	13	
Total 2028 Traffic	**172**	**643**	**90**	**128**	**618**	**51**	**99**	**113**	**192**	**131**	**121**	**179**	
Approach Total		**906**			**797**			**404**			**431**		



7. The 236 Acres on Kings Highway project trips and the Major Projects trips were obtained from the 236 Acres on Kings Highway Traffic Analysis Study by O'Rourke Engineering & Planning dated September 21, 2022.

BUC-EE'S

Table 1. Trip Generation – Site (Buc-ee's Plus Outparcels)

Land Use	Intensity		Daily Trips	AM Peak Hour Total	AM Peak Hour In	AM Peak Hour Out	PM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out
Outparcels Land Use									
Hotel	120	Rooms	877	53	30	23	61	31	30
Drive-in Bank	5.000	1000 SF	502	50	29	21	105	53	52
High-Turnover (Sit-Down) Restaurant	10.000	1000 SF	1,072	96	53	43	91	56	35
Buc-ee's	120	F.P.	20,621	1,042	531	511	1,378	675	703
Subtotal			23,072	1,241	643	598	1,635	815	820
Internal Capture	AM	PM/ DAILY							
Hotel	5.7%	8.2%	72	3	1	2	5	2	3
Drive-in Bank	0.0%	0.0%	0	0	0	0	0	0	0
High-Turnover (Sit-Down) Restaurant	3.1%	5.5%	59	3	2	1	5	3	2
Subtotal	0.5%	0.6%	131	6	3	3	10	5	5
Pass-By Traffic (ITE)	AM	PM/ DAILY							
Hotel	0%	0%	0	0	0	0	0	0	0
Drive-in Bank	29%	35%	146	15	8	7	30	15	15
High-Turnover (Sit-Down) Restaurant	43%	43%	436	40	22	18	37	23	14
Subtotal			582	55	30	25	67	38	29
Pass-By Trips (10% of Adj Street*)			1,510	155	78	77	160	80	80
Use Lowest Pass-By Traffic			582	55	30	25	67	38	29
I-95 DIVERTED TRIPS			**17,528**	**830**	**423**	**407**	**1,171**	**574**	**597**
NET CHANGE IN TRIPS			**22,359**	**1,180**	**610**	**570**	**1,558**	**772**	**786**
DRIVEWAY TRIPS			**22,941**	**1,235**	**640**	**595**	**1,625**	**810**	**815**

Note: Trip generation was calculated using the following data:

Land Use	ITE Code	Unit	Daily Rate	Pass-by Rate	AM Peak Hour in/out	AM Peak Hour Rate	PM Peak Hour in/out	PM Peak Hour Equation
Hotel	310	Rooms	T = 10.84(X) - 423.51	0%	56/44	T = 0.50(X) - 7.45	51/49	T = 0.74(X) - 27.89
Drive-in Bank	912	1000 SF	100.35	29/35	58/42	9.95	50/50	21.01
High-Turnover (Sit-Down) Restaurant	932	1000 SF	107.2	43%	55/45	9.57	61/39	9.05
Buc-ee's	BUC	F.P.	171.84	0.00	51/49	8.68	49/51	11.48

Figure 2. Assignment Map

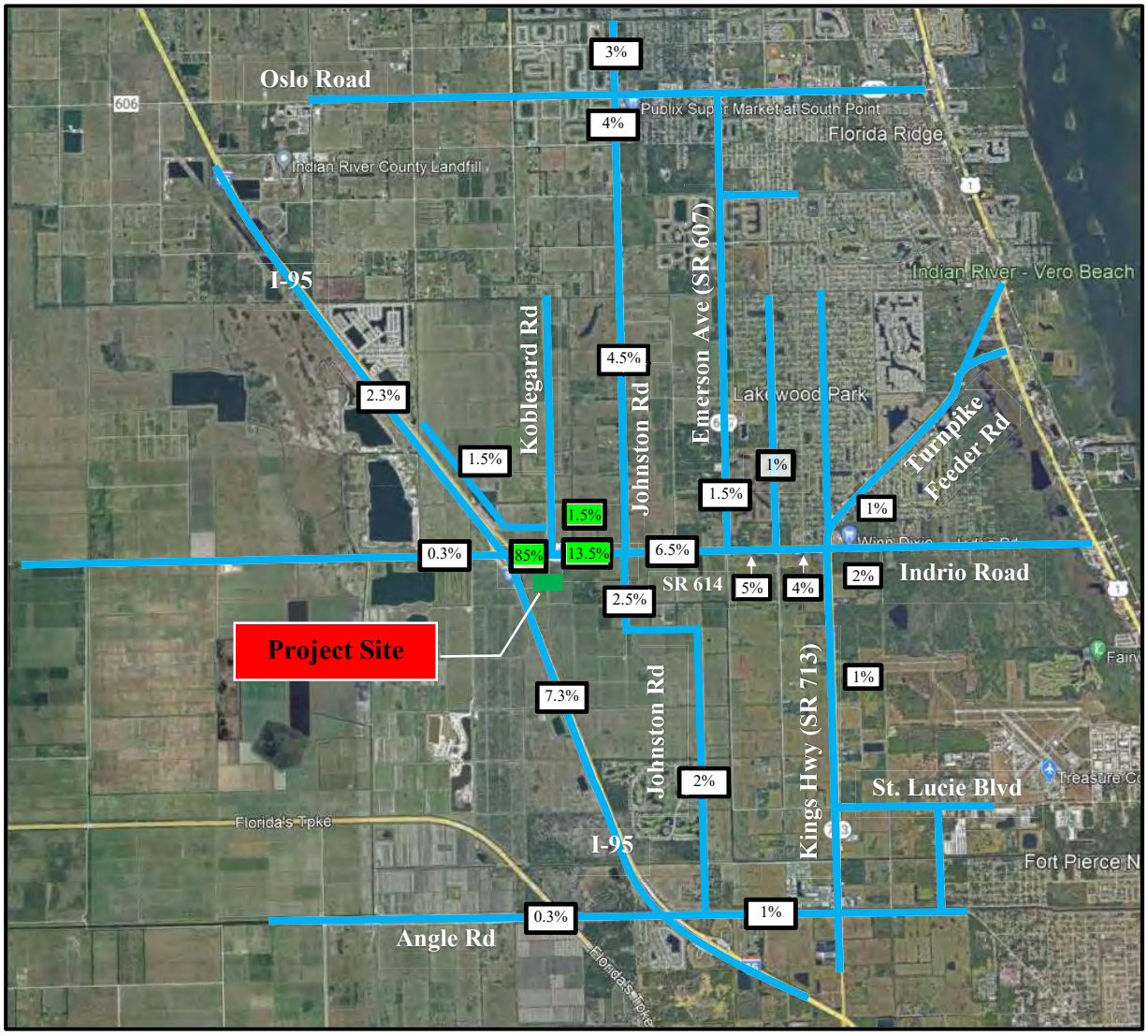


Figure 3. Project Distribution Map

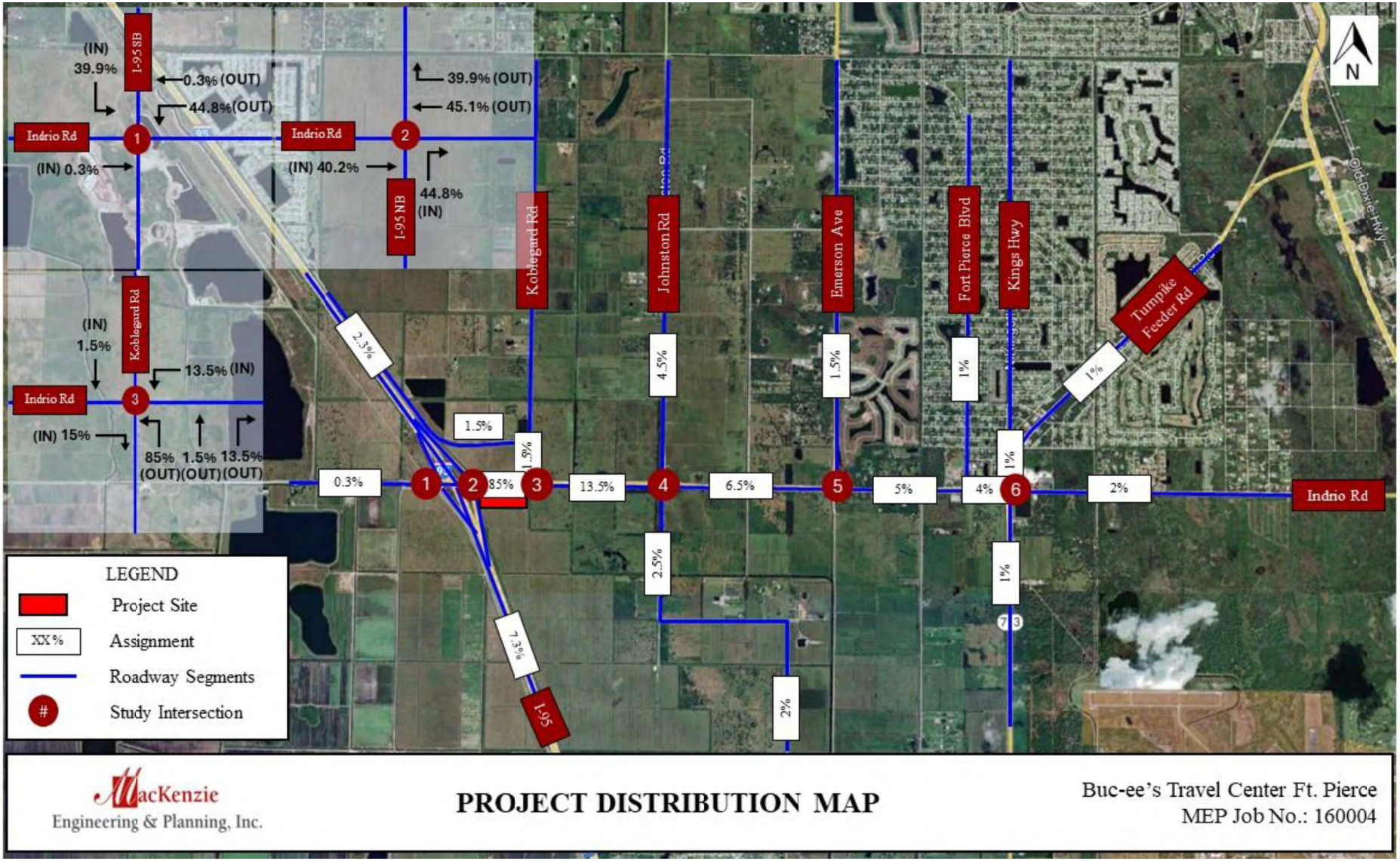


Figure 4. Project Distribution Map

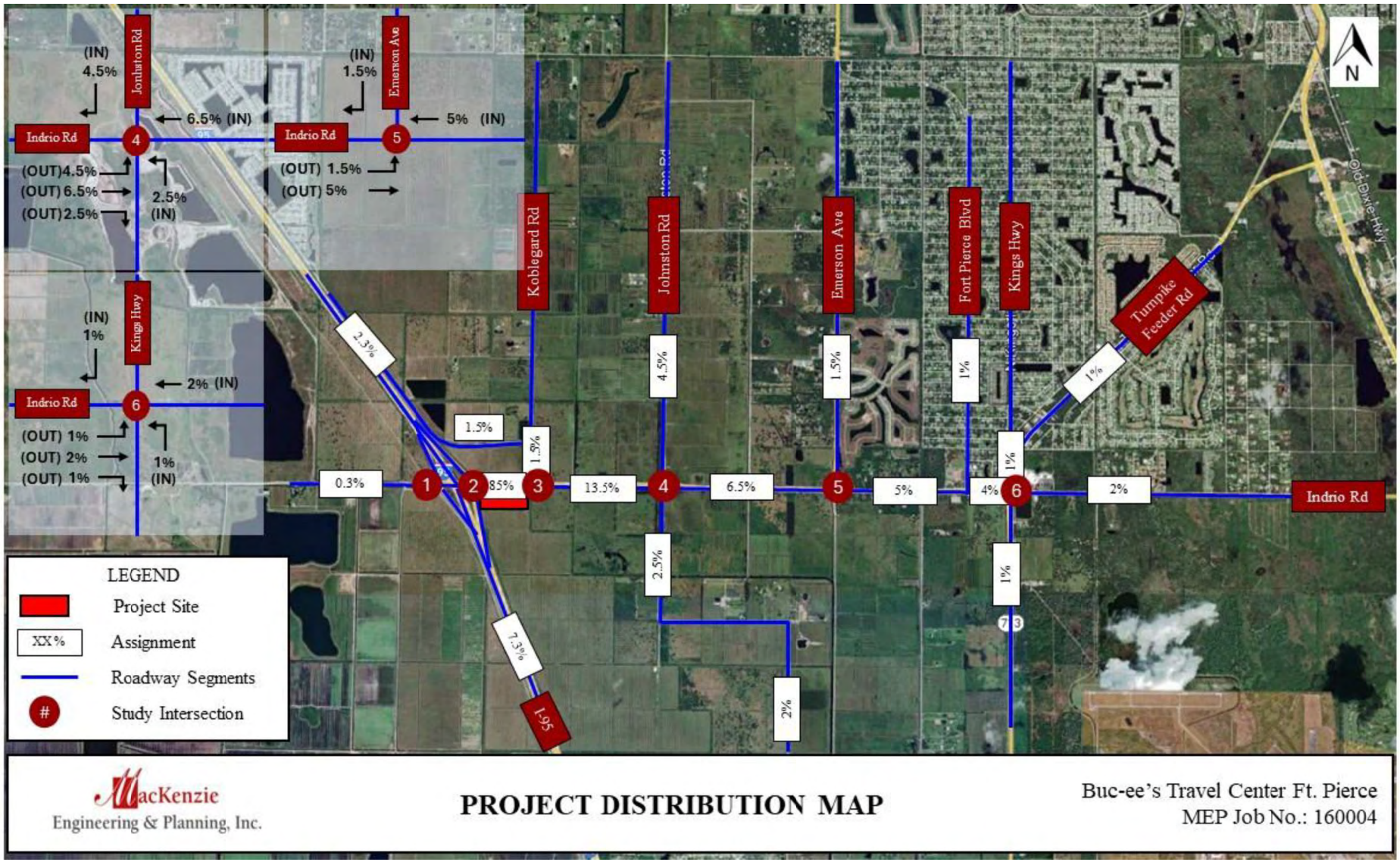


Figure 5. Peak hour Project Trips

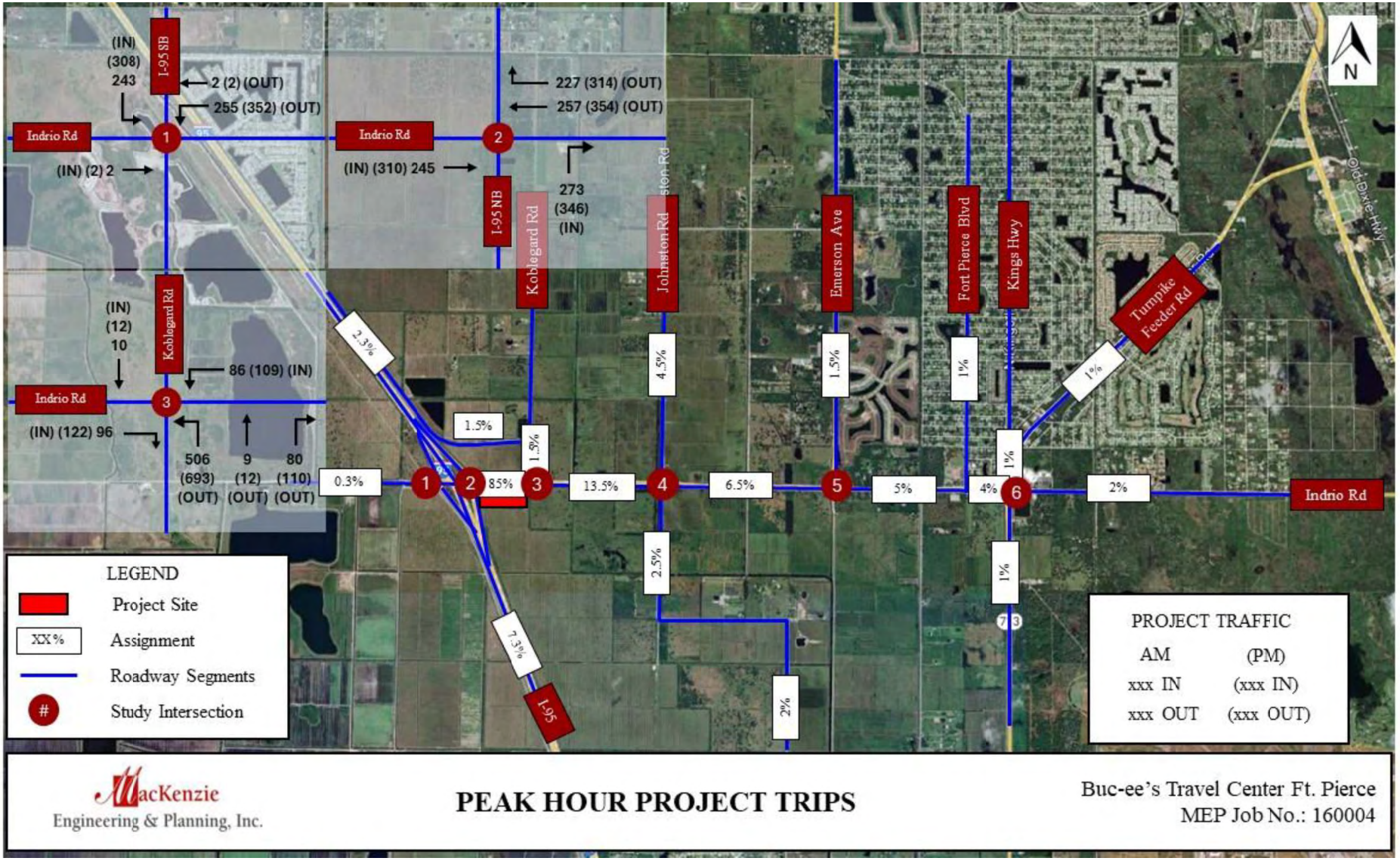
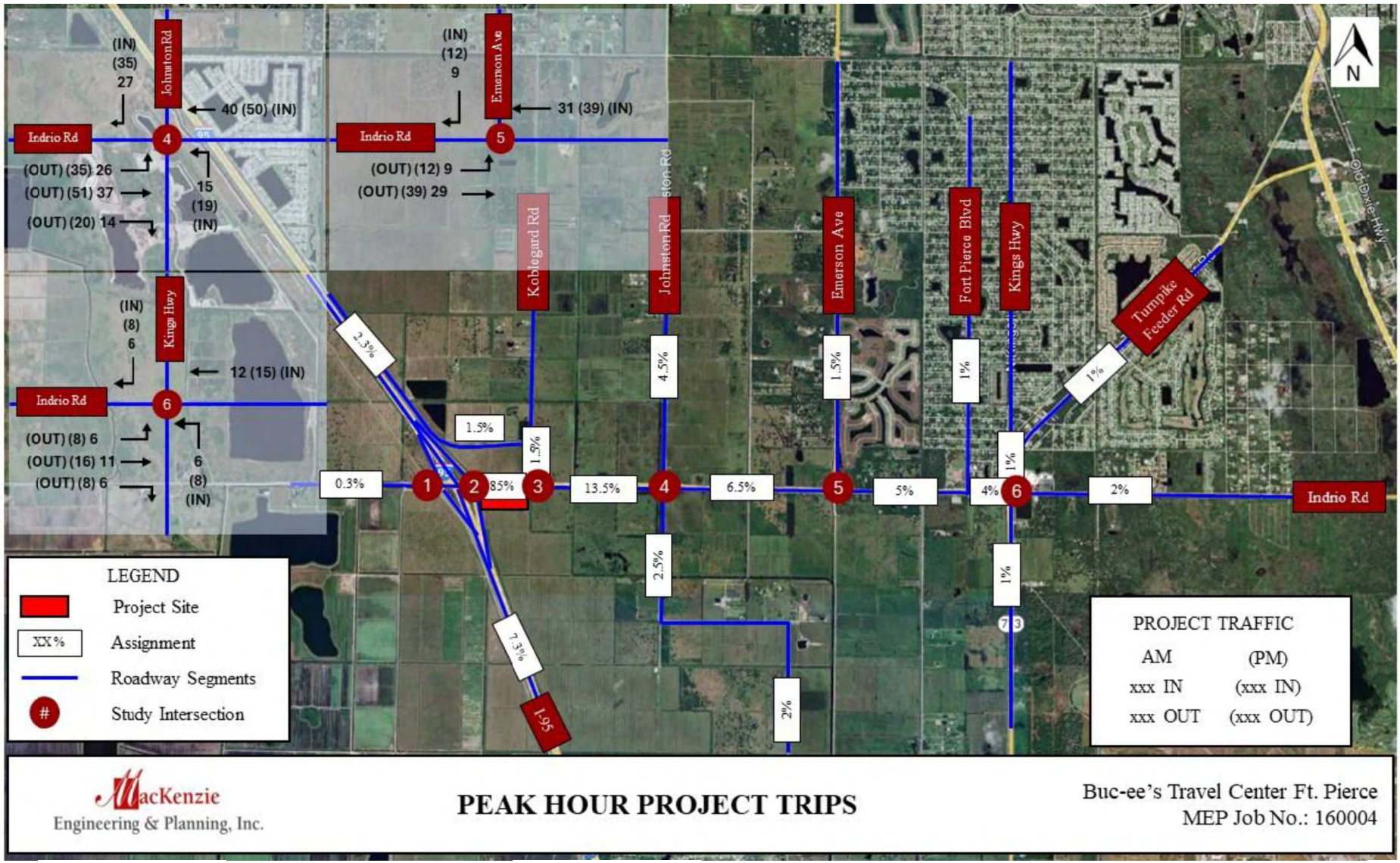


Figure 6. Peak hour Project Trips



CABO RIO RV RESORT
TRAFFIC IMPACT STUDY

Prepared for

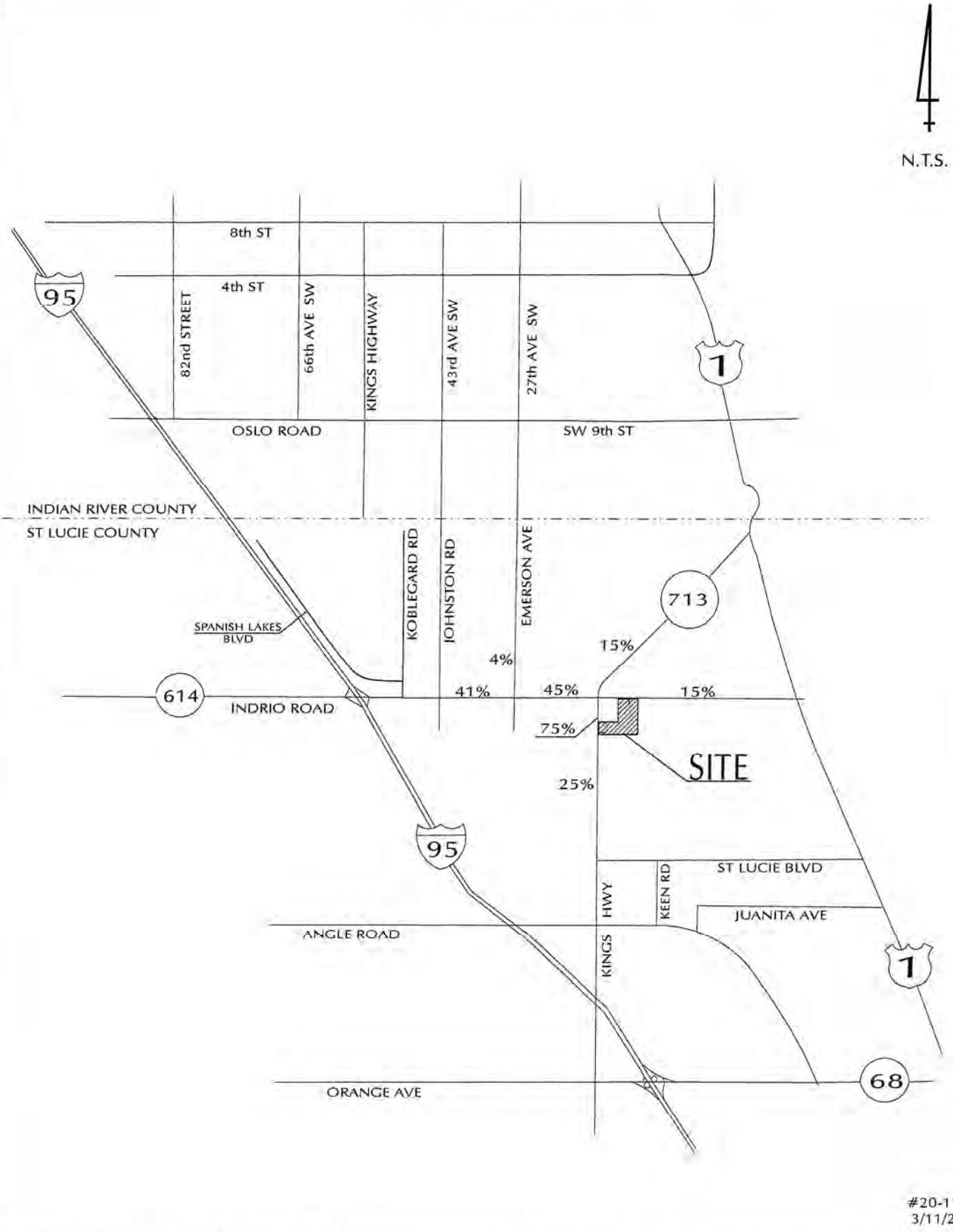
CABO RIO, LLC

Prepared by

PINDER TROUTMAN CONSULTING, INC.
Certificate of Authorization Number: 7989
2005 Vista Parkway, Suite 111
West Palm Beach, FL 33411
(561) 296-9698

#PTC20-117
March 17, 2021

Rebecca J. Mulcahy, State of Florida, Professional Engineer, License No. 42570
This item has been electronically signed and sealed by Rebecca J. Mulcahy, P.E. on 3/17/21 using a Digital Signature. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.



CABO RIO
RV RESORT

EXHIBIT 3A
PROJECT TRAFFIC DISTRIBUTION

PTC

Exhibit 3B
Cabo Rio RV Resort
Project Traffic Assignment

AM Peak

Roadway	Link	Existing Lanes	Dir	Project Traffic 15 27 % Dist	Project Traffic In Out Trips	Total Project Impact	Service Volume (1)	Significant Impact? (Yes/No)
Indrio Road	Johnston Road to Emerson Avenue	4LD	EB	41%	6	0.19%	3240	No
			WB	41%	11	0.34%	3240	No
	Emerson Avenue to Seminole Road	2L	EB	45%	7	0.76%	920	No
			WB	45%	12	1.30%	920	No
	Seminole Road to Kings Highway	2L	EB	45%	7	0.89%	790	No
			WB	45%	12	1.52%	790	No
	Kings Highway to Slash Pine Trail (2)	2L	EB	15%	4	0.51%	790	No
			WB	15%	2	0.25%	790	No
	Slash Pine Trail to US 1	2L	EB	15%	4	0.43%	920	No
			WB	15%	2	0.22%	920	No
Emerson Avenue	Indrio Road to County Line	2L	NB	4%	1	0.08%	1190	No
			SB	4%	1	0.08%	1190	No
Kings Highway	St. Lucie Boulevard to Site (2)	2L	NB	25%	4	0.48%	830	No
			SB	25%	7	0.84%	830	No
	Site to Indrio Road (2)	4LD	NB	75%	20	1.05%	1910	YES
			SB	75%	11	0.58%	1910	No
Turnpike Feeder Rd/SR 713	Indrio Road to Indian Pines Blvd	2L	NB	15%	4	0.46%	870	No
			SB	15%	2	0.23%	870	No
	Indian Pines Blvd to Turnpike Feeder Rd SB	2L	NB	15%	4	0.46%	870	No
			SB	15%	2	0.23%	870	No

(1) Based on St. Lucie County TPO Fall/Winter 2019/2020 Traffic Counts and Level of Service Report. See Appendix B.

(2) First accessed roadway link.

Exhibit 3C
Cabo Rio RV Resort
Project Traffic Assignment

PM Peak

Roadway	Link	Existing Lanes	Dir	Project Traffic 36 / 19 % Dist	Project Traffic In / Out Trips	Total Project Impact	Service Volume (1)	Significant Impact? (Yes/No)
Indrio Road	Johnston Road to Emerson Avenue	4LD	EB	41%	15	0.46%	3240	No
			WB	41%	8	0.25%	3240	No
	Emerson Avenue to Seminole Road	2L	EB	45%	16	1.74%	920	No
			WB	45%	9	0.98%	920	No
	Seminole Road to Kings Highway	2L	EB	45%	16	2.03%	790	No
			WB	45%	9	1.14%	790	No
	Kings Highway to Slash Pine Trail (2)	2L	EB	15%	3	0.38%	790	No
			WB	15%	5	0.63%	790	No
	Slash Pine Trail to US 1	2L	EB	15%	3	0.33%	920	No
			WB	15%	5	0.54%	920	No
Emerson Avenue	Indrio Road to County Line	2L	NB	4%	1	0.08%	1190	No
			SB	4%	1	0.08%	1190	No
Kings Highway	St. Lucie Boulevard to Site (2)	2L	NB	25%	9	1.08%	830	**YES**
			SB	25%	5	0.60%	830	No
	Site to Indrio Road (2)	4LD	NB	75%	14	0.73%	1910	No
			SB	75%	27	1.41%	1910	**YES**
Turnpike Feeder Rd/SR 713	Indrio Road to Indian Pines Blvd	2L	NB	15%	3	0.34%	870	No
			SB	15%	5	0.57%	870	No
	Indian Pines Blvd to Turnpike Feeder Rd SB	2L	NB	15%	3	0.34%	870	No
			SB	15%	5	0.57%	870	No

(1) Based on St. Lucie County TPO Fall/Winter 2019/2020 Traffic Counts and Level of Service Report. See Appendix B.

(2) First accessed roadway link.

INTERSECTION ANALYSIS SHEET
Cabo Rio RV Resort

Indrio Rd & Kings Hwy
(Existing Geometrics w/Project)

Historic Growth Rate = 2.52%
Peak Season = 1.00
Buildout Year = 2024
Years = 3

AM Peak Hour
Intersection Volume Development

	Northbound			Southbound			Eastbound			Westbound		
	LT	**Thru**	**RT**	**LT**	**Thru**	**RT**	**LT**	**Thru**	**RT**	**LT**	**Thru**	**RT**
Existing Volume (1/26/21)	177	353	21	106	360	175	185	138	213	66	125	36
Peak Season Volume	**177**	**353**	**21**	**106**	**360**	**175**	**185**	**138**	**213**	**66**	**125**	**36**
Historic Growth	14	27	2	8	28	14	14	11	17	5	10	3
Total Background Traffic	**191**	**380**	**23**	**114**	**388**	**189**	**199**	**149**	**230**	**71**	**135**	**39**
% Project Traffic	45%	15%	15%	0%	15%	0%	0%	0%	45%	15%	0%	0%
Direction	out	out	out	in	in	in	in	in	in	in	in	in
P	12	4	4	0	2	0	0	0	7	2		
Total	**203**	**384**	**27**	**114**	**390**	**189**	**199**	**149**	**237**	**73**	**135**	**39**

PM Peak Hour
Intersection Volume Development

	Northbound			Southbound			Eastbound			Westbound		
	LT	**Thru**	**RT**	**LT**	**Thru**	**RT**	**LT**	**Thru**	**RT**	**LT**	**Thru**	**RT**
Existing Volume (1/26/21)	312	386	60	98	296	175	189	160	143	58	220	128
Peak Season Volume	**312**	**386**	**60**	**98**	**296**	**175**	**189**	**160**	**143**	**58**	**220**	**128**
Historic Growth	24	30	5	8	23	14	15	12	11	4	17	10
Total Background Traffic	**336**	**416**	**65**	**106**	**319**	**189**	**204**	**172**	**154**	**62**	**237**	**138**
% Project Traffic	45%	15%	15%	0%	15%	0%	0%	0%	45%	15%	0%	0%
Direction	out	out	out	in	in	in	in	in	in	in	in	in
P	9	3	3	0	5	0	0	0	16	5		
Total	**345**	**419**	**68**	**106**	**324**	**189**	**204**	**172**	**170**	**67**	**237**	**138**

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3.0 DEVELOPMENT TRAFFIC

3.1 TRIP GENERATION

Trip generation for the proposed project was calculated per procedures published in the 11th Edition of the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*. The Land Use Codes (LUCs) used for the proposed site are:

- LUC 210, Single-Family Detached Housing
- LUC 215, Single-Family Attached Housing

Table 6 provides the Daily, AM peak hour, and PM peak hour trip generation summary for the project. Relevant excerpts from the ITE *Trip Generation Manual* are included in **Appendix B**.

Table 6: Trip Generation Summary

Land Use	Intensity	Daily Trips	AM Peak Hour of Adjacent Street			PM Peak Hour of Adjacent Street		
			Total	In	Out	Total	In	Out
Proposed Development								
Single-Family Detached Housing	219 DU	2,075	152	40	112	208	131	77
Single-Family Attached Housing	339 DU	2,533	171	53	118	199	97	102
	Subtotal	*4,608*	*323*	*93*	*230*	*407*	*228*	*179*
TOTAL NET EXTERNAL TRIPS		**4,608**	**323**	**93**	**230**	**407**	**228**	**179**

Note 1: Trip Generation was calculated using the data from ITE's Trip Generation Manual, 11th Edition

Single-Family Detached Housing [ITE 210]

Daily	Ln(T) = 0.92*(X)+2.68; (X is number of dwelling units)
AM Peak Hour of Adjacent Street	Ln(T) = 0.91*(X)+0.12; (X is number of dwelling units); (26% in/ 74% out)
PM Peak Hour of Adjacent Street	Ln(T) = 0.94*(X)+0.27; (X is number of dwelling units); (63% in/ 37% out)

Single-Family Attached Housing [ITE 215]

Daily	T = 7.62*(X)-50.48; (X is number of dwelling units)
AM Peak Hour of Adjacent Street	T = 0.52*(X)-5.70; (X is number of dwelling units); (31% in/ 69% out)
PM Peak Hour of Adjacent Street	T = 0.60*(X)-3.93; (X is number of dwelling units); (57% in/ 43% out)

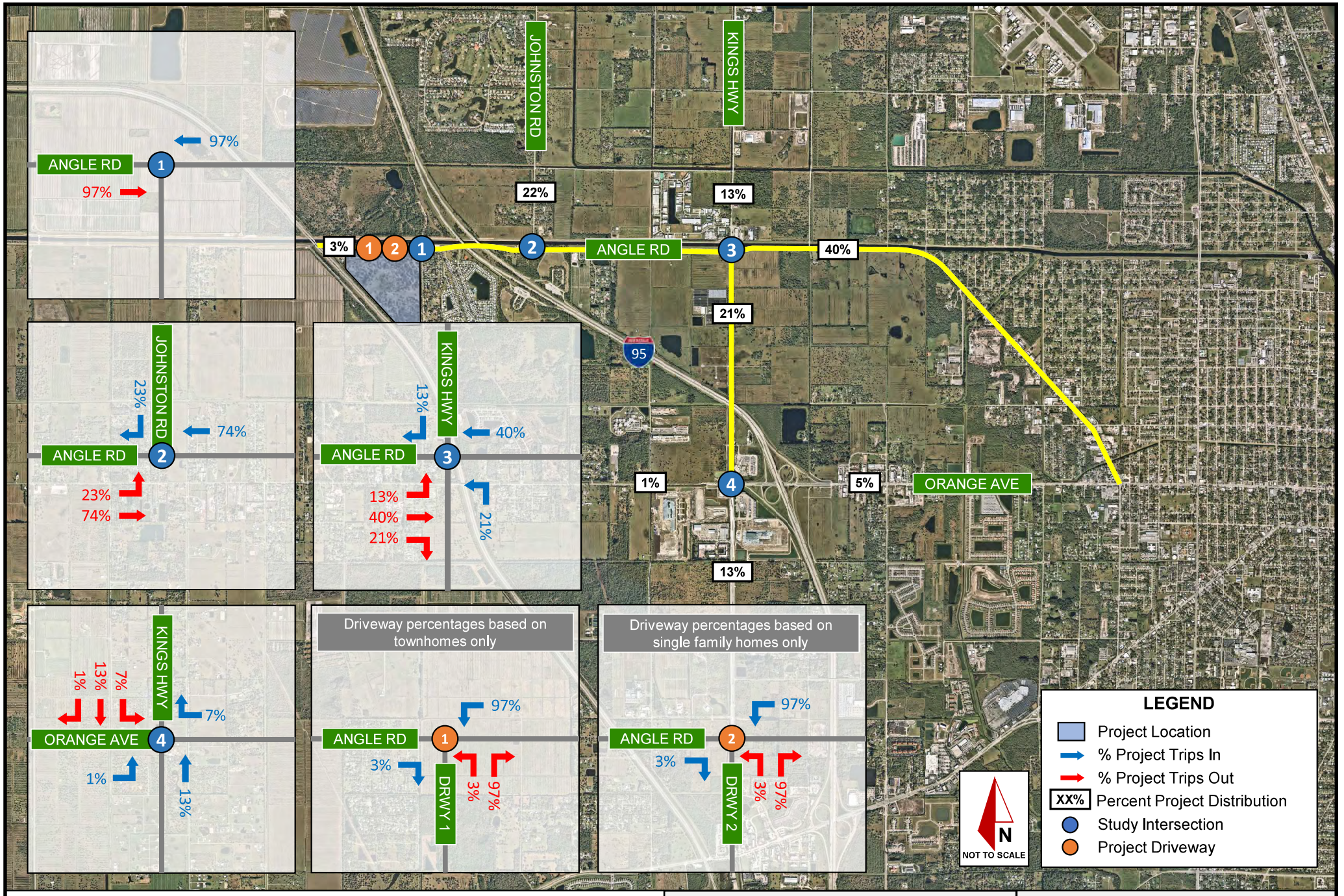


Figure 2: Project Trip Distribution

NVR Fort Pierce | St. Lucie County, Florida

Project No: 147584004

May 2024

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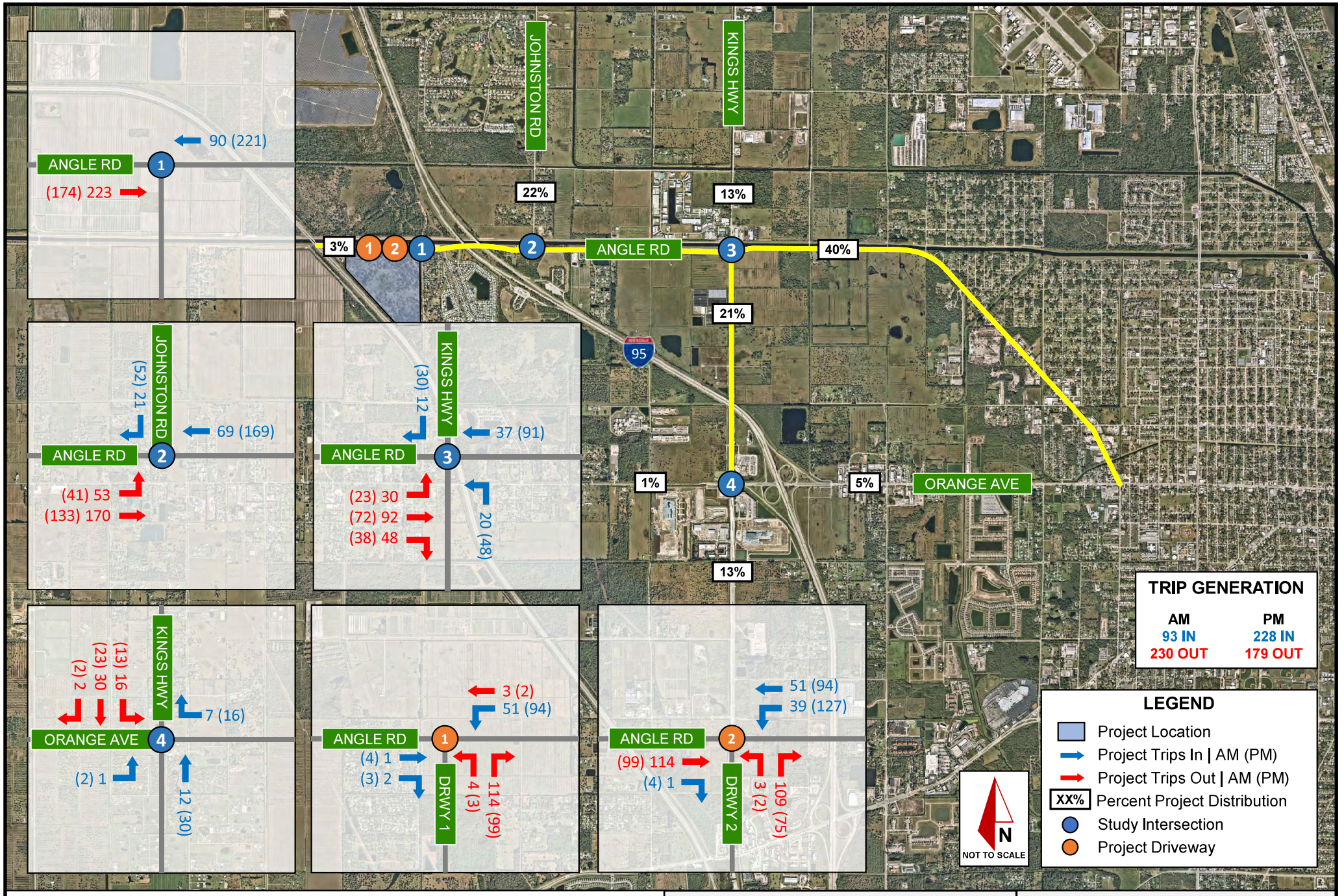


Figure 3: Project Trip Assignment

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Table 1: Study Area Determination

Roadway		AADT	Directional Peak Hour Service Capacity	AM Peak Hour Directional			PM Peak Hour Directional			% Project Distribution	Max Directional Peak Hour Project Trips	% Project Significance
From	To			Volume	LOS	V/C	Volume	LOS	V/C			
Angle Road												
Orange Avenue	Avenue D	8,603	790	421	D	0.53	404	D	0.51	25%	57	**7.2%**
Avenue D	Avenue Q	8,603	540	421	D	0.78	404	D	0.75	26%	59	**10.9%**
Avenue Q	53rd Street	8,700	600	583	D	0.97	524	D	0.87	34%	78	**13.0%**
53rd Street	Keen Road	6,000	630	378	C	0.60	325	C	0.52	37%	84	**13.3%**
Keen Road	Kings Highway	6,000	880	378	C	0.43	325	C	0.37	40%	91	**10.3%**
Kings Highway	Johnston Road	5,758	1,070	358	B	0.34	344	B	0.32	74%	169	**15.8%**
Johnston Road	Florida's Turnpike	2,028	1,070	96	B	0.09	96	B	0.09	97%	221	**20.7%**
25th Street												
Cortez Blvd	Virginia Avenue	22,500	2,000	1,324	C	0.66	1,090	C	0.55	3%	3	0.2%
Virginia Avenue	Nebraska Avenue	22,168	2,000	1,082	C	0.54	1,082	C	0.54	3%	3	0.2%
Nebraska Avenue	Okeechobee Road	22,168	2,000	1,082	C	0.54	1,082	C	0.54	6%	7	0.3%
Okeechobee Road	Georgia Avenue	21,986	1,630	1,016	D	0.62	1,053	D	0.54	8%	9	0.5%
Georgia Avenue	Delaware Avenue	219,886	1,630	1,016	D	0.62	1,053	D	0.65	2%	2	0.1%
Delaware Avenue	Orange Avenue	21,569	1,630	1,053	D	0.65	1,053	D	0.65	2%	2	0.1%
Orange Avenue	Avenue D	23,000	1,630	1,145	D	0.70	1,325	D	0.81	0%	0	0.0%
Avenue D	Avenue Q	17,945	1,630	876	D	0.54	876	D	0.54	1%	1	0.1%
Avenue Q	Juanita Ave	16,821	2,000	821	C	0.41	821	C	0.41	0%	0	0.0%
33rd Street												
Okeechobee Road	Delaware Avenue	7,200	750	408	D	0.54	366	C	0.49	8%	9	1.2%
Delaware Avenue	Orange Avenue	6,285	790	290	C	0.37	290	C	0.37	16%	18	2.3%
Johnston Road												
Angle Road	L20	2,909	1,070	228	B	0.21	200	B	0.19	22%	50	4.7%
L20	Meadowood Drive	2,604	1,070	172	B	0.16	163	B	0.15	8%	18	1.7%
Meadowood Drive	Old Johnston Road	2,604	1,070	172	B	0.16	163	B	0.15	7%	16	1.5%
Old Johnston Road	Indrio Road	2,604	1,070	172	B	0.16	163	B	0.15	7%	16	1.5%
Kings Highway/Turnpike Feeder Road												
Okeechobee Road	Crossroads Pkwy	9,383	880	472	C	0.54	472	C	0.54	4%	9	1.0%
Crossroads Pkwy	Graham Road	9,383	700	472	C	0.67	472	C	0.67	4%	9	1.3%
Graham Road	Picos Road	7,181	700	361	C	0.52	361	C	0.52	13%	30	4.2%
Picos Road	Orange Avenue	7,181	880	361	C	0.41	361	C	0.41	13%	30	3.4%
Orange Avenue	Angle Road	15,247	920	767	C	0.83	767	C	0.83	21%	48	**5.2%**
Angle Road	St. Lucie Boulevard	11,202	880	547	C	0.62	547	C	0.62	13%	30	3.4%
St. Lucie Boulevard	Indrio Road	13,787	880	673	C	0.77	673	C	0.77	10%	23	2.6%
Orange Avenue												
Shinn Road	Campebell Road	2,957	1,070	142	B	0.13	142	B	0.13	1%	2	0.2%
Campebell Road	Kings Highway	2,957	1,070	142	B	0.13	142	B	0.13	1%	2	0.2%
Kings Highway	I-95	18,080	2,100	910	C	0.43	910	C	0.43	7%	16	0.8%
I-95	Jenkins Road	14,693	2,100	717	C	0.34	717	C	0.34	5%	11	0.5%
Jenkins Road	Hartman Road	16,898	2,100	825	C	0.39	825	C	0.39	4%	9	0.4%
Hartmand Road	Angle Road	16,898	2,100	825	C	0.39	825	C	0.39	1%	2	0.1%
Angle Road [2]	25th Street	9,547	1,710	894	B	0.52	858	B	0.50	9%	21	1.2%
25th Street	17th Street	13,554	1,630	661	C	0.41	661	C	0.41	5%	11	0.7%
17th Street	13th Street	13,554	1,710	661	C	0.39	661	C	0.39	5%	11	0.7%
13th Street	10th Street	13,554	750	661	D	0.88	661	D	0.88	2%	5	0.6%
Campbell Road												
Picos Road	Orange Avenue	814	540	80	C	0.15	58	C	0.11	0%	0	0.0%
St Lucie Blvd												
Kings Highway	Keen Road	6,087	880	407	C	0.46	447	C	0.51	2%	2	0.3%
Keen Road	25th Street	6,087	880	407	C	0.46	447	C	0.51	5%	6	0.6%
25th Street	Seneca Ave	4,414	750	215	C	0.29	215	C	0.29	0%	0	0.0%
Seneca Ave	US 1	4,414	790	215	C	0.27	215	C	0.27	0%	0	0.0%
Virginia Ave												
Okeechobee Road	Hartman Road	22,086	3,020	1,078	C	0.36	1,078	C	0.36	2%	2	0.1%
Hartman Road	35th Street	22,086	3,020	1,078	C	0.36	1,078	C	0.36	2%	2	0.1%
35th Street	13th Street	21,451	3,020	1,047	C	0.35	1,047	C	0.35	6%	7	0.2%
13th Street	11th Street	23,517	3,020	1,148	C	0.38	1,148	C	0.38	6%	7	0.2%
11th Street	Sunrise Boulevard	23,517	3,170	1,148	C	0.36	1,148	C	0.36	6%	7	0.2%
Sunrise Boulevard	Oleander Ave	20,046	3,020	978	C	0.32	978	C	0.32	5%	6	0.2%
Oleander Ave	Colonial Rd	18,476	3,170	902	C	0.28	902	C	0.28	3%	3	0.1%
Colonial Rd	US 1	18,476	3,020	902	C	0.30	902	C	0.3	3%	3	0.1%

Notes:

(1) Obtained from St. Lucie Transporation Planning Organization *Traffic Counts and Level of Service Report 2023*

(2) Data obtained from FDOT's Florida Traffic Online as the SLTPO *Traffic Counts and Level of Service Report 2023* omitted this segment's traffic volumes

3.0 DEVELOPMENT TRAFFIC

3.1 TRIP GENERATION

Trip generation for the proposed project was calculated per procedures published in the 11th Edition of the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*. Land use code 215 – Single-Family Attached Housing was referenced to determine the appropriate trip rates for the project.

Table 6 provides the Daily, AM peak hour, and PM peak hour trip generation summary for the project. Relevant excerpts from the ITE *Trip Generation Manual* are included in **Appendix H**.

Table 6: Trip Generation Summary

Land Use	Intensity	Daily Trips	AM Peak Hour of Adjacent Street			PM Peak Hour of Adjacent Street		
			Total	In	Out	Total	In	Out
Proposed Development								
Single-Family Attached Housing	278 DU	2,068	139	43	96	163	93	70
	Subtotal	*2,068*	*139*	*43*	*96*	*163*	*93*	*70*
TOTAL NET NEW TRIPS		**2,068**	**139**	**43**	**96**	**163**	**93**	**70**

Note 1: Trip Generation was calculated using the data from ITE's Trip Generation Manual, 11th Edition.

Simgle-Family Attached Housing [ITE 215]

Daily	T = 7.62*(X)-50.48; (X is number of dwelling units)
AM Peak Hour of Adjacent Street	T = 0.52*(X)-5.70; (X is number of dwelling units); (31% in/ 69% out)
PM Peak Hour of Adjacent Street	T = 0.60*(X)-3.93; (X is number of dwelling units); (57% in/ 43% out)

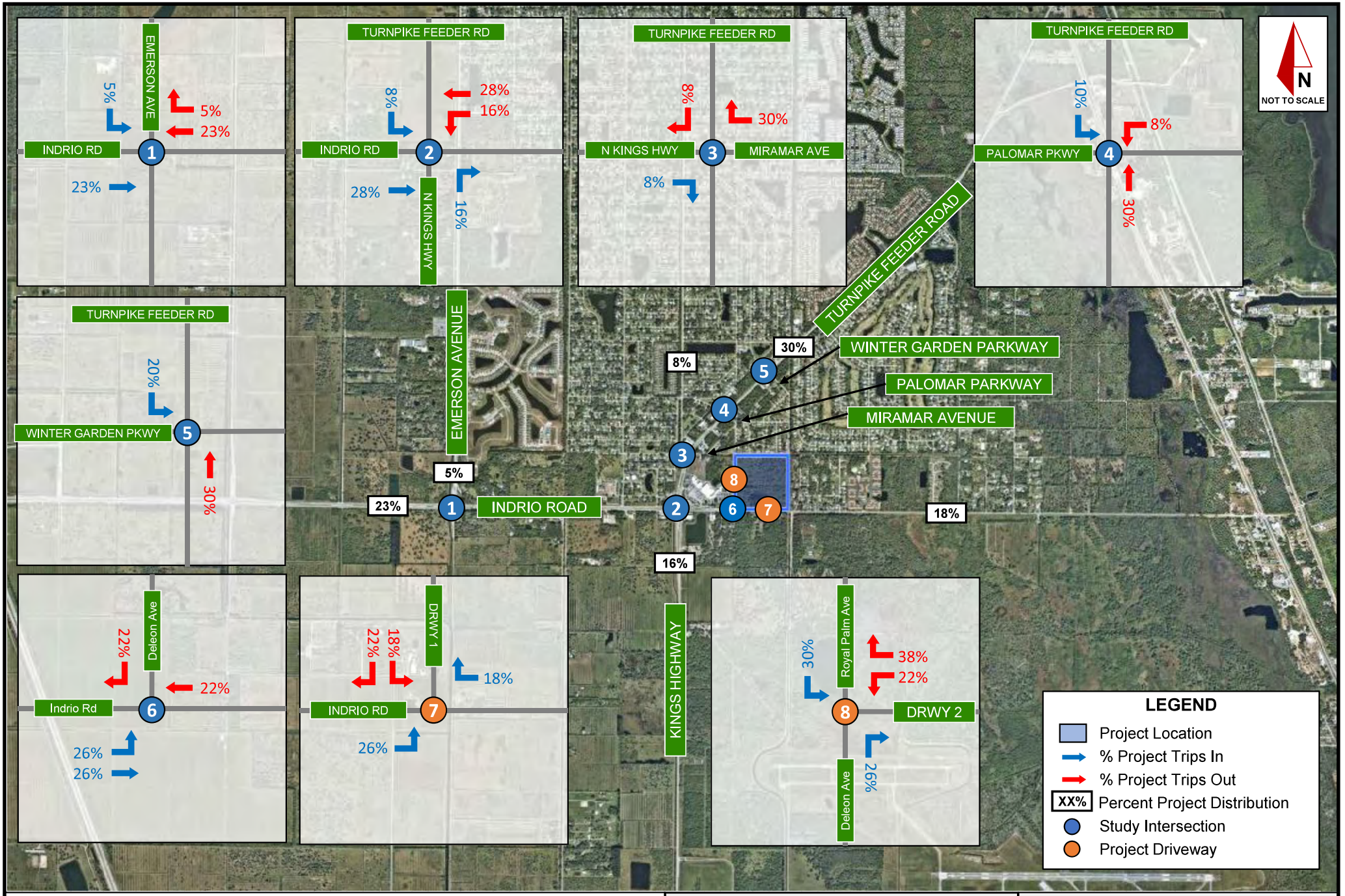


Figure 2: Project Trip Distribution

Indrio Townhomes | St. Lucie County, Florida

Project No: 147584005

November 2024

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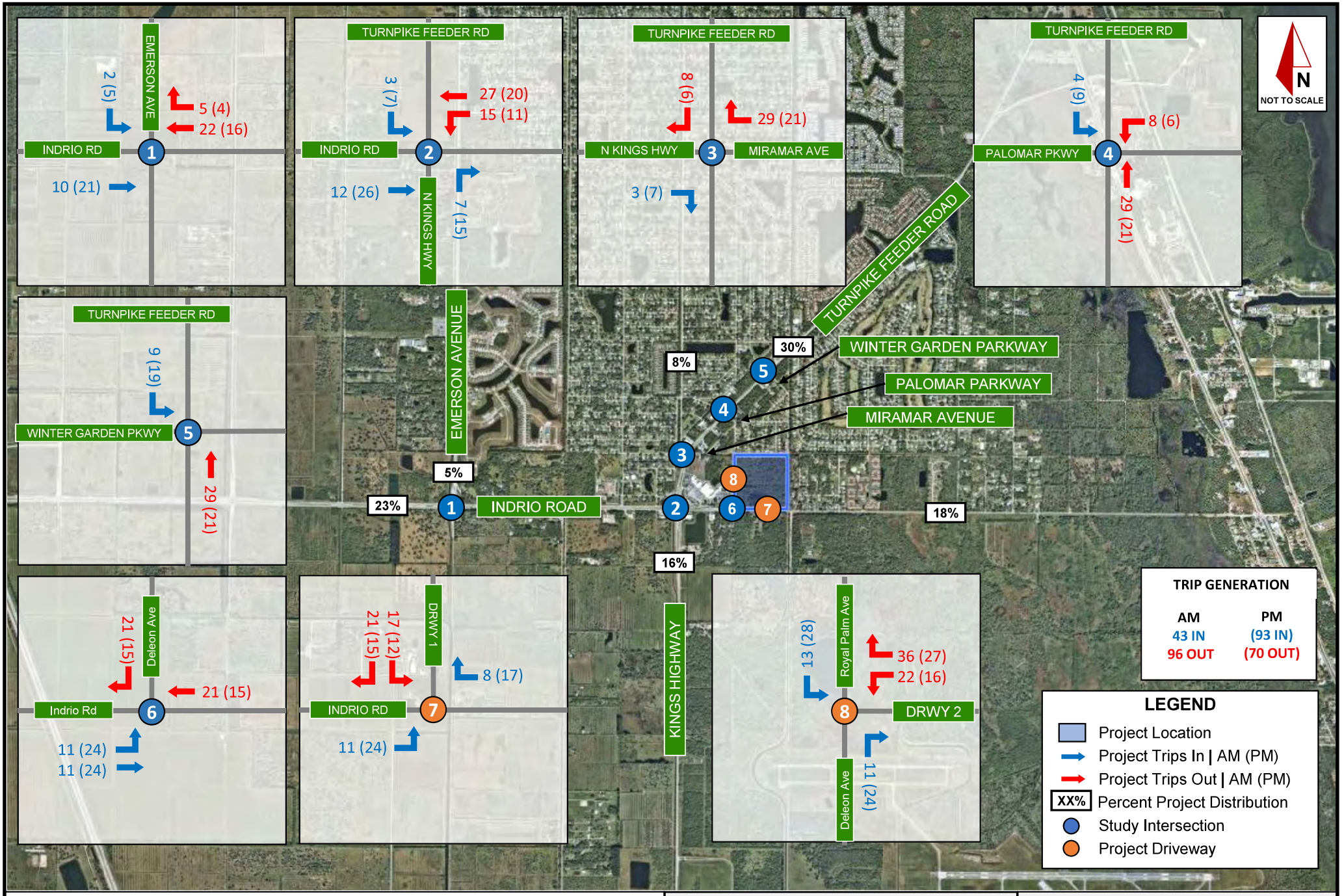


Figure 3: Project Trip Assignment

Indrio Townhomes | St. Lucie County, Florida

Project No: 147584005

November 2024

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APPENDIX G

Comitted Traffic AM

Roadway	Segment	Publix at Indrio		Indrio Woods		Sabal Palm Grove		Cabo Rio RV Resort		Indrio & I-95 Development (25%)		Indrio Groves (25%)		Bedner Farms (25%)		Eagle Bend (25%)		4540 N Kings Hwy (25%)		Buc-ee's		2098 Johnston Rd (25%)		NVR Fort Pierce		Pineapple Grove		Indrio Townhomes (25%)	
		NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
Johnston Road	Russos Road to Indrio Road	1	1							48	49	17	6	13	8	0	0			26	27	0	0	16	7				
	Indrio Rd to Old Johnston Rd	0	0							77	78	4	11	0	0	0	0			15	14	4	1	16	7				
Emerson Ave	Russos Road to Indrio Road	6	24			7	23	1	1	16	16	6	2	6	4	0	0	0	0	9	9							2	1
	Indrio Road to Driveway	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0							0	0
Kings Hwy	Spanish Lakes Blvd to Indrio Rd	16	20	21	6			4	2	19	19	3	1	26	17	0	0	**10**	**4**	6	6			**23**	**9**	**29**	**10**	0	1
	Indrio Rd to St. Lucie Blvd	10	8	6	20			20	11	8	8	14	41	11	17	0	0	**17**	**6**	6	6			**23**	**9**	**29**	**10**	2	4
Indrio Road	Koblegard Rd to Johnston Rd	5	4							40	41	105	36	79	50	0	0			77	82	1	3						
	Johnston Rd to Emerson Ave	5	7					6	11	70	69	26	77	42	66	0	0			40	37	0	1						
	Emerson Ave to Seminole Rd	34	42	0	0	15	3	7	12	53	54	72	25	60	38	0	0	0	3	29	31							4	7
	Seminole Rd to Kings Hwy	32	39	63	16	0	0	7	12	45	46	72	25	60	38	0	0	**1**	**3**	23	24			**0**	**0**	**0**	**0**	3	7
	Kings Hwy to Slash Pine Trl	8	10	17	57			4	2	19	19	28	9	17	11	0	0	**4**	**2**	11	12			**0**	**2**	**0**	**0**	6	11

Comitted Traffic PM

Roadway	Segment	Publix at Indrio		Indrio Woods		Sabal Palm Grove		Cabo Rio RV Resort		Indrio & I-95 Development (25%)		Indrio Groves (25%)		Bedner Farms (25%)		Eagle Bend (25%)		4540 N Kings Hwy (25%)		Buc-ee's		2098 Johnston Rd (25%)		NVR Fort Pierce		Pineapple Grove		Indrio Townhomes (25%)	
		NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
Johnston Road	Russos Road to Indrio Road	3	3							69	67	12	20	17	20	0	0			35	35	0	0	13	16				
	Indrio Rd to Old Johnston Rd	0	0							112	108	13	8	0	0	0	0			19	20	3	4	13	16				
Emerson Ave	Russos Road to Indrio Road	14	64			22	15	1	1	23	22	4	7	9	10	0	0	0	0	12	12							1	2
	Indrio Road to Driveway	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0							0	0
Kings Hwy	Spanish Lakes Blvd to Indrio Rd	43	41	21	17			3	5	27	26	2	1	35	41	0	0	**6**	**11**	8	8			**18**	**23**	**21**	**35**	0	2
	Indrio Rd to St. Lucie Blvd	20	21	15	10			14	27	11	12	14	29	27	22	0	0	**11**	**19**	8	8			**18**	**23**	**21**	**35**	4	3
Indrio Road	Koblegard Rd to Johnston Rd	11	11							58	56	75	127	105	124	0	0			106	104	4	2						
	Johnston Rd to Emerson Ave	14	14					15	8	97	100	94	55	104	88	0	0			50	51	1	1						
	Emerson Ave to Seminole Rd	92	88	0	0	10	7	16	9	77	75	51	87	79	94	0	0	0	2	39	39							8	5
	Seminole Rd to Kings Hwy	85	82	12	8	0	0	16	9	66	63	51	25	79	94	0	0	**3**	**2**	31	31			**0**	**0**	**0**	**0**	7	5
	Kings Hwy to Slash Pine Trl	21	20	24	28			4	5	27	26	20	9	22	27	0	0	**3**	**5**	16	15			**0**	**5**	**0**	**0**	12	8

APPENDIX H

Property Identification

Site Address:	EMERSON AVE
Sec/Town/Range:	14/34S/39E
Parcel ID:	**1314-323-0002-000-3**
Jurisdiction:	Saint Lucie County
Land Use Code:	6000 - GRZNG SLD CP
Account #:	**155782**
Map ID:	13/14S
Zoning:	AG-1 Count



Legal Description

14 34 39 S 1/2 OF NW 1/4 OF SW 1/4-LESS N 170 FT AND LESS CANAL AND RD RS/W (15.42 AC)

Total Areas

Finished/Under Air (SF):	0
Gross Sketched Area (SF):	0
Land Size (acres):	15.42
Land Size (SF):	671,695

Building Wind Speed

Occupancy Category	I	II	III & IV
Speed	140	150	160

Sources/links:

Map



State of Florida, Earthstar Geographics Powered by Esri

Ownership

BRINDHAVANAM LLC
4528 Shiloh Mill BLVD
Jacksonville, FL 32246-1877

Current Values

Just/Market value:	$635,655
Assessed value:	$4,241
Exemption value:	$0
Taxable value:	$4,241

Property Identification

Site Address:	SEMINOLE RD
Sec/Town/Range:	14/34S/39E
Parcel ID:	**1314-313-0000-000-8**
Jurisdiction:	Saint Lucie County
Land Use Code:	6000 - GRZNG SLD CP
Account #:	**127792**
Map ID:	13/14S
Zoning:	AG-1 Count



Legal Description

14 34 39 S 1/2 OF NE 1/4 OF SW 1/4-LESS N 208.71 FT OF E 208.71 FT AND LESS RD AND CANAL RS/W- (18.13 AC)

Total Areas

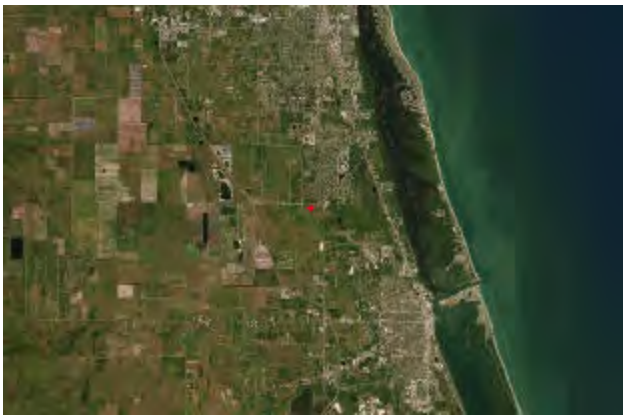
Finished/Under Air (SF):	0
Gross Sketched Area (SF):	0
Land Size (acres):	18.13
Land Size (SF):	789,742.8

Building Wind Speed

Occupancy Category	I	II	III & IV
Speed	140	150	160

Sources/links:

Map



Earthstar Geographics Powered by Esri

Ownership

BRINDHAVANAM LLC
4528 Shiloh Mill BLVD
Jacksonville, FL 32246-1877

Current Values

Just/Market value:	$731,939
Assessed value:	$4,986
Exemption value:	$0
Taxable value:	$4,986

Property Identification

Site Address:	EMERSON AVE
Sec/Town/Range:	14/34S/39E
Parcel ID:	**1314-331-0001-000-1**
Jurisdiction:	Saint Lucie County
Land Use Code:	6000 - GRZNG SLD CP
Account #:	**5077**
Map ID:	13/14S
Zoning:	AG-1 Count



Legal Description

14/23 34 39 FROM SW COR SEC 14 RUN N 89 DEG 30 MIN 19 SEC E ALG S LI OF SEC 48 FT TO E R/W LI EMERSON AV AND POB, TH N 00 DEG 07 MIN 22 SEC E ALG SD E R/W 1311.43 FT TO C/L OF DITCH, TH N 89 DEG 49 MIN 59 SEC E ALG C/L 1218.78 FT, TH S 45 DEG 07 MIN 23 SEC E 46.22 FT, TH S 00 DEG 35 MIN 00 SEC W 1472.61 FT TO S LI OF N 6.18 AC OF NW 1/4 OF NW 1/4 OF SEC 23, TH S 89 DEG 30 MIN 19 SEC W 1239.97 FT TO E R/W EMERSON AV, TH N 00 DEG 10 MIN 00 SEC E 200.88 FT TO POB (43.14 AC)

Total Areas

Finished/Under Air (SF):	0
Gross Sketched Area (SF):	0
Land Size (acres):	43.14
Land Size (SF):	1,879,178.4

Map



Earthstar Geographics Powered by Esri

Building Wind Speed

Occupancy Category	I	II	III & IV
Speed	140	150	160

Sources/links:

Ownership

BRINDHAVANAM LLC
4528 Shiloh Mill BLVD
Jacksonville, FL 32246-1877

Current Values

Property Identification

Site Address:	SEMINOLE RD
Sec/Town/Range:	14/34S/39E
Parcel ID:	**1314-342-0001-000-5**
Jurisdiction:	Saint Lucie County
Land Use Code:	6000 - GRZNG SLD CP
Account #:	**142347**
Map ID:	13/14S
Zoning:	AG-1 Count



Legal Description

14/23 34 39 W 1/2 OF SE 1/4 OF SW 1/4 AND N 230 FT OF NW 1/4 OF NE 1/4 OF NW 1/4 (24.72 AC)

Total Areas

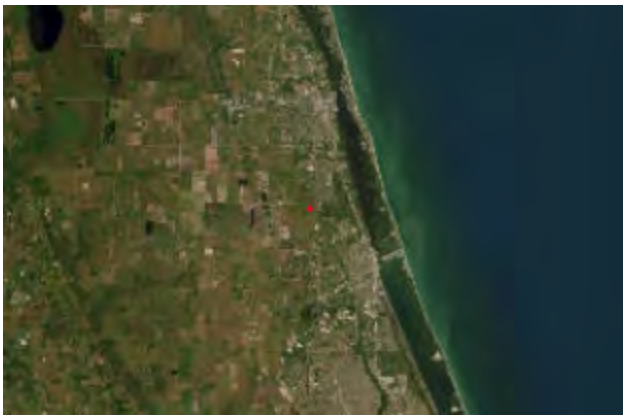
Finished/Under Air (SF):	0
Gross Sketched Area (SF):	0
Land Size (acres):	24.72
Land Size (SF):	1,076,803

Building Wind Speed

Occupancy Category	I	II	III & IV
Speed	140	150	160

Sources/links:

Map



Earthstar Geographics Powered by Esri

Ownership

BRINDHAVANAM LLC
4528 Shiloh Mill BLVD
Jacksonville, FL 32246-1877

Current Values

Just/Market value:	$966,080
Assessed value:	$6,798
Exemption value:	$0
Taxable value:	$6,798

Property Identification

Site Address:	SEMINOLE RD
Sec/Town/Range:	23/34S/39E
Parcel ID:	**1323-211-0005-000-8**
Jurisdiction:	Saint Lucie County
Land Use Code:	6000 - GRZNG SLD CP
Account #:	**5200**
Map ID:	13/23N
Zoning:	AG-1 Count



Legal Description

23 34 39 N 3/4 OF N 1/2 OF NE 1/4 OF NW 1/4-LESS N 230 FT AND LESS E 90 FT (7.93 AC)

Total Areas

Finished/Under Air (SF):	0
Gross Sketched Area (SF):	0
Land Size (acres):	7.93
Land Size (SF):	345,431

Building Wind Speed

Occupancy Category	I	II	III & IV
Speed	140	150	160

Sources/links:

Map



Earthstar Geographics Powered by Esri

Ownership

BRINDHAVANAM LLC
4528 Shiloh Mill BLVD
Jacksonville, FL 32246-1877

Current Values

Just/Market value:	$393,993
Assessed value:	$2,181
Exemption value:	$0
Taxable value:	$2,181

CONCLUSION

MacKenzie Engineering and Planning, Inc. (MEP) was retained by Buc-ee's to perform a traffic analysis on a proposed travel center in St. Lucie County, FL. The proposed development is situated on the southeast corner of Indrio & I-95 in St. Lucie County, FL 32968 (Parcel ID's: 1316-321-0002-000-3). The proposed development will include approximately 120 vehicle fueling positions and 75,000 SF of convenience market. A buildout year of 2026 was analyzed for the proposed project.

The site proposes three outparcels along with Buc-ee's. The following uses were applied to the outparcels in order to provide a conservative analysis at buildout:

1. 120 Rooms of Hotel
2. 5,000 SF of Drive-in Bank
3. 10,000 SF of High-Turnover (Sit-Down) Restaurant

The total proposed development will generate the following net new external trips (relative to the adjacent road network):

- 22,359 daily, 1,180 AM peak hour (610 in/570 out), and 1,558 PM peak hour (772 in/786 out).

Buc-ee's is expected to divert the following trips from I-95, which are considered within the net new external trips stated above:

- 17,528 daily, 830 AM peak hour (423 in/407 out), and 1,171 PM peak hour (574 in/597 out)

The total proposed development will generate the following cumulative driveway trips:

- 22,941 daily, 1,235 AM peak hour (640 in/595 out), and 1,625 PM peak hour (810 in/815 out) trips.

The project will construct the following improvements:

- Indrio Road & I-95 SB Off-Ramp
    1. Adjust signal timing
- Indrio Road & I-95 NB Off-Ramp
    2. Construct the 2nd northbound right-turn lane and urbanize the northbound right-turn off ramp
    3. Adjust signal timing
    4. Coordinate Ramp Signals

- Indrio Road & Koblegard Road
    5. Construct two (2) northbound left-turn lanes
    6. Construct one northbound right-turn lane
    7. Construct one northbound through lane
    8. Construct one eastbound right-turn lane
    9. Extend the westbound left-turn lane to 615 feet (including 50 feet taper)
    10. Adjust signal timing
- Indrio Road & Driveway 1
    11. An eastbound right-turn lane

The following needed improvements are not the responsibility of the applicant and are recommended to be the responsibility of other unapproved development projects:

- Koblegard Road & Indrio Road
    1. Add the 2nd southbound left-turn lane
    2. Restripe the existing southbound through/left-turn lane to a through lane
    3. Extend the eastbound left-turn lanes to at least 625 feet
- Kings Highway & Indrio Road
    4. Add the 2nd eastbound left-turn lane
    5. Adjust signal timing

Indrio Road from Emerson Avenue to Kings Highway is projected to fail due to background traffic growth. In accordance with Chapter 163.3180 F.S., the street maintaining agency has the responsibility to improve Indrio Road from Emerson Avenue to Kings Highway from 2-lane to 4-lanes or identify and construct an alternative parallel facility as recommended within the TVC plan.

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Five Year Work Program

Selection Criteria	
District 04 **St Lucie County** **Item Number:**438379-3	**2026-2030 AD** **Category:**Highways

Display current records in a Report Style
Display current records in an Excel Document

Project Summary

Transportation System: INTRASTATE STATE HIGHWAY District 04 - St Lucie County
Description: SR-713/KINGS HWY FROM NORTH OF ST LUCIE BLVD TO INDRIO ROAD
Type of Work: ADD LANES & RECONSTRUCT View Scheduled Activities
Item Number: 438379-3
Length: 2.190 View Map of Item

Project Detail

Fiscal Year:	**2026**	**2027**	**2028**	**2029**	**2030**
Highways/Preliminary Engineering					***(On-Going)***
Amount:	$2,188				
Highways/Right of Way					
Amount:		$2,171,250	$5,150,759	$642,750	$100,000
Highways/Environmental					***(On-Going)***
Amount:					
Item Total:	**$2,188**	**$2,171,250**	**$5,150,759**	**$642,750**	**$100,000**

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Five Year Work Program

Selection Criteria	
District 04	**2026-2030 AD**
Indian River County	**Category:**Highways
Phase: Construction	**Item Number:**413048-2

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Display current records in an Excel Document

Project Summary

Transportation System: INTRASTATE INTERSTATE District 04 - Indian River County
Description: SR-9/I-95 @ OSLO ROAD INTERCHANGE
Type of Work: INTERCHANGE (NEW) View Scheduled Activities
Item Number: 413048-2 **SIS**
Length: 7.379 View Map of Item

Construction Contract Information

Notice to Proceed Date	Work Begun Date	Present Contract Days	Contract Days Used	Percent Days Used
06/14/2023	08/14/2023	1522	826	54.27%
Vendor Name: HALLEY ENGINEERING CONTRACTORS,				
06/14/2023	08/14/2023	1522	826	54.27%
Vendor Name: HALLEY ENGINEERING CONTRACTORS,				

Project Detail

Fiscal Year:	**2026**	**2027**	**2028**	**2029**	**2030**
Highways/PD & E					***(On-Going)***
Amount:					
Highways/Preliminary Engineering					***(On-Going)***
Amount:					
Highways/Right of Way					***(On-Going)***
Amount:	$2,290,048				
Highways/Railroad & Utilities					***(On-Going)***
Amount:					
Highways/Construction					***(On-Going)***
Amount:	$160,553				
Highways/Environmental					***(On-Going)***
Amount:	$441,303				
Item Total:	**$2,891,904**				

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Five Year Work Program

Selection Criteria	
District 04	**2026-2030 AD**
Indian River County	**Category:**Highways
Phase: Construction	**Item Number:**431521-1

Display current records in a Report Style
Display current records in an Excel Document

Project Summary

Transportation System: NON-INTRASTATE OFF STATE HIWAYDistrict 04 - Indian River County
Description: OSLO ROAD FROM SW 82ND AVE TO 58TH AVENUE
Type of Work: ADD LANES & RECONSTRUCT View Scheduled Activities
Item Number: 431521-1
Length: 2.683 View Map of Item

Construction Contract Information

Notice to Proceed Date	Work Begun Date	Present Contract Days	Contract Days Used	Percent Days Used
06/14/2023	08/14/2023	1522	826	54.27%
Vendor Name: HALLEY ENGINEERING CONTRACTORS,				
06/14/2023	08/14/2023	1522	826	54.27%
Vendor Name: HALLEY ENGINEERING CONTRACTORS,				
06/14/2023	08/14/2023	1522	826	54.27%
Vendor Name: HALLEY ENGINEERING CONTRACTORS,				

Project Detail

Fiscal Year:	**2026**	**2027**	**2028**	**2029**	**2030**
Highways/PD & E					***(On-Going)***
Amount:					
Highways/Preliminary Engineering					***(On-Going)***
Amount:					
Highways/Right of Way					***(On-Going)***
Amount:	$1,239,946	$316,063			
Highways/Railroad & Utilities					***(On-Going)***
Amount:	$415,015				
Highways/Construction					***(On-Going)***
Amount:	$4,448,306				
Highways/Environmental					***(On-Going)***
Amount:					
Item Total:	**$6,103,267**	**$316,063**			

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Five Year Work Program

Selection Criteria	
District 04 **St Lucie County** **Item Number:**446168-1	**2026-2030 AD** **Category:**Highways

Display current records in a Report Style
Display current records in an Excel Document

Project Summary

Transportation System: INTRASTATE INTERSTATE — District 04 - St Lucie County
Description: SR-68/ORANGE AVE FROM SR-713/KINGS HWY TO E OF SR-9/I-95 SB RAMP
Type of Work: INTERCHANGE - ADD LANES — View Scheduled Activities
Item Number: 446168-1 — **SIS**
Length: 0.646 — View Map of Item

Project Detail

Fiscal Year:	**2026**	**2027**	**2028**	**2029**	**2030**
Highways/PD & E					***(On-Going)***
Amount:					
Highways/Preliminary Engineering					***(On-Going)***
Amount:	$41,047				
Highways/Construction					
Amount:				$6,907,050	
Highways/Environmental					***(On-Going)***
Amount:					
Item Total:	**$41,047**			**$6,907,050**	

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ST LUCIE COUNTY
DEVELOPMENT REVIEW COMMENTS

Discipline:	**Traffic Engineering**
Reviewed by:	**Salman Rathore, PE**
Review Date:	**June 8th, 2026**
Phone:	(404) 542-4948
Fax:	(954) 921-8807
Project Name:	**The Club at Indrio Creek Traffic Impact Study – 3rd Review**
CGA Project Number:	**204113 / 195793**

Comments based on review of response to comments dated April 17th, 2026 and revised Traffic Impact Study prepared by MacKenzie Engineering & Planning, Inc. dated December 10th, 2025.

_____ No comments
_X_ Comments as follows or attached

---

1. **Existing Counts** – The TMCs used in the study are more than a year old (2024). The TIS must be updated based on recently obtained counts.

   MacKenzie Engineering & Planning, Inc. response to comments (dated December 12th, 2025) - The request to use newer counts is not part of the approved methodology. In addition, the 2024 counts are the peak season 2024 counts which are 1 year old and acceptable.

   CGA Response (dated February 26th, 2026) – Satisfied.

2. **Figure 3 / Trip Distribution** – No project trips are heading in the southbound direction on Emerson Road and Seminole Road which doesn't make sense. Clarify.

   MacKenzie Engineering & Planning, Inc. response to comments (dated December 12th, 2025) - The study used the traffic assignment from the approved traffic methodology. In addition, Emerson Avenue does not exist south of the project and Seminole Road is a local street. The project's only connection to Seminole Road is an emergency access.

   CGA Response (dated February 26th, 2026) – Satisfied.

3. **Committed Improvements / Pg. 7** – Include excerpts from the relevant sources verifying the committed improvements for FDOT projects and private developments.

MacKenzie Engineering & Planning, Inc. response to comments (dated December 12th, 2025) - See Appendix I in the revised Study.

CGA Response (dated February 26th, 2026) – Satisfied.

4. **Tables 4A / 4B -** The number of lanes and roadway capacity for Indrio Road and its segment do not appear to be correct. Check.

Indrio Road	Emerson Ave to Seminole Rd	2	1110
	Seminole Rd to Kings Hwy	2	1850
	Kings Hwy to Slash Pine Trl	2	1110

MacKenzie Engineering & Planning, Inc. response to comments (dated December 12th, 2025) - Acknowledged. Please see the revised TIA study, under Post Development Analysis.

CGA Response (dated February 26th, 2026) – Satisfied.

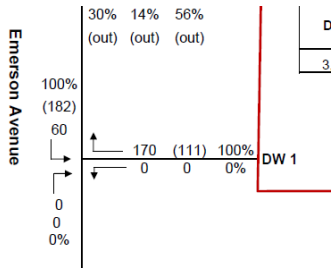
5. **Intersection Analysis / pg. 14** – The results are not presented in a standard format. For all study intersections, include LOS, v/c ratio etc. for all approaches including overall LOS result. This should be presented for existing, future background and future build scenarios.

MacKenzie Engineering & Planning, Inc. response to comments (dated December 12th, 2025) - Acknowledged. Please see the revised TIA study, under Intersection Analysis Tables 7A and 7B.

CGA Response (dated February 26th, 2026) – Satisfied.

6. **Driveway 1 Analysis** – 182 vehicles in the peak hour are projected to turn left into driveway 1. Include relevant references justifying a left turn lane of 235'.

Direction	Queue Length	Decel Distance (45 MPH) (in Feet)	Required Turn Lane (in Feet)
Southbound Left	50 Feet	185	235



MacKenzie Engineering & Planning, Inc. response to comments (dated December 12th, 2025) –

Turn lane length = Queue plus deceleration

Queue from analysis = 0 feet; Queue recommended for design = 50 feet

Deceleration based on 35 MPH design speed = 145 feet (Table 3-33 Greenbook); deceleration distance of 185 feet recommended

Recommended deceleration 235 is greater than the minimum required of 145 feet

CGA Response (dated February 26th, 2026) – Satisfied.

Additional comment (dated February 26th, 2026)

7. **Improvements / Pg 23** - Where are the improvements shown below mentioned in the analysis of the report? Also, which project development is responsible for these improvements?

> The following needed improvements are not the responsibility of the applicant and are recommended to be the responsibility of other unapproved development projects:
>
> - Kings Highway & Indrio Road
> - Adjust Signal Timings
> - Extend Eastbound left-turn lane to 425 feet
> - Koblegard Road & Indrio Road
> - Adjust Signal Timings
> - Extend Turn Lanes

MacKenzie Engineering & Planning, Inc. response to comments (dated April 17th, 2026) – Discussions of the Indrio Road & Koblegard Road improvements are located on Page 15. Discussions of Indrio Road & Kings Highway improvements are located on Page 16.

Buc-ee's will extend the westbound left-turn lane at Indrio Road & Koblegard Road. It is anticipated that Bednar Farms, Indrio Groves, or Bednar Farms Commercial will extend the eastbound left-turn, southbound left-turn, and westbound right-turn lanes. Indrio Groves proposed to extend the eastbound left-turn lane at Kings Highway & Indrio Road.

CGA Response (dated June 8th, 2026) – Satisfied.

Date: June 8th, 2026

Salman Rathore, PE
Project Manager, Transportation & Mobility Department
Calvin Giordano & Associates

3.01.03. Zoning Districts.

A. *AG-1 AGRICULTURAL - 1.*

1. *Purpose.* The purpose of this district is to provide and protect an environment suitable for productive commercial agriculture, together with such other uses as may be necessary to and compatible with productive agricultural surroundings. Residential densities are restricted to a maximum of one (1) dwelling unit per gross acre. The number in "( )" following each identified use corresponds to the SIC Code reference described in Section 3.01.02(B). The number 999 applies to a use not defined under the SIC Code but may be further defined in Section 2.00.00 of this Code.

2. *Permitted Uses.*

   a. Agricultural production - crops. (01)

   b. Agricultural production - livestock and animal specialties. (02)

   c. Agricultural services. (07)

   d. Family day care homes. (999)

   e. Family residential homes provided that such homes shall not be located within a radius of one thousand (1,000) feet of another existing such family residential home and provided that the sponsoring agency or Department of Health and Rehabilitative Services (HRS) notifies the Board of County Commissioners at the time of home occupancy that the home is licensed by HRS. (999)

   f. Fishing, hunting and trapping. (09)

   g. Forestry. (08)

   h. Kennels. (0752)

   i. Research facilities, non-commercial. (8733)

   j. Riding stables. (7999)

   k. Single-family detached dwellings. (999)

   l. Solar generation station, subject to the requirements of Section 7.10.28. (999)

3. *Lot Size Requirements.* Lot size requirements shall be in accordance with Table 7-10 in Section 7.04.00.

4. *Dimensional Regulations.* Dimensional requirements shall be in accordance with Table 7-10 in Section 7.04.00.

5. *Off-Street Parking and Loading Requirements.* Off-street parking and loading requirements are subject to Section 7.06.00.

6. *Landscaping Requirements.* Landscaping requirements are subject to Section 7.09.00.

7. *Conditional Uses.*

   a. Agricultural labor housing. (999)

   b. Aircraft storage and equipment maintenance. (4581)

   c. Airports and flying, landing, and takeoff fields. (4581)

   d. Family residential homes located within a radius of one thousand (1,000) feet of another such family residential home. (999)

   e. Farm products warehousing and storage. (4221/4222)

f. Farmers' markets - subject to the requirements of Section 7.10.37. (999)

g. Gasoline service stations. (5541)

h. Industrial wastewater disposal. (999)

i. Manufacturing:

(1) Agricultural chemicals. (287)

(2) Food and kindred products. (20)

(3) Lumber and wood products, except furniture. (24)

j. Mining and quarrying of nonmetallic minerals, except fuels. (14)

k. Retail trade:

(1) Farm equipment and related accessories. (999)

(2) Apparel and accessory stores. (56)

l. Sewage disposal subject to the requirements of Section 7.10.13. (999)

m. Telecommunication towers - subject to the standards of Section 7.10.23. (999)

n. Camps - sporting and recreational. (7032)

8. *Accessory Uses.* Accessory uses are subject to the requirements of Section 8.00.00, and include the following:

a. Mobile homes subject to the requirements of Section 7.10.05.

b. Retail trade and wholesale trade - subordinate to the primary authorized use or activity.

c. Guest house subject to the requirements of Section 7.10.04. (999)

d. Solar energy system subject to the requirements of Section 7.10.28. (999)

e. Cargo containers subject to the requirements of Section 7.10.35.

EE. *PTV (PLANNED TOWN OR VILLAGE).*

1. *Purpose.* The Planned Town or Village (PTV) district provides a specialized zoning district to expedite county approval of a Town or Village on land designated TVC on the Future Land Use Map of the St. Lucie County Comprehensive Plan.

2. *Standards and Requirements.* Standards and requirements for Planned Town or Villages shall be as follows:

a. *Design Concepts for Towns and Villages.* Towns and Villages use the principles of traditional neighborhood design to create a sustainable growth pattern characterized by a mix of uses, building types, and income levels on a pedestrian-friendly block and street network. Each Town and Village also preserves a significant amount of Countryside that includes viable agriculture, public open space, and environmental preservation and restoration. Design concepts for Towns and Villages are described further in the TVC Element of the St. Lucie County Comprehensive Plan, which contains specific settlement principles which must be followed in the design of new neighborhoods.

b. *Overall Requirements for Towns and Villages.*

(1) Each Town consists of two (2) or more neighborhoods and adjoining Countryside and must meet the following requirements:

SIZE:	
Minimum parcel size for a Town outside USB:	625 acres
Minimum parcel size for a Town inside USB:	225 acres
Maximum parcel size:	n/a
OPEN SPACE AND COUNTRYSIDE:	
Open Space and Countryside required outside USB:	60% (50% Countryside min.)
Open Space and Countryside required inside USB:	40% (40% Countryside min.)
DENSITY REQUIRED IN NET DEVELOPABLE AREA:	
Minimum average density required if inside USB:	6 DU/acre
Minimum average density required if outside USB:	5 DU/acre

(2) Each Village consists of one (1) neighborhood and adjoining Countryside and must meet the following requirements:

SIZE:	
Minimum parcel size for a Village outside USB:	500 acres
Minimum parcel size for a Village inside USB:	110 acres
Maximum parcel size:	624 acres
OPEN SPACE AND COUNTRYSIDE:	
Open Space and Countryside required outside USB:	75% (65% Countryside min.)
Open Space and Countryside required inside USB:	40% (40% Countryside min.)
DENSITY REQUIRED IN NET DEVELOPABLE AREA:	
Minimum average density required:	5 DU/acre

(3) Regional roadways are thoroughfares provided as links of the Future Street Network (Figure 3-15 of the TVC Element). The right-of-way of a regional roadway located within a neighborhood of a Town or Village is counted as part of the Net Developable Area and is included in the minimum average density requirement. The right-of-way of a regional roadway located outside of a neighborhood of a Town or Village is considered part of the Net Developable Area, but is not included in the calculation of the minimum average density requirement. Regional roadways are not counted toward the required amount of Open Space or Countryside.

(4) For details on computing the minimum Open Space and Countryside percentages, see Section 3.01.03.EE.2.o. Civic Building Lots, including those used for public schools, that are located within the net developable area of a Town or Village are not included in the calculation of the required minimum average density.

c. *Transect Zones Generally.*

(1) *Transect zones.* All land within each PTV must be allocated to one (1) of the six (6) transect zones described below. Each transect zone controls allowable street types and lot types,

which then control the placement and intensity of buildings and other uses of land. Each neighborhood may be comprised of the following Neighborhood transect zones:

i. Core

ii. Center

iii. General

iv. Edge

The Countryside surrounding neighborhoods must be allocated to the following Countryside transect zones:

v. Fringe

vi. Rural

The general standards for each transect zone are described in Section 3.01.03.EE.2.d.

(2) *Transect assignment concepts.* Each PTV application must include a regulating plan that clearly identifies the proposed allocation of transect zones within the entire Town or Village and adjoining Countryside on the same parcel (see Section 3.01.03.EE.3). The allocation of transect zones is intended to ensure variety and mixture of use and lot types in neighborhoods and to delineate the Countryside that will be permanently protected after development of the Town or Village. The following general guidelines shall be followed when proposing transect zones:

i. Generally, a neighborhood has more intensity (Core or Center) in the center less intensity (General or Edge) at the extremes.

ii. When the neighborhood is adjacent to a busy street or highway, or adjacent to an established urban area, the transect zones with greater intensity (Core or Center) may adjoin that highway or urban area.

iii. Similar uses should face across streets; changes in transect zones should generally occur along rear or side lot lines rather than along streets.

iv. The character of the neighborhood is determined by the transect zones of which it is comprised; neighborhoods vary in character internally. Some neighborhoods may be more intense and have a higher percentage of Core and Center while others may have a higher percentage of General and Edge. However, each neighborhood must meet the percentage requirements set forth below.

v. When a new neighborhood will adjoin an existing development, existing agriculture, or an existing or approved neighborhood, the new neighborhood should establish similar transect conditions (such as Core aligning with Core or Center, and Rural aligning with Rural) to ensure compatibility. Transect juxtapositions may be approved by St. Lucie County where natural conditions warrant them or where alignment of similar transect conditions would be inappropriate.

(3) *Transect assignment percentages.* Each proposed regulating plan must allocate transect zones within the following percentage ranges. An applicant may propose minor variations on these percentages during the PTV rezoning process based upon site-specific constraints and compliance with the intent of the TVC Element and this Code. The Board of County

Commissioners shall decide whether to accept, modify, or reject such variations during the approval process.

i. Core: for Villages, no minimum; for Towns, one percent (1%) of each neighborhood minimum; ten percent (10%) maximum in any neighborhood.

ii. Center: Five percent (5%) of each neighborhood minimum; thirty percent (30%) maximum.

iii. General: Thirty percent (30%) of each neighborhood minimum; sixty percent (60%) maximum.

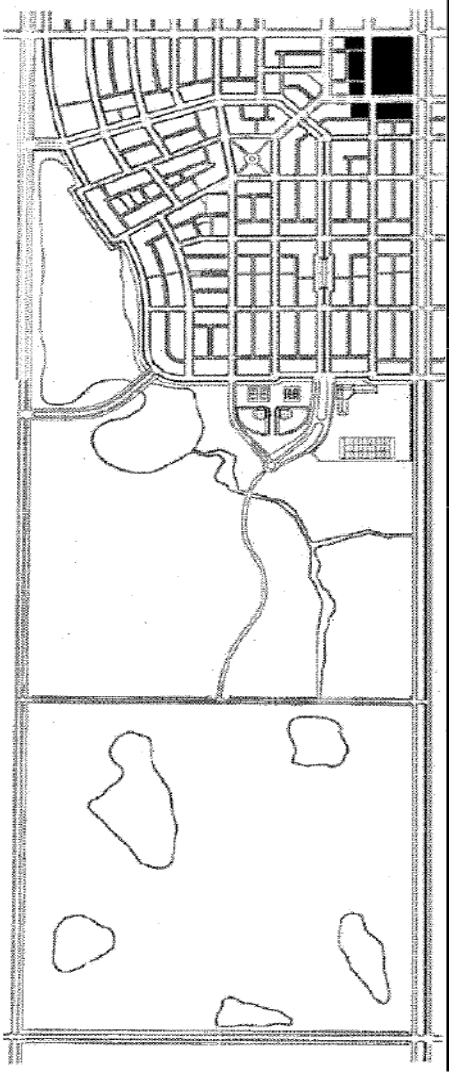
iv. Edge: Ten percent (10%) of each neighborhood minimum; forty-five percent (45%) maximum.

v. Fringe: no minimum; maximum thirty percent (30%) of Countryside.

vi. Rural: see Section 3.01.03.EE.2.b

d. *Standards for each Transect Zone.* The general standards for each transect zone are described below.

CORE TRANSECT ZONE
HIGHLIGHTED ON
MODEL REGULATING PLAN:



(1) *"Core" Transect Zone.*

Purpose: Development is most intense in the Core, the most urban of the transect zones. Buildings are normally attached and built along the front property line, creating a continuous street facade to increase walk -ability. Commercial and civic uses are anticipated in the Core; a mix of apartments and live/work buildings constitute the residential component. Core zones must be within walking distance of surrounding residential areas.

Permitted Lot Types in the Core transect zone (refer to Section 3.01.03.EE.2.e):

- Mixed-Use Building Lot
- Retail Building Lot

- Apartment Building Lot
- Live/Work Building Lot
- Civic Building Lot

Building Form and Placement on Lots for the Center transect zone: refer to Section 3.01.03.EE.2.f.

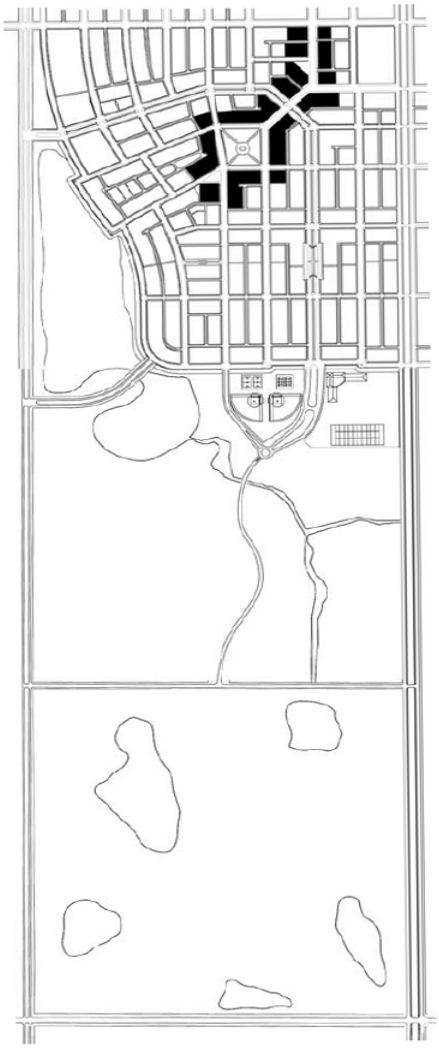
Development Standards for the Core transect zone: refer to Section 3.01.03.EE.2.g.

Permitted Uses for the Core transect zone: permitted uses are determined by lot type — refer to Section 3.01.03.EE.2.h.

Allowable Street Types in the Core transect zone (refer to Section 3.01.03.EE.2.i):

- Main Street
- Boulevard
- Avenue
- Alley
- Trail

CENTER TRANSECT ZONE
HIGHLIGHTED ON
MODEL REGULATING PLAN:



(2) *"Center" Transect Zone.*

Purpose: A wide range of uses is expected and encouraged in the Center, which should be compact and contain both attached and detached buildings. Multi-story buildings accommodate a mix of uses such as apartments or offices over shops. Lofts (flexible spaces that can be used for either living or working space) and buildings designed for changing uses over time are also appropriate for the Center. Center zones must be within walking distance of surrounding residential areas.

Permitted Lot Types in the Center transect zone (refer to Section 3.01.03.EE.2.e):

- Mixed-Use Building Lot
- Retail Building Lot

- Apartment Building Lot
- Live/Work Building Lot
- Apartment House Lot
- Rowhouse Lot
- Cottage House Lot
- Sideyard House Lot
- Civic Building Lot

Building Form and Placement on Lots for the Center transect zone: refer to Section 3.01.03.EE.2.f.

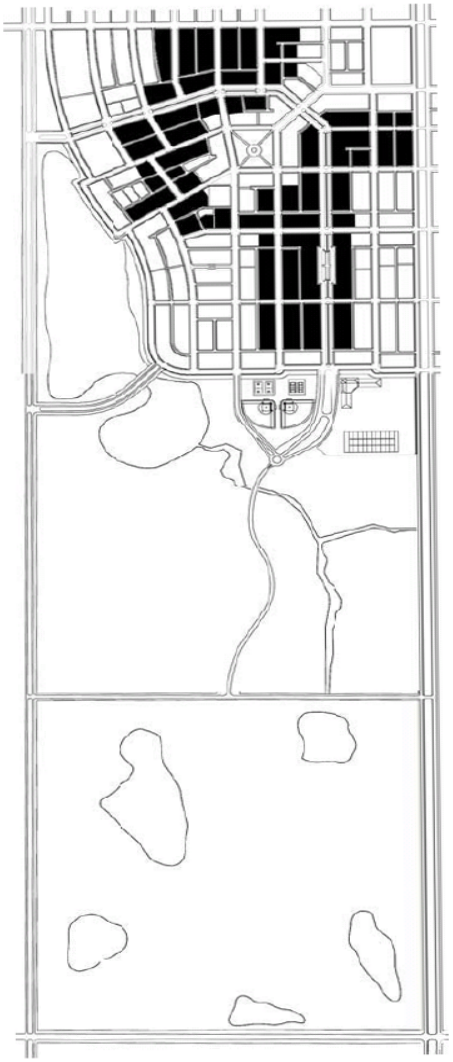
Development Standards for the Center transect zone: refer to Section 3.01.03.EE.2.g.

Permitted Uses for the Center transect zone: permitted uses are determined by lot type — refer to Section 3.01.03.EE.2.h.

Allowable Street Types in the Center transect zone (refer to Section 3.01.03.EE.2.i):

- Main Street
- Boulevard
- Avenue
- East/West Street
- North/South Street
- Alley
- Lane
- Trail

GENERAL TRANSECT ZONE
HIGHLIGHTED ON
MODEL REGULATING PLAN:



(3) *"General" Transect Zone.*

Purpose: The General zone is the largest area of most neighborhoods. It is residential in character with a mix of housing types including single-family attached and detached homes and multi-family units. Homes located in the General zone are normally set back from the front property line to allow a front yard with a porch or stoop; lots often have private rear yards.

Permitted Lot Types in the General transect zone (refer to Section 3.01.03.EE.2.e):

- Apartment Building Lot
- Live/Work Building Lot
- Apartment House Lot

- Rowhouse Lot
- Cottage House Lot
- Sideyard House Lot
- House Lot
- Civic Building Lot

Building Form and Placement on Lots for the General transect zone: refer to Section 3.01.03.EE.2.f.

Development Standards for the General transect zone: refer to Section 3.01.03.EE.2.g.

Permitted Uses for the General transect zone: permitted uses are determined by lot type — refer to Section 3.01.03.EE.2.h.

Allowable Street Types in the General transect zone (refer to Section 3.01.03.EE.2.i):

- Boulevard
- Avenue
- East/West Street
- North/South Street
- Lane
- Trail

Streetscape Standards for the General transect zone: refer to Section 3.01.03.EE.2.j.

EDGE TRANSECT ZONE
HIGHLIGHTED ON
MODEL REGULATING PLAN:



(4) "*Edge" Transect Zone.*

Purpose: The Edge zone is single-family residential in character with a lower density of homes than other parts of the neighborhood. Edge zones are bounded by the beginnings of rural, natural, or open-space features such as pasture, groves, forest, lake, meadow, or golf course. These features provide a physical change that defines the neighborhood.

Permitted Lot Types in the Edge transect zone (refer to Section 3.01.03.EE.2.e):

- House Lot
- Estate Lot
- Civic Building Lot

Building Form and Placement on Lots for the Edge transect zone: refer to Section 3.01.03.EE.2.f.

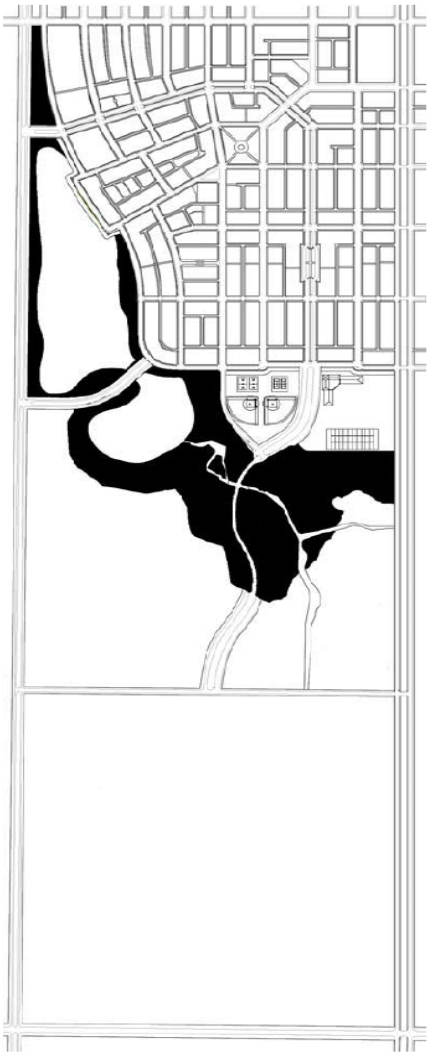
Development Standards for the Edge transect zone: refer to Section 3.01.03.EE.2.g.

Permitted Uses for the Edge transect zone: permitted uses are determined by lot type — refer to Section 3.01.03.EE.2.h.

Allowable Street Types in the Edge transect zone (refer to Section 3.01.03.EE.2.i):

- East/West Street
- North/South Street
- Edge Drive
- Parkway
- Lane
- Trail

FRINGE TRANSECT ZONE
HIGHLIGHTED ON
MODEL REGULATING PLAN:



(5) *"Fringe" Transect Zone.*

Purpose: The Fringe zone is the first layer of the Countryside that provides a harmonious transition between neighborhoods and the Rural transect zone. The resulting landscape is typically more manicured and includes uses that are compatible with adjoining neighborhoods such as open spaces, recreational uses, and limited agricultural uses.

Permitted Lot Types in the Fringe transect zone (refer to Section 3.01.03.EE.2.e):

- Estate Lot (limited, see footnote to Table 3-2)
- Civic Building Lot
- Countryside Tract

Building Form and Placement on Lots for the Fringe transect zone: refer to Section 3.01.03.EE.2.f.

Development Standards for the Fringe transect zone: refer to Section 3.01.03.EE.2.g.

Permitted Uses for the Fringe transect zone: refer to Section 3.01.03.EE.2.o.

Allowable Street Types in the Fringe transect zone (refer to Section 3.01.03.EE.2.i):

- Boulevard
- Parkway
- Trail

RURAL TRANSECT ZONE
HIGHLIGHTED ON
MODEL REGULATING PLAN:



(6) *"Rural" Transect Zone.*

Purpose: The Rural zone is the second layer of the Countryside that does not adjoin neighborhoods. Land uses in the Rural zone encompass the full range of permitted agricultural, recreational, and open space uses.

Permitted Lot Types in the Rural transect zone (refer to Section 3.01.03.EE.2.e):

- Countryside Tract

Building Form and Placement on Lots for the Rural transect zone: refer to Section 3.01.03.EE.2.f.

Development Standards for the Rural transect zone: refer to Section 3.01.03.EE.2.g.

Permitted Uses for the Rural transect zone: refer to Section 3.01.03.EE.2.o.

Allowable Street Types in the Rural transect zone (refer to Section 3.01.03.EE.2.i):

- Boulevard
- Parkway
- Trail

Streetscape Standards for the Rural transect zone: refer to Section 3.01.03.EE.2.j.

e. *Lot types.*

(1) Each neighborhood must contain a mixture of lot types to provide a variety of uses and diverse housing options within the neighborhood. Differing lot types may be placed back-to-back on a single block to provide harmonious transitions between lot types. Lot types should be selected to provide buildings of like scale and massing on opposite sides of streets. Each neighborhood must contain at least one (1) Mixed-Use or Retail Building

Lot. Each neighborhood must contain at least three (3) Civic Building Lots; one (1) civic building must be constructed within two (2) years after development commences.

(2) The following lot types may be assigned within the corresponding transect zones as shown in the following matrix. An applicant may propose additional lot types during the PTV rezoning process provided the lot types comply with the intent of the TVC Element; the Board of County Commissioners shall decide whether to accept, modify, or reject such additional lot types during the approval process based on consistency with the goals, objectives and policies of the TVC Element and the applicable site plan approval standards in Chapter XI of this Code.

	Transect zones					
	Countryside		Neighborhoods			
Lot Types	Ru ral	Fri ng	Ed ge	Ge ne ral	Ce nt er	Co re
Mixed-Use Building Lot					X	X
Retail Building Lot					X	X
Apartment Building Lot				X	X	X
Live/Work Building Lot				X	X	X
Apartment House Lot				X	X	
Rowhouse Lot				X	X	
Cottage House Lot				X	X	
Sideyard House Lot				X	X	

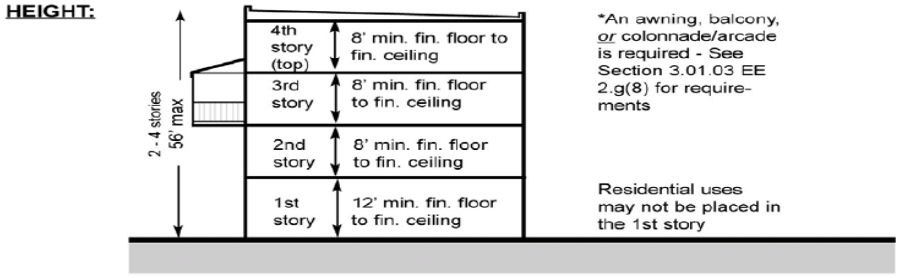
House Lot			X	X		
Estate Lot*		X*	X			
Civic Building Lot		X	X	X	X	X
Countryside Tract	X	X				
** Estate Lots in Fringe transect zones are limited to a maximum of 5% of the land area for Open Space and Countryside components; the allowance for these lots must be acquired by TDR Credits transferred from an off-site eligible sending site (see Section 4.04.05).*						

f. *Building Form and Placement on Lots.* The primary entrance of every building must directly face a street, a square, a park, a plaza, or a green. The proper building placement is illustrated below for each lot type, along with additional regulations plus illustrations of some of the lot size and dimensional requirements from Table 3-1.

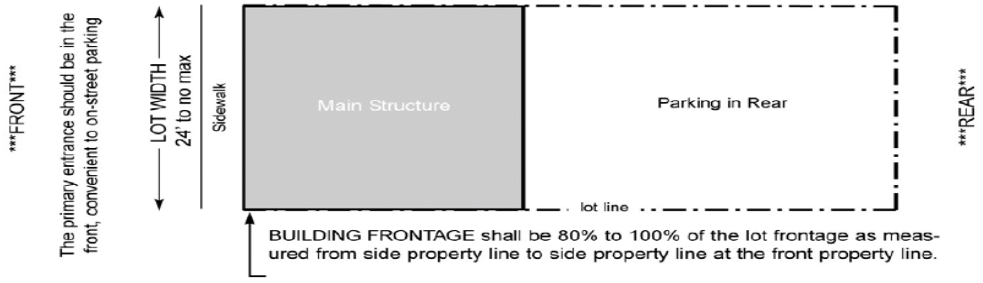
(1) Mixed-Use Building Lot (MU)

These diagrams illustrate some of the lot size and dimensional requirements from Tables 3-1 and 3-3.

HEIGHT:



BUILDING PLACEMENT:



PRECEDENTS & CHARACTER EXAMPLES:

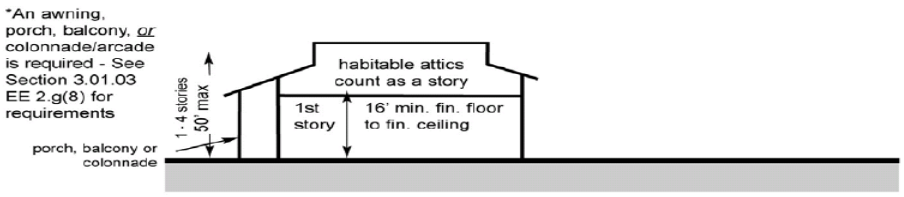




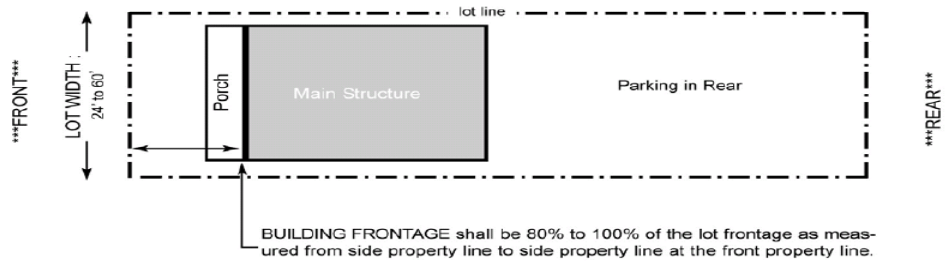
(2) Retail Building Lot (RB)

These diagrams illustrate some of the lot size and dimensional requirements from Tables 3-1 and 3-3.

HEIGHT:



BUILDING PLACEMENT:



PRECEDENTS & CHARACTER EXAMPLES:

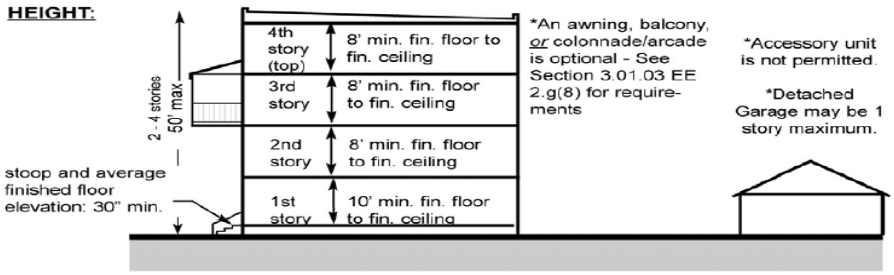




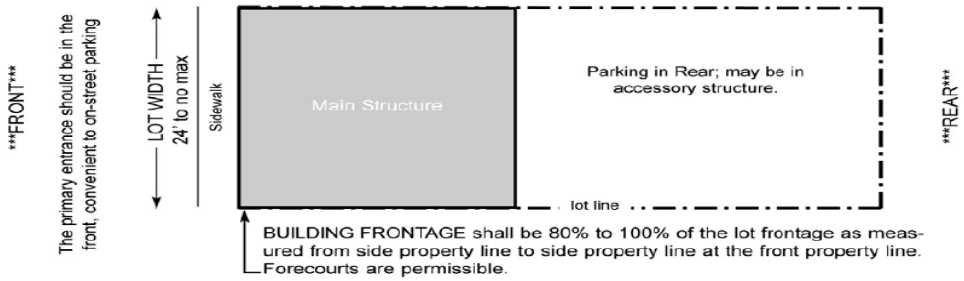
(3) Apartment Building Lot (AB)

These diagrams illustrate some of the lot size and dimensional requirements from Tables 3-1 and 3-3.

HEIGHT:



BUILDING PLACEMENT:



PRECEDENTS & CHARACTER EXAMPLES:

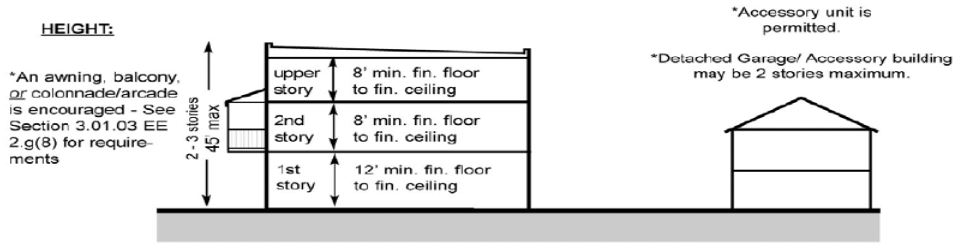




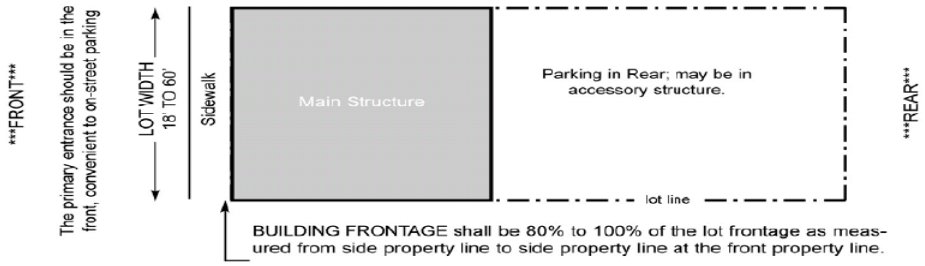
(4) Live/Work Building Lot (LW)

These diagrams illustrate some of the lot size and dimensional requirements from Tables 3-1 and 3-3.

HEIGHT:



BUILDING PLACEMENT:



*Each Live/Work Building Lot is permited (1) main structure and (1) accessory building in the rear of the lot

PRECEDENTS & CHARACTER EXAMPLES:

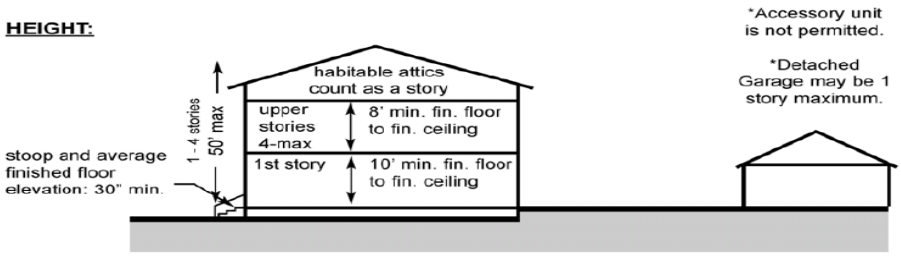




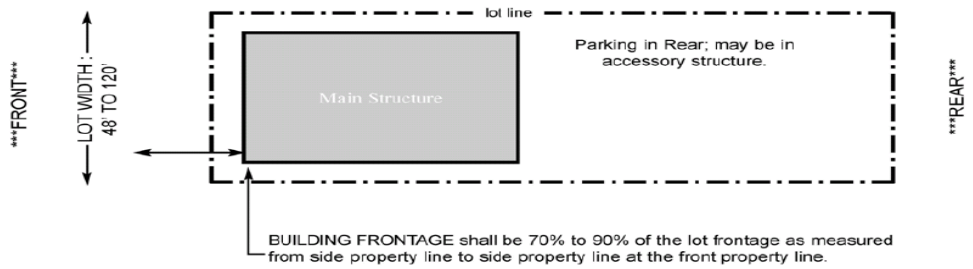
(5) Apartment House Lot (AH)

These diagrams illustrate some of the lot size and dimensional requirements from Table 3-1.

HEIGHT:



BUILDING PLACEMENT:



PRECEDENTS & CHARACTER EXAMPLES:

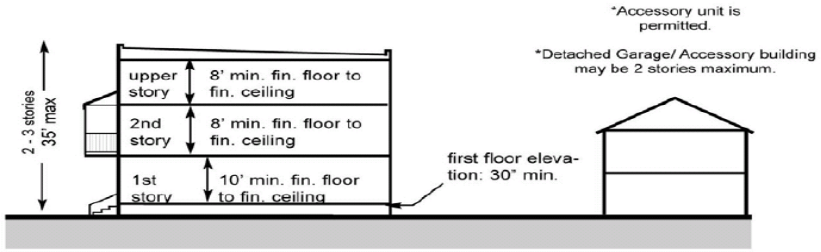




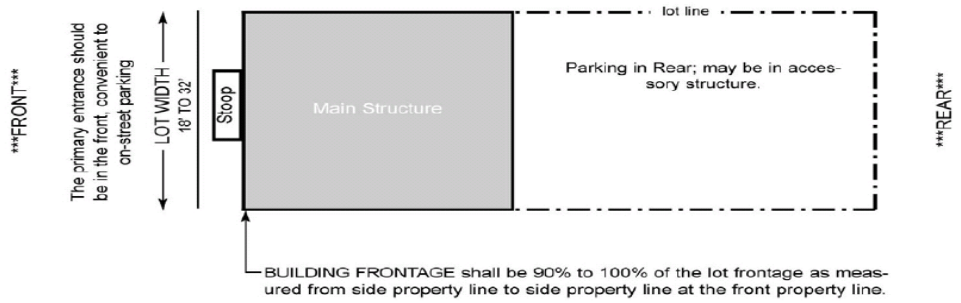
(6) Rowhouse Lot (RH)

These diagrams illustrate some of the lot size and dimensional requirements from Table 3-1.

HEIGHT:



BUILDING PLACEMENT:



*Each Rowhouse lot is permited (1) main structure and (1) accessory building in the rear of the lot.

PRECEDENTS & CHARACTER EXAMPLES:

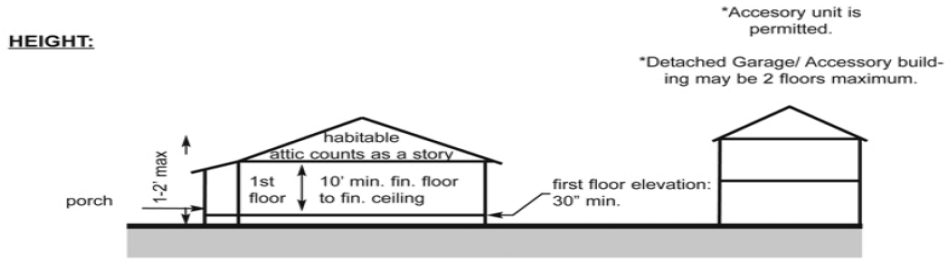




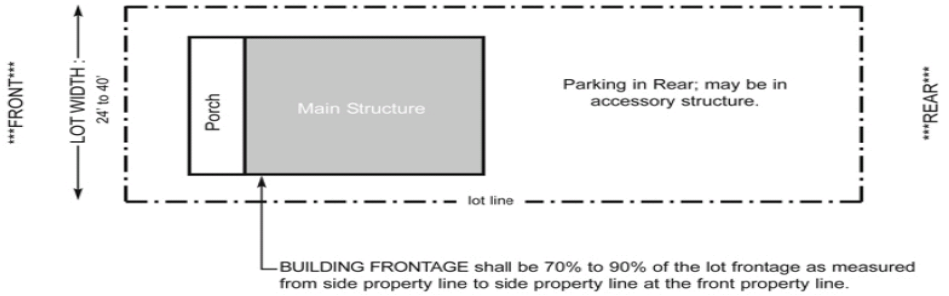
(7) Cottage House Lot (CH)

These diagrams illustrate some of the lot size and dimensional requirements from Table 3-1

HEIGHT:



BUILDING PLACEMENT:



*Each cottage house lot shall be permitted (1) main structure and (1) accessory building.

PRECEDENTS AND CHARACTER EXAMPLES:

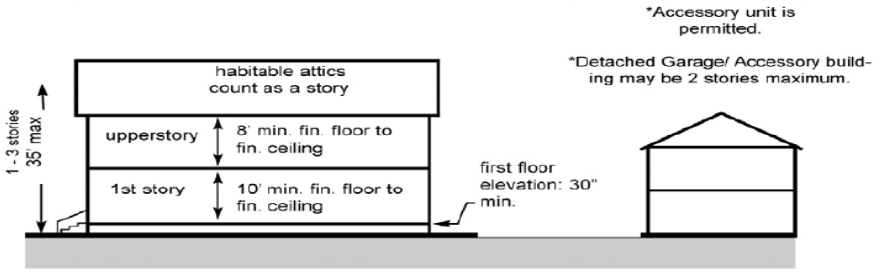




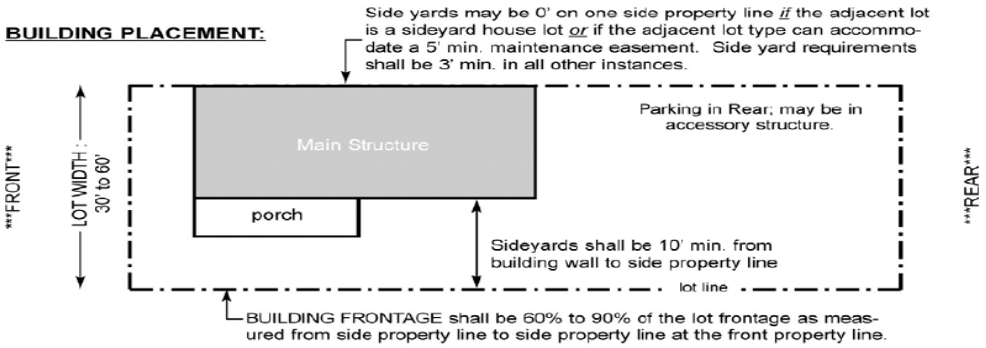
(8) Sideyard House Lot (SH)

These diagrams illustrate some of the lot size and dimensional requirements from Table 3-1.

HEIGHT:



BUILDING PLACEMENT:



*Each sideyard house lot shall be permitted (1) main structure and (1) accessory building in the rear of the lot.

PRECEDENTS & CHARACTER EXAMPLES:

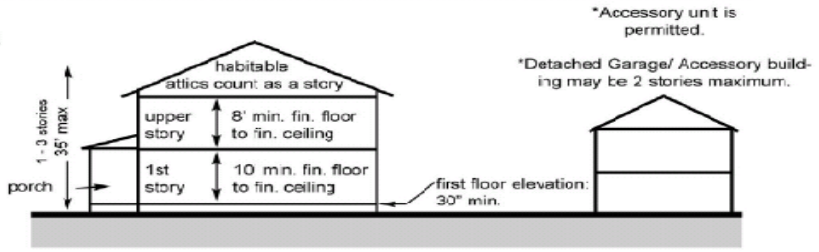




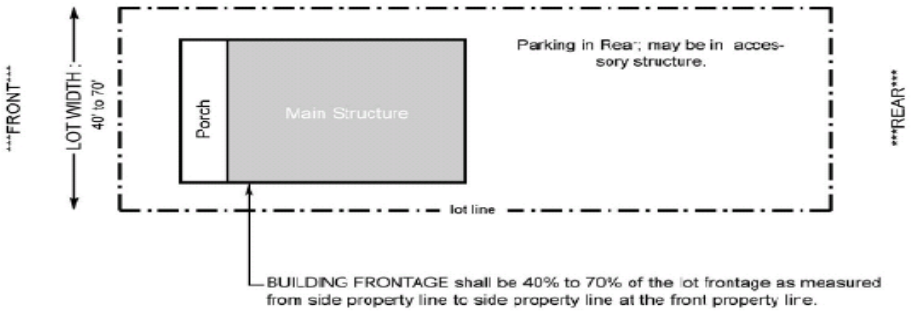
(9) House Lot (HO)

These diagrams illustrate some of the lot size and dimensional requirements from Table 3-1.

HEIGHT:



BUILDING PLACEMENT:



*Each house lot shall be permitted (1) main structure and (1) accessory building.

PRECEDENTS & CHARACTER EXAMPLES:

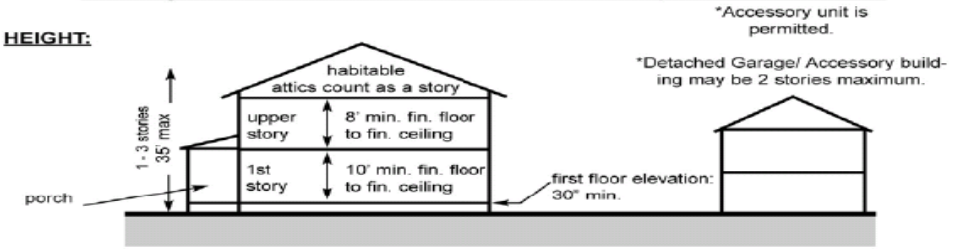




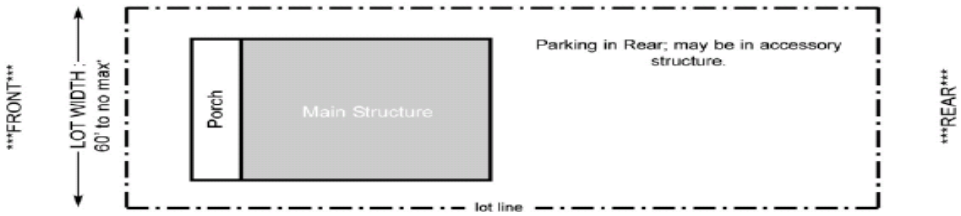
(10) Estate Lot (ES) (limited, see footnote to Table 3-2)

These diagrams illustrate some of the lot size and dimensional requirements from Table 3-1.

HEIGHT:



BUILDING PLACEMENT:



*Each Estate Lot shall be permitted (1) main structure and (1) accessory building.

PRECEDENTS & CHARACTER EXAMPLES:



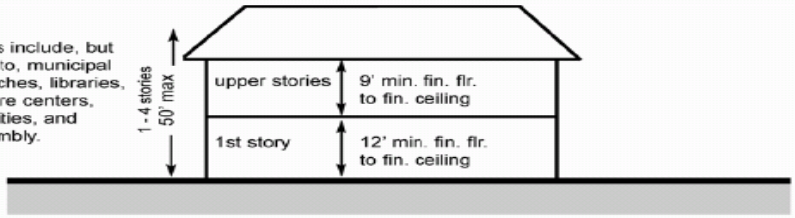


(11) Civic Building Lot (CB)

These diagrams illustrate some of the lot size and dimensional requirements from Tables 3-1 and 3-3.

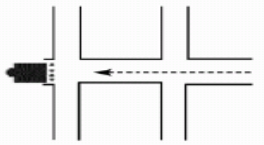
HEIGHT:

*Civic Buildings include, but are not limited to, municipal buildings, churches, libraries, schools, daycare centers, recreation facilities, and places of assembly.

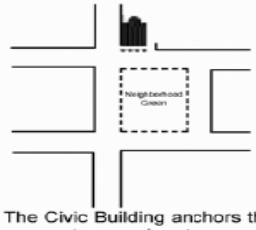


BUILDING PLACEMENT:

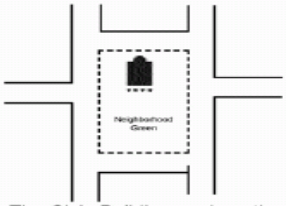
Building Placement Requirements for Civic Buildings vary by site. Civic lots shall be a minimum of 50' wide. In general, Civic Buildings should be sited in locations of particular geometric importance, such as anchoring a major public space, or terminating a street vista:



The Civic Building terminates the view of this street.



The Civic Building anchors the green at a prominent corner.



The Civic Building anchors the space from within the green.

PRECEDENTS & CHARACTER EXAMPLES:





St. Lucie County Land Development Code — Additions to code as adopted on 5/30/06

g. *Development Standards for Lots.*

(1) Table 3-1 provides dimensional requirements that apply to all lots of each designated type. These requirements replace those found in Section 7.04.01.

(2) If additional lot types are proposed by an applicant, comparable dimensional requirements must also be proposed. An applicant may also propose changes to the dimensional requirements in Table 3-1 for a particular neighborhood. All changes must comply with the intent of the TVC Element. The Board of County Commissioners shall decide whether to accept, modify, or reject such additional or modified dimensional requirements during the approval process based on consistency with the goals, objectives and policies of the TVC Element and the applicable site plan approval standards in Chapter XI of this Code.

(3) Each Live/Work, Rowhouse, Cottage, Sideyard, House, and Estate Lot is permitted one (1) main structure and one (1) accessory dwelling. Accessory dwellings are not counted for

density purposes, for instance for meeting the minimum density requirements of Section 3.01.03.EE.2.b. Accessory dwellings, where permitted:

i. May not exceed the size limitations in Table 3-1;

ii. Must maintain at least a three-foot side yard except on Rowhouse Lots; and

iii. Must be separated at least ten (10) feet from the main structure.

(4) Building frontage is the percentage of the total width of a lot which is required to be building wall, measured where the front yard ends and the front of the building begins. For this purpose only, the width of a porte cochere may be counted as building wall even though it has no front or rear wall.

(5) Front porches and balconies may extend up to ten (10) feet into front yards provided that walls, screened areas, or railings in the front yard extend no higher than forty-two (42) inches above the floor of the porch or balcony. Front porches and balconies may not extend into the right-of-way. Stoops may extend into front yards provided that walls, screened areas, or railings in the front yard extend no higher than forty-two (42) inches above the floor of the stoop. Stoops may extend into the right-of-way to the extent specifically provided by the Board of County Commissioners during the approval process.

(6) Each building must have separate walls to support all loads independently of any walls located on an adjacent lot. Buildings with side-facing windows must provide necessary light and air shafts within their own lot without relying on the side yard of an adjacent lot.

(7) Each building must have an entrance facing a street or public open space.

TABLE 3-1
LOT SIZE AND DIMENSIONAL REQUIREMENTS

Lot Type	Lot Size (min/max in sf)	Lot Width (min/max)	Building Frontage (min/max)	Lot Coverage by Bldgs. (max)	Yard			Height[3] (min/max in stories; max in feet)	First Story Elevation (min)	Accessory Dwelling[4] (max bldg footprint in sf)
					Front[1] (min/max)	Rear[2] (min)	Side (min)			
Mixed-Use Building Lot	2,400/no max	24/no max	80%/100%	80%	0/5	15	0	2/4; 56'	n/a	not permitted
Retail Building Lot	2,400/7,200[7]	24/60[7]	80%/100%	80%	0/5	15	0	1/4; 50'	n/a	not permitted
Apartment Building Lot	2,400/no max	24/no max	80%/100%	80%	0/10	15	0	2/4; 50'	30"[6]	not permitted
Live/Work Building Lot	1,800/7,200	16/60	80%/100%	80%	0/10	15	0	2/3; 45'	n/a	625
Apartment House Lot	4,800/18,000	48/120	70%/90%	80%	5/10	15	0	1/4; 50'	30"[6]	not permitted
Rowhouse Lot	1,800/3,840	16/32	90%/100%	80%	0/10	15	0	2/3; 35'	30"	625
Cottage House Lot	2,400/4,800	24/40	70%/90%	60%	5/25	10	2	1/2; 35'	30"	800
Sideyard House Lot	3,000/6,000	30/60	60%/90%	50%	5/10	10	0/10[5]	1/3; 35'	30"	800
House Lot	4,000/8,400	40/70	60%/80%	50%	5/25	10	5	1/3; 35'	30"	800
Estate Lot	7,200/no max	60/no max	n/a	30%	20/50	20	10	1/3; 35'	30"	1000
Civic Building Lot	5,000/no max	50/no max	n/a	80%	n/a	15	0	1/4; 50'	n/a	1250

Countryside Tract	43,560/no max	200/no max	n/a	15%	50/n/a	50	50	1/2; 35'	n/a	not permitted

[1] *Corner lots must meet front yard requirements on both streets.*

[2] *Minimum rear yards in this column apply to principal buildings. Buildings for all accessory uses (including garages and accessory dwellings) must maintain a 5-foot minimum rear yard, except when the rear yard adjoins an alley (see Section 3.01.03.EE.2); no separation is required from an alley. Fences are regulated by Section 8.00.04.*

[3] *See definition of "story" for further details on height measurements. The building spacing formula in Section 7.04.03 does not apply in PTV districts.*

[4] *See additional requirements in Section 3.01.03.EE.2.g(3).*

[5] *See Section 3.01.03.EE.2.f(8) for further details.*

[6] Non-elevator apartments three stories in height or less may be built at grade and shall provide a minimum front yard of 5 feet.

[7] No maximum building size or width applies to Retail Building Lots proposed on property with existing Commercial, General (CG) zoning as of August 28, 2009.

(8) Each building on a Mixed-Use Building Lot is required to have an awning, balcony, colonnade, or arcade facing the street. The same requirement applies to Retail Building Lots except that a porch may be substituted. Buildings on Live/Work Building Lots are encouraged but not required to have one (1) of these features. Any of these features may extend into the front yard. Extensions of awnings, balconies, colonnades, or arcades over public sidewalks require approval of the County Attorney who may require the property owner to enter into a right-of-way agreement establishing the property owner's sole responsibility for repairing any damage that may result from public maintenance or improvements. When providing a required awning, balcony, colonnade, arcade, or porch, the following design requirements apply:

i. Awnings over first-floor doors or windows must have a depth of at least six (6) feet. Back-lit, high-gloss, or plasticized fabrics are prohibited.

ii. Balconies must have a depth of at least five (5) feet and a clear height below of at least ten (10) feet from the sidewalk. Balconies may have roofs but must be open and not air-conditioned.

iii. Colonnades and arcades must have a clear width from column to building face of at least eight (8) feet and a clear height of at least ten (10) feet above the sidewalk.

iv. Porches must be at least eight (8) feet deep and sixteen (16) feet wide. Porches typically have roofs but must be open and not air-conditioned.

(9) Minimum and maximum depths of front yards are shown Table 3-1. For Mixed-Use Building Lots and Retail Building Lots, a portion of the building frontage may be set back up to an additional twenty (20) feet beyond the maximum front yard depth if this space is constructed as a courtyard or entryway that is open to the sidewalk. This portion may be up to forty percent (40%) of the actual building frontage and may not be used for parking.

(10) On all Mixed-Use Building Lots and Retail Building Lots, building walls that face streets are required to have between fifteen percent (15%) and seventy-five percent (75%) of their area in transparent windows. In addition, retail stores must comply with the following:

i. The ground floor must have transparent storefront windows covering no less than seventy-five percent (75%) of the wall area in order to provide clear views of merchandise in stores and to provide natural surveillance of exterior street spaces.

ii. Storefronts must remain unshuttered at night to provide views of display spaces, and are encouraged to remain lit from within until 10:00 p.m. to provide security to pedestrians.

iii. Doors allowing public access to streets must be provided at intervals of at least seventy-five (75) feet to maximize street activity, to provide pedestrians with frequent opportunities to enter and exit buildings, and to minimize any expanses of Inactive wall.

To be considered transparent, window and door glass, whether integrally tinted or with applied film, must transmit at least fifty percent (50%) of visible daylight. These requirements do not apply to walls that face alleys or lanes.

h. *Permitted Uses.* Table 3-2 identifies the permitted, conditional and accessory uses for each lot type. Where the upper row of Table 3-2 indicates an entire zoning district, an "S" in the column below indicates that a particular lot type is also allowed to have the same permitted, conditional,

and accessory uses that are allowable to any parcel located in that zoning district, in addition to all uses specifically indicated for that lot type in other columns of Table 3-2.

Table 3-2
Permitted Land Uses

Lot Type	Single	Two-family	Multi	Comm	Family	Family	Family	Bed and	Residen	Civic Use	Countryside	Comm	Comm	Comm	Industr	Institut	Religious
Mixed-Use Building Lot[1, 3]	-	P*	P*	P*	P*	P*	P*	P*	P*	P	-	S	S	-	-	S	S
Retail Building Lot[3]	-	-	P	P	P	P	P	P	P	P	-	S	S	-	-	S	S
Apartment Building Lot	-	-	P	P	P	P	P	P	P	-	-	-	-	-	-	-	-
Live/Work Building Lot	-	P	P	P	P	P	P	P	P	P	-	S	S	-	-	S	S
Apartment House Lot	-	-	P	P	P	P	c	c	P	-	-	-	-	-	-	-	-
Rowhouse Lot	-	P	P	P	P	P	c	c	P	-	-	-	-	-	-	-	-
Cottage House Lot	P	-	-	-	P	P	c	-	P	-	-	-	-	-	-	-	-
Sideyard House Lot	P	-	-	-	P	P	c	-	P	-	-	-	-	-	-	-	-
House Lot	P	-	-	-	P	P	c	-	P	-	-	-	-	-	-	-	-
Estate Lot[2]	P	-	-	c	P	P	c	c	P	-	-	-	-	-	-	-	-
Civic Building Lot	-	-	-	P	P	P	P	-	P	P	-	-	-	-	-	S	S
Countryside Tract	-	-	-	-	-	-	-	-	-	P	P	-	-	-	-	-	-
NOTES:	P = permitted use			C = conditional use			- = uses are not permitted			S = same uses as allowable for any parcel in listed zoning district (in addition to all uses specifically indicated in other columns)							
[1] Residential uses in Mixed-Use Building Lots may not be placed in the first story.				[2] Estate Lots in Fringe transect zones are limited to a maximum of 5% of the land area for Open Space and Countryside components; the allowance for these lots must be acquired by TDR Credits transferred from an off-site eligible sending site (see Section 4.04.05).												
[3] For properties with exisiting Commercial, General (CG) zoning as of August 28, 2009, both Mixed-Use and Retail Building Lots are permitted the same uses as permitted by such existing zoning.																	

i. *Allowable Street Types by Transect Zone.* The following street types are be permitted by right in the transect zones shown. These streets must comply with the streetscape standards in Section 3.01.03.EE.2.j and the street cross-sections in Section 3.01.03.EE.2.l. An applicant may propose additional street types or modified cross-sections and streetscape standards during the PTV rezoning process provided the street types and modified standards comply with the intent of the TVC Element; the Board of County Commissioners shall decide whether to accept, modify, or reject such proposals during the approval process based on consistency with the goals, objectives and policies of the TVC Element and the applicable site plan approval standards in Chapter XI of this Code.

	Transect zones					
	Countryside		Neighborhoods			
Lot Types	Rural	Fringe	Edge	General	Center	Core
Main Street					X	X
Boulevard	X	X	X	X	X	X
Avenue				X	X	X
East/West Street			X	X	X	
North/South Street			X	X	X	
Edge Drive			X			
Parkway	X	X	X			
Rural Road	X	X				
Alley				X	X	X
Lane	X	X	X	X	X	
Trail	X	X	X	X	X	X

j. *Streetscape Standards by Transect Zone.* The following standards apply to all street types as they pass through the indicated transect zone:

	Transect Zones					
	Countryside		Neighborhoods			
Streetscape Standards	Rural	Fringe	Edge	General	Center	Core
Street edge:						
Type	open swale	open swale	open swale or raised curb	raised curb	raised curb	raised curb
Corner radius[1]	15' to 30'	15' to 30'	10' to 25'	10' to 20'	10' to 15'	10' to 15'
Corner radius[2]	n/a	n/a	5' max.	5' max.	5' max.	5' max.
Planting strip:						
Type	swale	swale	continuous planting strip	continuous planting strip	planting strip or tree well	planting strip or tree well

Width	8' min.	8' min.	8' min.	6' to 12'	4' to 8'	3' to 8'
Tree spacing[3]	clustered or regular	clustered or regular	regular	regular	regular or opportunistic	regular or opportunistic
Tree diversity	multiple species allowed	multiple species allowed	alternating species allowed	single species per block	single species per block	single species per block
Walk						
Type	trail (optional)	trail (optional)	sidewalk (optional)	sidewalks required	sidewalks required	sidewalks required
Width	5' min.	5' min.	5' min.	6' min.	8' min.; 12' min w/tree wells	8' min.; 12' min w/tree wells
Rear alley/lane:						
Alley	n/a	n/a	n/a	desirable; (also see 3.01.03.EE.2.k(2))	alley or lane is required	alley is required
Lane	optional	optional	desirable			
[1] These standards apply to: — swales (measured to edge of pavement); — raised curbs if both on-street parallel parking and curb bulbs (curb extensions) are provided (measured to vertical face of curb); and — raised curbs if on-street parallel parking is not provided (measured to vertical face of curb);						
[2] This standard applies to: — raised curbs if on-street parallel parking is provided without curb extensions (measured to vertical face of curb).						
[3] This standard applies to: — 1 tree for each thirty (30) linear feet for regular spacing; and — average of 1 tree for each thirty (30) linear feet for irregular or opportunistic spacing.						

k. *Street Network Design.*

(1) New development must accommodate the Future Street Network Plan (see Section 4.04.04.B).

(2) Each neighborhood must provide an interconnected network of streets, alleys or lanes, and other public passageways.

i. Neighborhood streets must be designed to encourage pedestrian and bicycle travel by providing short routes to connect residential uses with nearby commercial services, schools, parks, and other neighborhood facilities within the same or adjoining Towns or Villages. Sidewalks and rows of street trees must be provided on both sides of all neighborhood streets.

ii. Neighborhood streets should be organized according to a hierarchy based on function, size, and design speed. Rights-of-way are expected to differ in dimension and must meet the appropriate standards for the transect zones in

which they are located (see Section 3.01.03.EE.2.i). There must be a minimum of two (2) street types within each neighborhood.

iii. Neighborhood streets do not have to form an orthogonal grid and are not required to intersect at ninety-degree angles. These streets may be curved or bent but must connect to other streets. Jogs or centerline offsets shall be at least one hundred (100) feet for local streets; this requirement does not apply to alleys.

iv. Neighborhoods must accommodate one (1) or more public transit nodes for service to points beyond the neighborhood.

v. All streets must be publicly dedicated. Private streets and closed or gated streets are prohibited, notwithstanding the provisions of Sections 7.05.03.E and 7.10.15.

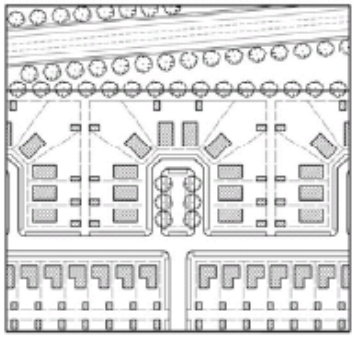
vi. The use of raised intersections, lateral shifts, and traffic circles are encouraged as alternatives to more conventional traffic calming measures such as speed bumps.

vii. A continuous network of rear and side alleys and/or lanes is desirable to serve as the primary means of vehicular ingress to individual lots. Such networks are mandatory in Core and Center transect zones and for Mixed use, Retail, Live/Work, Apartment, and Rowhouse, and Cottage Lots regardless of transect zones. Alley and rear lane entrances should align so as to provide ease of ingress for service vehicles. Internal deflections or variations in the alley/rear lane network are encouraged to prevent excessive or monotonous views of the rear of structures resulting from long stretches of alleys and rear lanes.

viii. Cul-de-sacs are not permitted except where physical conditions such as freeways provide no practical alternatives for connection for through traffic. Canals may or may not be physical barriers; appropriate crossings will be considered at the time of PTV approval. Each cul-de-sac must be detailed as a close, with landscaping in the center (see Figure 3-9).

ix. Street stubs must be provided to adjacent undeveloped land to ensure an integrated street network is achieved over time, except where the adjacent land is being designated as Countryside through the PTV approval. Stub-out streets to connect to future development will not be considered cul-de-sacs if they are less than three hundred (300) feet long.

FIGURE 3-9
EXAMPLE OF CLOSE DETAILING



x. Full access intersections along Indrio Road must be separated by at least six hundred sixty (660) feet. Full access intersections along other roads on the regional street network must be separated by at least three hundred thirty (330) feet (see Section 4.04.04.B).

(3) The average perimeter of all blocks within a neighborhood may not exceed 1,500 feet. The maximum perimeter of any block may not exceed 2,400 feet. The portion of any block between intersecting streets may not exceed 500 feet without a publicly dedicated pedestrian sidewalk or trail providing access to another street. Smaller block sizes are encouraged to promote walkability. An applicant may propose minor modifications to these block size standards during the PTV rezoning process; the Board of County Commissioners shall decide whether to accept, modify, or reject such modifications during the approval process based on consistency with the goals, objectives and policies of the TVC Element and the applicable site plan approval standards in Chapter XI of this Code.

(4) The Edge Drive street type is intended to demarcate the Edge transect zone from the Countryside. Edge Drives are primarily "single-loaded," having private lots on one side while providing visual and often physical access to the Countryside on the other. A double-loaded Edge Drive is limited to 30% of the linear edge; where Edge Drives are double-loaded, a physical line of demarcation (e.g. a split rail fence) must be provided separating private lots from public trails and the Countryside. An applicant may propose to exceed the 30% limitation during the PTV rezoning process where there is no significant view of the Countryside that would be lost or where it is deemed to be in the balanced public/private interest while remaining consistent with the TVC Element. The Board of County Commissioners shall decide whether to accept, modify, or reject a proposed increase in double-loaded Edge Drive during the approval process based on consistency with the goals, objectives and policies of the TVC Element and the applicable site plan approval standards in Chapter XI of this Code.

(5) In addition to its network of streets, each PTV shall also include a network of trails or greenways connecting urban, recreational, academic, and rural locations. Trails shall be provided along the Flow Way System and along remaining canals to provide connections and access to the Countryside. Trails in the Fringe transect zone should be located in the center of the Fringe zone or adjacent to the Rural zone to provide separation from private lots in the Edge zone. Existing hedgerows, environmentally significant or sensitive lands, tree clusters, flow ways, knolls, and viewsheds from scenic roads or parkways shall be considered for connecting linkages between Towns and Villages. Greenway lands shall be interconnected wherever possible to provide a continuous network of such lands within and adjoining each PTV and remaining separated from streets wherever possible.

(6) The street design requirements of Section 7.05 apply except where they conflict with standards for the TVC Overlay Zone or this zoning district. Further exceptions to the requirements of Section 7.05 may be authorized by the Board of County Commissioners through approval of a regulating plan during the PTV rezoning process.

l. *Street Cross-Sections.* Street types in all PTV districts must be assigned in accordance with Section 3.01.03.EE.2.i. The specific design of each street must follow the cross-sections illustrated below for each street type, as adjusted for the transect zone they pass through in accordance with Section 3.01.03.EE.2.j. The lane widths shown include the width of gutter pans. In the event of direct conflicts, these standards shall supersede other standards in this Code or in public works manuals.

* *Sidewalk and planting strip width's vary by transect zone, modifying the total stree: width; see Section 3.01 03.EE.2.f*

Additions to code as adopted on 5/30/06

** Sidewalk and planting strip widths vary by transect zone, modifying the total street width; see Section 3.01.03.EE.2.j*

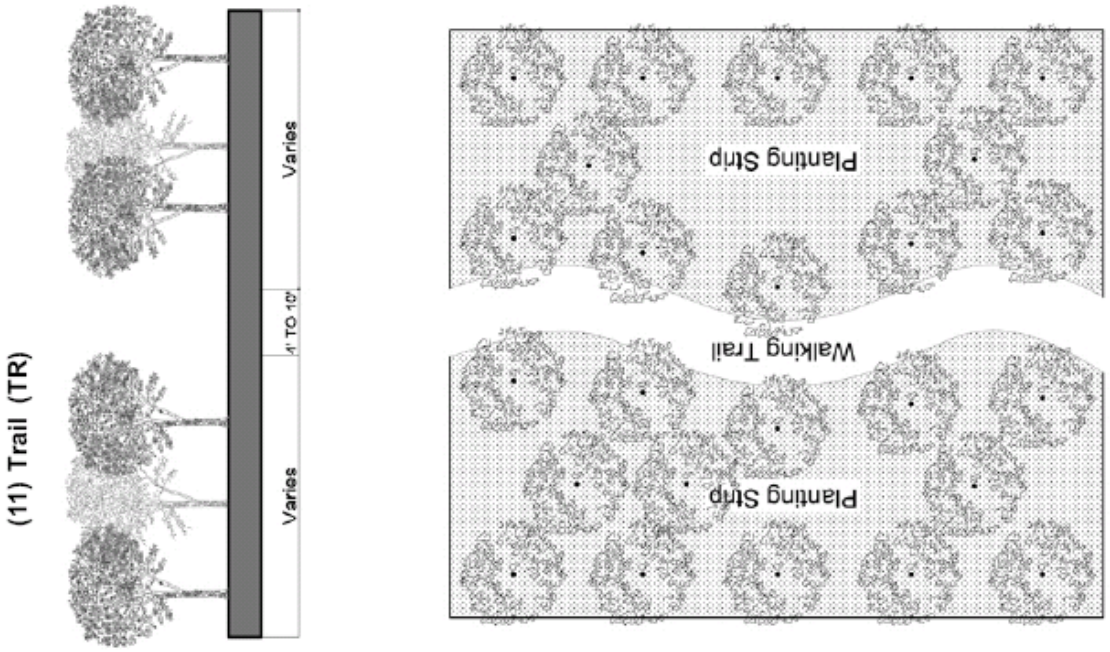
Additions to code as adopted on 5/30/06

(6) Edge Drive (ED)
30'
4'
6*
10'
10'
8'
10'
6*
6*
10'
90'
Building
Sidewalk
Planting Strip
Parking
Trail/Bike Lane
Planting Strip
Fringe
(5) North/South Street (NS)
6*
6*
8'
10'
10'
8'
6*
6*
6*
60'*
Building
Parking
Planting Strip
Sidewalk
Building
Parking
Planting Strip
Sidewalk
Building
* Sidewalk and planting strip widths vary by transect zone, modifying the total street width; see Section 3.01.03.EE.2.j

The central median shcuild include a non-motorized vehicular option, either paved or unpaved

Additions to code as adopted on 5/30/06

(10) Lane (LN)
up to 12'
25'
Out Building
Drive Way
Out Building
Drive Way
Out Building
(9) Alley (AL)
25'
Drive Way
Out Building
Out Building



m. *Off-Street Parking Regulations.* Certain modifications are needed to the off-street parking regulations found in Section 7.06.00 of this Code. Planned Towns or Villages provide extensive on-street parking, a mix of compatible land uses, sidewalks and trails, and rear alleys or lanes. Based on these factors, the following modifications will apply:

(1) The following minimum dimensions for parking access aisles and standard parking stalls apply in lieu of the specific requirements in Section 7.06.00:

Angle of parking (degrees)	Aisle Width (feet)		Parking Stalls (feet)	
	Two-Way	One-Way	Width	Length
90°	22	20	9	18

75°	22	18	9	18
60°	20	16	9	18
45°	20	14	9	18
30°	20	14	9	18
0°(parallel)	18	14	8	20

(2) Wherever possible, parking lots shall be located behind buildings so that buildings can screen parking areas from sidewalks and streets. In no case may parking be located in front of a building. Small parking lots in side yards may be permitted provided the buildings they serve can meet the lot width and building frontage requirements of Table 3-1 and provided these lots are set back a minimum of twenty (20) feet from lot lines adjoining rights-of-way, excluding alleys or lanes.

(3) The following multipliers shall be applied to the required number of off-street parking spaces shown in Section 7.06.02. The result of this multiplication will be the required number of off-street parking spaces in each transect zone.

	Neighborhood Transect Zones			
Land Use Type	Edge	General	Center	Core
Residential	100%	75%	60%	50%
Hotel/Motel	n/a	n/a	70%	60%
Religious Facilities	75%	60%	50%	40%
Places of Public Assembly	n/a	n/a	50%	40%
School or College	n/a	n/a	50%	40%
Medical/Dental Office	n/a	n/a	50%	40%
Eating or Drinking Establishments	n/a	n/a	50%	40%
General Office	n/a	n/a	50%	40%
Business or Personal Services	n/a	n/a	50%	40%
Retail Stores	n/a	n/a	50%	40%
Museums or Galleries	75%	60%	50%	40%
Libraries	75%	60%	50%	40%

(4) Access to Off-Street Parking.

i. In the Core and Center transect zones, alleys or lanes shall be the primary source of access to off-street parking. In the General and Edge transect zones, alleys or lanes are the desirable source of access to off-street parking. Parking along alleys or lanes may be head-in, diagonal, or parallel.

ii. Alleys or lanes may be incorporated into parking lots as if they were standard parking access aisles. Access to all properties adjacent to the alley must be maintained.

iii. Access between rear parking lots across property lines is strongly encouraged.

iv. Residential buildings on individual lots must meet the garage standards in Section 4.04.04.F.

(5) Parking structures are permitted only in the Core and Center transect zones and must be no taller than four (4) stories and must be separated from adjacent streets by liner

buildings at least two (2) stories in height and no less than twenty (20) feet in depth. Liner buildings may be detached from or attached to parking structures.

(6) Landscaping for off-street parking and loading areas shall, as a minimum, meet the requirements of Section 7.09.00.

n. *Civic Spaces and Civic Buildings.*

(1) *Civic Spaces.* Civic spaces must be designed and configured to be clearly recognizable as public open space. Civic spaces should be located so that building walls having at least fifteen percent (15%) of their area in transparent windows will face the space to make the space safer for the public. Each neighborhood must have at least four (4) separate civic spaces, which may include neighborhood parks, greens, squares, plazas, and playgrounds.

i. Each civic space should be consistent with the character of the transect zone in which it is located. For example, a plaza located in the Core or Center transect zone would be detailed with hardscaping and a formal planting pattern of a single species (see Figure 3-10), while a neighborhood park in the Edge transect zone may be green with paths through an informal planting pattern of multiple species (see Figure 3-11).

ii. Each civic space must have at least twenty-five percent (25%) of its perimeter and at least two (2) sides directly adjoining a street.

iii. Except for civic spaces located along the periphery of a neighborhood, the combined size of all civic spaces located within a neighborhood must be at least two and one-half percent (2.5%) but no more than seven and one-half percent (7.5%) of the total acreage assigned to the Core, Center, General, and Edge transect zones.

iv. Each civic space must provide shaded seating and a water fountain.

v. Civic spaces placed in Fringe and Rural transect zones are not affected by nor counted toward these civic space requirements.

FIGURE 3-10 – PLAZA

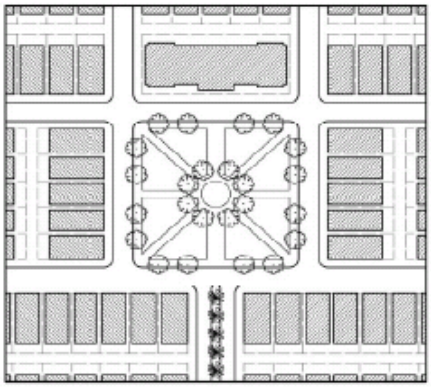


FIGURE 3-11 – NEIGHBORHOOD PARK



(2) *Civic Buildings.* Civic buildings contain uses of special public importance and must be designed to physically express that prominence. Civic buildings include, but are not limited to, municipal buildings, churches, libraries, schools, day care centers, recreation facilities, and places of assembly. Civic buildings do not include retail buildings, residential buildings, or buildings with private offices.

i. Each neighborhood must contain at least three (3) Civic Building Lots. Civic Building Lots are usually sited to adjoin civic spaces or to provide visual landmarks by being placed at the axial termination of streets (see Section 3.01.03.EE.2.f (9)). At least one (1) civic building must be constructed within two (2) years after development commences.

ii. In order to provide greater flexibility in building types and to allow more distinctive architectural expression, Civic Building Lots do not include building frontage or front yard standards.

iii. Oversized Civic Building Lots such as those sometimes required for public schools or for churches with regional congregations should be located at the periphery of neighborhoods so as not to impede the walkability of the remainder of the neighborhood.

o. *Open Space and Countryside Standards.*

(1) *Purpose and intent.*

i. Land in the Countryside is an integral component of each Town and Village for the following purposes:

1) Preserving and enhancing rural character between neighborhoods;

2) Preserving and restoring native habitats;

3) Providing opportunities for sustained agriculture;

4) Mitigating the biological and ecological impacts of new development; and

5) Accommodating the Flow Way System which includes water storage to serve the neighborhoods (see Section 3.01.03.EE.2.p).

ii. To maximize both the aesthetics of the rural landscape and the biological and ecological systems intended by the Countryside requirements, Towns and Villages must link to the greatest extent possible the areas set aside for these purposes both within the site as well as to any existing neighboring Countryside areas, existing or planned passive parks, existing uses of an agricultural character, or environmental preserves.

iii. For purposes of this Code, two (2) transect zones are used to designate the appropriate locations for most Countryside components: the Fringe zone which adjoins neighborhoods or other public spaces, and Rural zone which does not adjoin neighborhoods.

(2) *Open Space and Countryside requirements.*

i. To ensure that the rural landscape is preserved, large areas of Towns and Villages must be reserved for Open Space and Countryside. Specific percentage standards for Open Space and Countryside are established for each new Town or Village in Section 3.01.03.EE.2.b.

ii. The required Countryside percentage may be fulfilled by land that is restricted to a combination of the following components:

1) Agricultural uses and facilities, including farmer's markets and agriculture-based targeted industry;

2) Restored or preserved native habitat and environmentally significant or sensitive l and (see Section 3.01.03.EE.2.o(4));

3) The Flow Way System including adjoining water management facilities and wastewater re-use facilities (see Section 3.01.03.EE.2.p);

4) Community recreation areas such as community or regional parks, recreational fields, picnic areas, primitive campgrounds, greenways, and trails, provided they:

a) Link with trails to neighborhoods and adjacent Countryside areas;

b) Provide opportunities for shaded seating; and

c) Provide facilities such as public restrooms and water fountains;

5) Civic spaces including neighborhood parks, greens, squares, plazas, and playgrounds, provided they are publicly accessible in perpetuity (see Section 3.01.03.EE.2.n); and

6) Golf course (limited to eighteen (18) holes per Town or Village), provided that it does not interfere with the creation of a continuous flow way and integrated trail system, remains open to the public, accommodates re-use wastewater, and uses *Best Management Practices for Florida Golf Courses* published by the Institute of Food and Agricultural Sciences at the University of Florida in 1999.

iii. Where Section 3.01.03.EE.2.b. provides that up to ten percent (10%) of a new Town or Village may be designated Open Space in lieu of Countryside, this allowance may be fulfilled by land that is restricted to a combination of the following Open Space components; however, all Fringe or Rural areas that are not designated in the regulating plan as reserved for an Open Space or Countryside component shall be limited in the future to Countryside uses:

1) Civic uses, as defined in Section 4.04.06, including the playfields associated with a school (see Section iii.7);

2) Targeted industry (as defined in Section 4.04.06 and discussed in Section 3.01.03.EE.2.r) (see Section iii.7);

3) Higher education (as defined in Section 4.04.06) (see Section iii.7);

4) Parking garages or portions thereof, provided they meet the following requirements:

a) Parking spaces in the garage are unassigned and are available to the general public or to nearby customers, employees, or residents at up to market-rate parking fees.

b) The parking garage contains at least four (4) levels of parking spaces.

c) Any parking spaces dedicated solely for the use of individual patrons, businesses, or residential complexes must be subtracted, along with their pro-rata share of ramps and aisles.

5) Estate Lots, which may occupy up to five percent (5%) of the land area for Open Space and Countryside, but must be included in the ten percent (10%) allocation of the site permitted for Open Space components.

Additionally, the allowance for these lots must be acquired by TDR Credits transferred from an off-site eligible sending site (see Section 4.04.05); and

6) The total area of lots for workforce housing that is being provided above the eight percent (8%) that is required in a Town or Village (see Section 3.01.03.EE.2.q), but not counting any accessory dwellings as described in Section 3.01.03.EE.2.g(3).

7) Parking areas (including access drives and aisles) that serve civic uses, targeted industry, and higher education can be counted as Open Space components; reduced asphalt and pervious surfaces are encouraged.

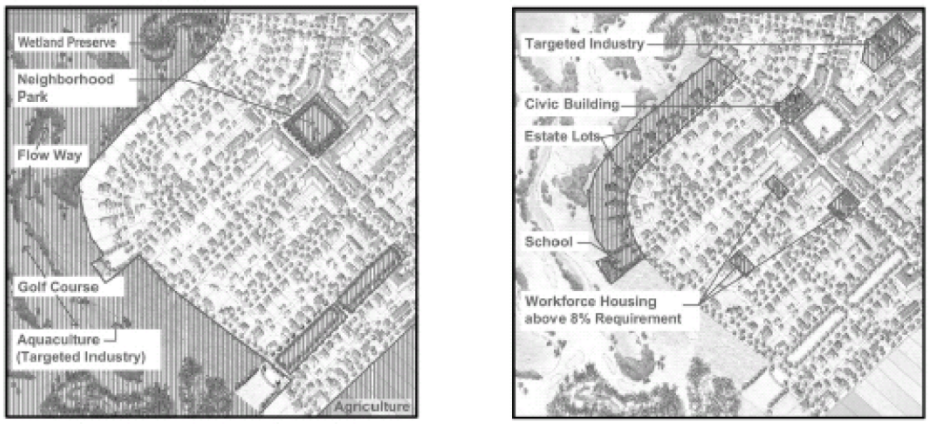
8) Solar generation station, subject to the supplemental standards in Section 7.10.28.

iv. Some of the required Countryside percentage may be fulfilled by non-contiguous acreage within the TVC area provided that this acreage is included in the proposed PTV zoning district and is similarly restricted to Countryside uses.

v. Except for approved Estate Lots, the transferable development rights assigned to Fringe and Rural transect zones and to other land designated as Open Space components is formally transferred to neighborhoods in a Town or Village upon approval of a PTV application. Depending on the components identified for the land dedicated to the required percentage of Countryside, a multiplier may be applied to the transferable development rights pursuant to the TDR program (see Section 4.04.05). At the time of final site plan approval for the PTV, evidence of this transfer must be recorded in the public records of St. Lucie County through a conservation easement acceptable to the County Attorney and meeting the requirements of Section 4.04.05.H, Conditions of the Conservation Easement or Deed Restriction.

(3) *Location of Open Space and Countryside components in the transect.* Open Space and Countryside components shall be located and arranged within the transect as described in this subsection. Figure 3-12 illustrates this description by applying vertical hatching to typical locations of Open Space and Countryside components.

FIGURE 3-12



COUNTRYSIDE COMPONENTS OPEN SPACE COMPONENTS

i. Within the PTV zoning district, the Flow Way System is to be designated as a Rural or Fringe transect zone. Where the Flow Way System runs through a neighborhood, its edges should reflect the character of adjacent transect zones as described in Section 3.01.03.EE.2.p.

ii. The continuation of viable agricultural uses in the Countryside and on neighboring properties is a primary design goal for the Countryside. Such uses constitute unique and irreplaceable resources and are major contributors to the economy. The assignment of transect zones must accomplish this goal in a manner consistent with Florida's Right to Farm Act. Once transect zones are assigned, the following limitations apply to agricultural uses and facilities within the PTV:

1) Agricultural uses and facilities in the Fringe transect zone are limited to passive agriculture that is compatible with nearby residential uses such as, but not limited to, horse and cattle pasture and native range.

2) Active agricultural uses must be located only in the Rural transect zone; such uses include crops that require extensive cultivation or spray applications of pesticide and fertilizer and concentrated livestock facilities.

3) Agricultural or utility uses or facilities that may generate noise or odor must be located only in the Rural transect zone.

iii. Other Countryside components shall also be located in the Fringe and Rural transect zones, except for community recreation areas which may be located in any transect zone.

iv. Open Space components may be located within any of the four (4) neighborhood transect zones, except that Estate Lots may be located in the Fringe transect zone when limited in accordance with the footnote to Table 3-2.

(4) *Countryside uses (Fringe and Rural transect zones).* Land in the Fringe and Rural transect zones may be used only for the following purposes, and structures are allowed only to serve these permitted uses:

i. Agricultural uses and facilities including farmer's markets and agriculture-based targeted industry, except as follows:

1) Agricultural uses and facilities in the Fringe transect zone are limited to passive agriculture that is compatible with nearby residential uses such as, but not limited to, horse and cattle pasture and native range.

2) Active agricultural uses must be located only in the Rural transect zone; such uses include crops that require extensive cultivation or spray applications of pesticide and fertilizer and concentrated livestock facilities.

3) Agricultural or utility uses or facilities that may generate noise or odor must be located only in the Rural transect zone.

ii. Restored or preserved native habitat and environmentally significant or sensitive land (see Section 3.01.03.EE.2.o(4));

iii. The Flow Way System including adjoining water management facilities and wastewater re-use facilities (see Section 3.01.03.EE.2.p);

iv. Community recreation areas such as community or regional parks, recreational fields, picnic areas, primitive campgrounds, greenways, and trails, provided they:

1) Link with trails to neighborhoods and adjacent Countryside areas;

2) Provide opportunities for shaded seating; and

3) Provide facilities such as public restrooms and water fountains.

v. Civic uses on Civic Building Lots;

vi. Golf course (limited to eighteen (18) holes per Town or Village), provided that it was designated on an approved PTV regulating plan, does not interfere with the creation of a continuous flow way and integrated trail system, remains open to the public, accommodates re-use wastewater, and uses *Best ManagementPractices for Florida Golf Courses* published by the Institute of Food and Agricultural Sciences at the University of Florida in 1999; and

vii. Allowable residential uses on Estate Lots. Estate Lots in the Fringe transect zone are limited to a maximum of five percent (5%) of the land area dedicated to Open Space and Countryside; the allowance for these lots must be acquired by TDR Credits transferred from an off-site eligible sending site (see footnote to Table 3-2).

(5) *Restoration and preservation.* The restoration and preservation of native habitats and environmentally significant land is strongly encouraged in the Fringe and Rural transect zones. Restored habitats may qualify for increased TDR credits as described in Section 4.04.05 if they meet the following minimum standards:

i. Restored habitats are at least twenty-five (25) acres in size;

ii. Restored habitats are connected to the greatest extent possible to existing preserved native habitat or preserved environmentally significant land or to the Flow Way System;

iii. Restored habitats must include multiple upland and wetland habitat types consistent with habitat types that can be supported by the existing soil types and the proposed hydrology for the site;

iv. Restored habitats include only native species in the canopy, understory, and groundcover in proportions similar to those found in representative naturally occurring plant communities in St. Lucie County; and

v. Shallow marsh systems are encouraged. Deep water habitat and the required littoral zone and upland buffer habitat (Section 3.01.03.EE.2.p(4)(ii)and (iii)) are not eligible for restoration credit, but shallow marsh acreage beyond the requirements may be eligible for full restoration credit.

vi. Proposals that request an increased multiplier for transferable development rights based on creating or restoring natural habitats from former agricultural lands must be accompanied by a restoration and management plan. The Board of County Commissioners will decide whether to accept or modify such plans during the PTV approval process. The restoration and management plan must include the following:

1) Identifies the area to be restored;

2) Identifies the strategy that will be employed to restore the land;

3) Provides an acceptable time table for completion of the restoration;

4) Identifies measures that will be used to evaluate the success of the restoration, including the density and distribution of species; and

5) Includes a funding strategy for monitoring and maintaining the habitat, including the ongoing maintenance and removal of exotic vegetation.

(6) *Use of reclaimed water.*

i. Each new Town or Village must propose a reclaimed water management plan which:

1) Meets the design standards of FDEP and SFWMD and is capable of meeting water quality standards for ultimate discharge into the Indian River Lagoon;

2) Accommodates within its PTV boundaries the volume of reclaimed water produced from its wastewater discharges;

3) Identifies the lands designated to receive reclaimed water;

4) Encourages subsurface drip irrigation systems;

5) Prioritizes the irrigation of agricultural lands and golf courses as the preferred method of re-use; and

6) Provides secondarily, and as necessary to accommodate the required disposal volumes, applications on other land uses allowed by FDEP.

ii. The reclaimed water management plan shall be reviewed and approved by the utility providing the re-use water. Documentation of such approval must be available prior to public hearings on the PTV request.

iii. These requirements were established to offset the biological impacts of new development, to ensure the re-use of nutrients in reclaimed water, to enhance the ecological functions of the Countryside, and to enhance the county's strategy of disposing of reclaimed water near its origin.

(7) *Countryside management.* Land in the Countryside, regardless of use or ownership, is a critically important landscape component of St. Lucie County and must be properly managed and maintained to further the purposes of the TVC Element. A detailed countryside management plan must be submitted with each PTV application identifying the entities that will be responsible for the funding, construction, ownership, and management of each component of land designated as Countryside, specifically including the Flow Way System. The Board of County Commissioners will decide whether to accept or modify this plan during the PTV approval process.

p. *Regional Flow Way System.*

(1) *Purpose and intent.*

i. A regional Flow Way System will improve water quality through a comprehensive interconnected storm water management system that also serves as a linear park. The Flow Way System is intended to provide for a high level of retention and treatment of stormwater, reduction in water lost to tide through storage and re-use of retained water, supplemental water supply for

irrigation, habitat for fish and wildlife, wildlife corridors, opportunities for habitat mitigation, and the recreational and aesthetic values provided by natural riverine systems.

ii. The regional Flow Way System will be created incrementally and become a continuous water management system that enhances the conveyance functions of the existing drainage canals and incorporates the storm water detention, conveyance, and discharge systems for new development so as to reduce total runoff volume and improve water quality prior to discharge into the Indian River Lagoon.

iii. Where not inconsistent with SFWMD permitting criteria, natural habitat restoration is preferred to open water systems for treating stormwater and may be eligible for higher multipliers offered for restoration and preservation.

(2) *Location and connectivity.*

i. The Flow Way System shall be integrated within each development site as well as with adjacent flow way systems and existing human and native habitats in order to create a fully integrated regional system.

ii. The Flow Way System shall be located within the Fringe or Rural transect zones where it can provide sufficient water storage to serve the neighborhoods while maximizing the viability of the adjacent land for agricultural uses and native habitat restoration. The system may pass through or between neighborhood transect zones provided the following criteria are met:

1) The location and width of that portion of the system does not negatively impact the desired walkable, compact structure required for each Town or Village;

2) An adequate number of crossings is provided in order to maintain the required connectivity of the street network and the navigability of the waterway; and

3) That portion of the system is detailed to reflect the appropriate urban or rural character of the neighborhood transect zones (see Figure 3-13).

(3) *Accessibility and edges.*

i. In order to reinforce the desired linear park quality intended for the Flow Way System, the water's edge must be easily and safely accessible. A pedestrian and bicycle trail system shall be provided and maintained along at least one (1) side of the system. In neighborhoods, the trail may take the form of paved sidewalks that runs adjacent to the system. In the Countryside, trails of a suitable material for walking, cycling, or equestrian uses should be provided within the upland buffer adjacent to the system.

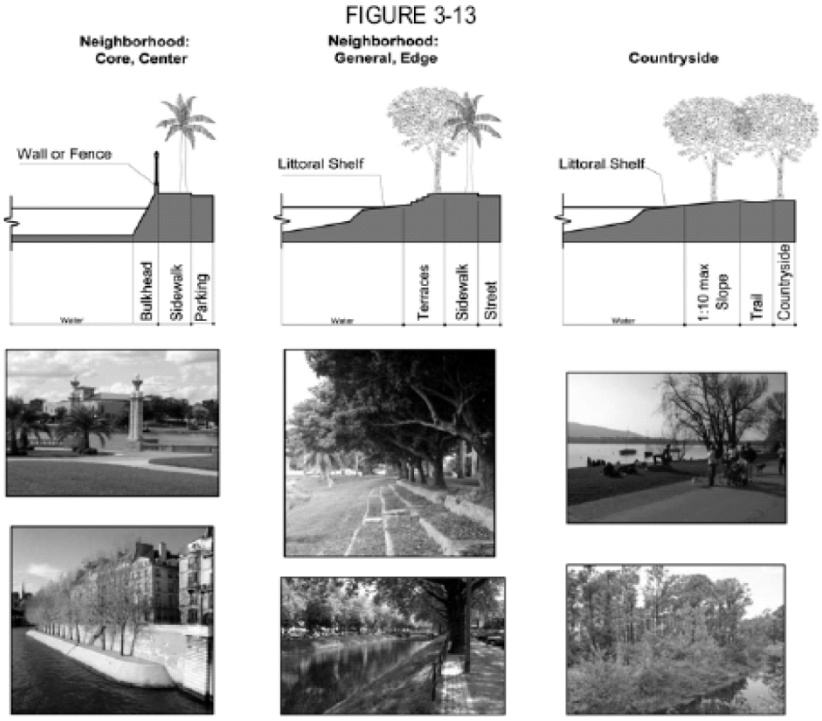
ii. The edge of the Flow Way System should be varied and should reflect the character of the adjacent transect zone. The following edge conditions may be used (as illustrated in Figure 3-13) or other designs may be submitted for approval consistent with the following intent:

1) Neighborhood: Core, Center. Near the center of Towns and Villages, the system may be bulkheaded with adjacent sidewalks, railings, and formal landscaping. Bulkheaded sections should provide periodic access via stairs and landings to the waters' edge.

2) Neighborhood: General, Edge. The area from the waters' edge landward should be fairly level to gently sloping for a minimum of fifteen (15) feet, with any required elevation changes to an adjacent sidewalk accommodated by terraces or landscaped slopes. Landscaping may be either formal or informal, with care given to species selection on sloped areas for long-term maintenance.

3) Countryside. In order to create a natural relationship between land and water within the Countryside, the slope of the land from the water's edge landward shall be no steeper than one (1) foot of vertical change in elevation for every ten (10) feet of horizontal distance for the first twenty (20) feet landward from the waters' edge. A wide walking path can meander along the edge of the water within native habitat. This edge condition may also be appropriate along a park.

FIGURE 3-13



(4) *Fish and wildlife.*

i. The Flow Way System is intended to provide fish and wildlife habitat in addition to its other functions. In order to promote use by wildlife, wading birds, and in particular endangered species such as the wood stork, the system must be designed and managed to provide wading bird feeding areas and healthy fish populations.

ii. A vegetated and functional littoral zone shall be established as part of the Flow Way System. Prior to construction of the surface water management system for any phase of a project, the developer shall prepare a design and management plan for the littoral zone that will be established as part of these systems. The

littoral zone established shall consist entirely of native vegetation and shall be maintained as part of the water management system.

1) As a minimum, twenty (20) square feet of vegetated littoral zone per linear foot of shoreline shall be established as part of the water management system.

2) This area of vegetated littoral zone habitat shall be located such that no less than fifty percent (50%) of the total shoreline of the Flow Way System is buffered by littoral zone habitat.

3) Littoral zone habitat shall be a minimum width of twenty (20) feet and a minimum of twenty-five percent (25%) of the shoreline shall be designed as a wide littoral zone habitat a minimum of sixty (60) feet in width (see Figures 3-14 and 3-15). For example, one hundred (100) feet of shoreline requires two thousand (2,000) square feet of littoral zone along at least fifty (50) feet of the Flow Way edge; twenty-five (25) feet of the fifty (50) feet of shoreline with littoral zone must be sixty (60) feet wide.

4) Average water depth over the littoral shelf should range between two (2) to eighteen (18) inches at the control elevation. The littoral shelf should be contoured to create areas with shallow depressions that should dry down or retain two (2) to six (6) inches of water when the water level is one (1) foot below the control elevation (see Figure 3-15), except for points of inflow which may be deeper.

5) These littoral areas are considered part of the Flow Way System and are not eligible for the higher multiplier offered for restored native habitat by the TDR program.

FIGURE 3-14
Littoral shelf in Wet Season

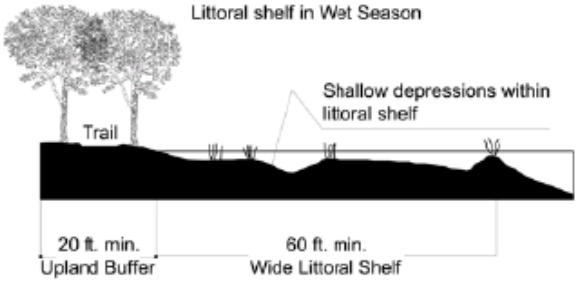
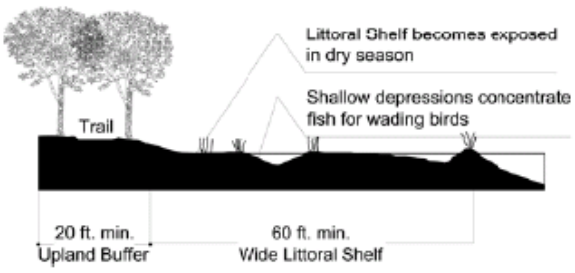


FIGURE 3-15
Littoral shelf in Dry Season



iii. A buffer zone of native upland edge vegetation shall be provided and maintained around the Flow Way System. The habitat may consist of preserved or planted vegetation, but shall include canopy, understory, and ground cover of native species only. The edge habitat shall begin at the upland limit of the Flow Way System. As a minimum, twenty (20) square feet of edge habitat shall be provided for each linear foot of shoreline. This upland edge habitat shall be located such that no less than fifty percent (50%) of the total shoreline is buffered by a minimum width of twenty (20) feet of upland habitat. This edge habitat is considered part of the Flow Way System and is not eligible for the higher multiplier offered for restored native habitat by the TDR program (see Figures 3-14 and 3-15).

(5) *Navigability.*

i. The Flow Way System shall be designed primarily for water quality and restoration purposes. When consistent with these primary purposes, navigability by non-motorized boats is also a design goal. Where SFWMD requirements prevent navigation due to required separations or features such as existing canals or spillways, easy portage opportunities shall be provided at such obstructions.

ii. Except where navigability would be inconsistent with the water quality and restoration goals for the Flow Way System, bridge crossings must provide at least four (4) feet of clearance between the system's control elevation and the bottom of the bridge crossing. Large culverts may be used to provide navigability if this clearance standard can be met.

(6) *Planning and maintenance.*

i. Planning. The Flow Way System must be designed to the following standards and incrementally constructed as development proceeds:

1) All elements of the stormwater management system must be designed to prevent negative impacts to adjacent areas and to receiving water bodies. The developer must establish a permanent water quality monitoring system to demonstrate that adjacent properties and receiving bodies of water are not being negatively impacted by water not meeting standards. The proposed monitoring system requires approval by St. Lucie County in consultation with SFWMD prior to construction of the surface water management system.

2) Water attenuation and discharge criteria must use the ten-year, three-day storm event with a peak discharge rate of 2.6 inches per twenty-four (24) hours, or the criteria required by SFWMD, whichever is more restrictive. Each portion of the Flow Way System must meet all permitting criteria required by SFWMD.

3) Best Management Practices must be used to ensure water quality.

4) Before final approval is granted to excavate, a Phase I environmental assessment, and if warranted a Phase II environmental assessment, shall be submitted to St. Lucie County. If levels of contaminants in the soil such as pesticides, herbicides, and metals are found to exceed state standards, the area shall be remediated or the site redesigned to accommodate storm water management in another location.

5) Once St. Lucie County creates an institutional structure to facilitate the implementation of the Flow Way System, further approvals must be in accordance with that structure.

ii. Maintenance. The long-term operation, management, and maintenance of the overall system should be conducted by a single entity responsible to meet the performance criteria set forth for the regional system. These responsibilities shall include the following:

1) Provide connectivity between Towns, Villages, and other developments;

2) Manage the health of the aquatic system;

3) Manage the fish and wildlife values;

4) Provide navigability between Towns and Village; and

5) Provide and implement mitigation as needed.

q. *Workforce Housing.* To encourage a broad range of family sizes and incomes, each Town and Village must provide a minimum of eight percent (8%) of the proposed number of dwellings as workforce housing, as defined generally in Section 4.04.06 and as further defined by St. Lucie County through ordinances or during the process of approving an individual Planned Town or Village.

(1) When workforce housing will be provided above the required eight percent (8%), the total area of its lots may be counted towards the fulfillment of the required amount of Countryside, but may not be located in either the Rural or Fringe transect zones.

i. Accessory dwellings in neighborhoods may provide additional workforce housing, but such dwellings may not be counted towards the fulfillment of either the eight percent (8%) workforce housing requirement or the required amount of Countryside.

ii. Accessory dwellings and any workforce housing above the required eight percent (8%) that is not counted toward the fulfillment of the required amount of Countryside will not be required to comply with the remaining provisions of Section 3.01.03.EE.2.q.

(2) Workforce housing must be made available on approximately the same schedule as the balance of housing in each Town or Village; workforce housing may not be deferred until the final phases.

i. A specific schedule for the types, location, and phasing of construction of workforce housing must be proposed with each PTV application.

ii. The Board of County Commissioners shall decide whether to accept or modify this schedule during the approval process based on consistency with the goals, objectives and policies of the TVC Element and the applicable site plan approval standards in Chapter XI of this Code.

(3) Workforce housing units must be roughly proportional to the tenure types (fee simple, condominium, rental) of the market rate homes in each Town or Village.

(4) The bedroom mix of workforce housing units must be roughly proportional to the bedroom mix of the market rate homes in each Town or Village.

(5) Workforce housing units are expected to vary from the market rate offerings in each Town or Village due to smaller sizes and fewer interior amenities. However, these variations must not adversely affect the energy efficiency of the workforce units. Workforce units must be complementary in exterior design and materials and must be dispersed throughout each Town or Village.

(6) Workforce housing must be sold or rented only to qualified households as defined by St. Lucie County.

i. Half of the required workforce housing must be affordable to families earning eighty percent (80%) to one hundred percent (100%) of the Area Median Income. The other half must be affordable to families earning one hundred percent (100%) to one hundred twenty percent (120%) of the Area Median Income.

ii. Workforce housing may be offered for sale or rent through agencies operating affordable housing programs that are specifically approved by the St. Lucie County for this purpose.

(7) Affordability must be maintained for a minimum of eight (8) years, or the period of affordability specified by the funding secured by the developer, whichever is longer. St. Lucie County will establish standards for maintenance of affordability during this period.

i. These standards may include documents being recorded in the public records of St. Lucie County describing the affordability requirements for each workforce housing unit.

ii. These standards may include a program that would restrict the resale of individual workforce housing units or the subsequent rental of a purchased unit only to other qualified households as defined by St. Lucie County.

iii. These standards may include a program for setting resale prices for individual workforce housing units to maintain affordability and resetting the twenty-five-year affordability period upon resale, and may provide for appreciation in the value of the unit to accrue to the seller in increasing percentages based on the length of time that the unit is occupied by a qualifying household.

r. *Targeted Industries.* St. Lucie County identifies targeted industries that will enhance industry clusters vital to the county's economic future and that will expand job opportunities for county residents. These targeted industries are defined by St. Lucie County through its economic development program and may be adjusted during the process of approving an individual Planned Town or Village. In addition to other incentives provided by St. Lucie County:

(1) Manufacturing Facilities identified by St. Lucie County as desirable targeted industries may be located within areas indicated on the Transferable Development Value Map (Figure 3-3 of the TVC Element) as suitable for industrial uses, excepting "aquaculture" which may be located within the Countryside of a PTV.

(2) Distribution Centers identified by St. Lucie County as desirable targeted industries are suitable within areas indicated on the Transferable Development Value Map (Figure 3-3 for the TVC Element) as suitable for industrial uses or within areas west of I-95 that are identified on the North St. Lucie County General Workplace Plan (Figure 3-16 of the TVC Element) as appropriate for Highway Service/Warehouse.

(3) Targeted industries categorized as Finance and Insurance Carriers; Information Industries; Professional, Science and Technical Services; or Administrative and Support Services may be located within Core or Center transect zones of a PTV.

(4) Land that is developed for the sole use of targeted industries within a PTV may be counted as an Open Space component but may not be located in either the Rural or Fringe transect zones unless the use is agricultural in nature including aquaculture. See Section 3.01.03.EE.2.o(2)iii.

(5) Development rights that are transferred from a targeted industry site are eligible for the highest multiplier offered by the TDR program (see Section 4.04.05).

s. *Landscaping and Natural Features.*

(1) In addition to complying with the Resource Protection Standards in Chapter VI, native trees and vegetation and other natural features must be preserved to the extent practicable.

(2) The landscaping and screening requirements in Section 7.09 apply except as follows:

i. The landscaping adjacent to streets otherwise required by Section 7.09.04.A will not be required between buildings and streets. However, this requirement still applies between off-street parking areas (and other vehicular use areas) and streets.

ii. The landscaped buffer areas required by Section 7.09.04.E to segregate single-family or two-family residential uses will not be required in the PTV zoning district.

t. *Signs.* Permanent and temporary signs within any Planned Town or Village shall comply with the following provisions of Chapter IX of this Code:

(1) For Rural and Fringe transect zones, the same regulations that apply to the Agricultural-5 (AG-5) zoning district, except that no off-premises signs are permitted.

(2) For Edge and General transect zones, the same regulations that apply to the Residential Estate-2 (RE-2) zoning district.

(3) For Center and Core transect zones, the same regulations that apply to the Commercial Neighborhood (CN) zoning district, except that ground signs may not exceed a height of ten (10) feet.

3. *Approval Process.*

a. The approval process for the Planned Town or Village district shall be as provided in Chapter XI for Planned Developments, except that the approval of final site plans shall be administrative and shall not require the public hearing described in Section 11.02.05.B.4 or the public notices described in Section 11.00.03. This zoning district provides certain opportunities for applicants to request minor modifications to its standards. During the final public hearing for the preliminary approval of each PTV zoning district, the Board of County Commissioners must explicitly respond to each of these requests. Except to the extent that such requests are formally accepted or accepted with modifications, the written standards of this zoning district shall apply.

b. Submittal requirements for preliminary approval shall be as provided for Planned Developments except as follows:

(1) *General Information:* the same information required for all Planned Developments.

(2) *Existing Conditions:* the same information required for all Planned Developments.

(3) *Proposed Development Activity and Design:* the same information required for all Planned Developments except that the following items may be deleted:

i. location of buildings;

ii. location of parking/loading areas;

iii. location of pedestrian circulation;

iv. location of landscaping;

v. location of signs and lighting; and

vi. location of lots and yard requirements.

(4) *Preliminary Regulating Plan:* In lieu of these deleted items, the applicant must submit a proposed preliminary regulating plan that complies with the following standards. This preliminary regulating plan may contain some or all of the other information required by this Code for a proposed development activity if that other information does not obscure the following required information for regulating plans:

i. The entire area within the proposed PTV and all adjoining roads, canals, and other rights-of-way or easements must be shown on the regulating plan.

ii. A conceptual assignment of a transect zone to all land including proposed streets within the PTV (see Section 3.01.03.EE.2.c). All land shall be assigned one (1) of the six (6) transect zones and no land may be assigned two (2) or more transect zones. Conceptual assignments may be altered during final site plan as long as the intent remains consistent with transect percentage allocation requirements as outlined in Section 3.01.03.EE.3.

iii. The approximate location of proposed streets throughout the PTV, indicating the specific type of each street. Streets types must comply with the transect zone through which they pass (see Section 3.01.03.EE.2.i) and must provide right-of-way in accordance with the standards in Section 3.01.03.EE.2.l. Street locations may be amended at final site plan in a manner that is consistent with the requirements of Section 3.01.03.EE. and the intent of the Preliminary Regulating Plan.

iv. Proposed lot lines do not need to be shown on the regulating plan, but all land to be subdivided into lots must indicate the proposed lot types, which must comply with the transect zones where the lots are to be located (see 3.01.03.EE.2.e) and be able to meet the development standards for each lot type (see 3.01.03.EE.2.g)

v. The approximate location of the surface water management system, including its outfall and all connections with existing drainage features and the new regional Flow Way System.

vi. The location of civic spaces including those required by Section 3.01.03.EE.2.n, and if qualifying as Open Space components, the location of civic uses, targeted industry, higher education, estate lots in the Fringe transect zone, and workforce housing above the required eight percent (8%).

vii. The graphic format of the regulating plan should be similar to the regulating plan in Section 3.01.03.EE.3.c and be produced at the same scale and sheet size as similar documents required for all Planned Developments.

viii. The proposed regulating plan must be accompanied by tabular data demonstrating compliance with all requirements of the PTV zoning district.

ix. The proposed regulating plan must be also be provided electronically in a standard CAD format.

(5) *Other Supporting Documents:* The application should also contain other supporting documents that are required or that demonstrate compliance with the standards set forth in this Code and in the TVC Element. Examples include:

i. A conceptual restoration and management plan (Section 3.01.03.EE.2.o.5).

ii. A conceptual reclaimed water management plan (Section 3.01.03.EE.2.o.6) if such services are available on the subject property.

iii. A conceptual countryside management plan (Section 3.01.03.EE.2.o.7).

iv. A proposed schedule for the types, location, and phasing of construction of workforce housing for each phase (Section 3.01.03.EE.2.q).

c. Submittal requirements for final approval of a planned Town or Village shall be as provided in Chapter XI for final site plan approval of all other Planned Developments except as follows:

(1) A final version of the preliminary regulating plan that was approved with the PTV zoning must be submitted which includes all of the information on the preliminary regulating plan plus the final location and dimension of all lots and streets in accordance with the PTV standards.

(2) Final data tabulations that demonstrate compliance with all requirements of the PTV zoning district.

(3) Other supporting documents and diagrams as needed to demonstrate compliance with the standards set forth in this Code and in the TVC Element, including final versions of Other Supporting Documents submitted with the Preliminary Regulating Plan.

(4) Minor modifications to an approved preliminary regulating plan may be approved at the time of final approval, or later as an amendment to the final approval, provided they comply with all requirements of this Code, any conditions imposed at the preliminary approval stage, and with the goals, objectives, and policies of the TVC Element. No modifications may reduce the diversity of lot types or street types that had been shown on an approved preliminary regulating plan.

d. A model regulating plan is shown in Figure 3-16 to demonstrate the graphic format and level of detail required when seeking preliminary approval for a Town or Village. This model regulating plan is reduced in size for inclusion in this Code but a full-scale copy of this plan may be obtained from the Growth Management Director.

4. *Phasing of Towns and Villages.* Preliminary approval of PTV zoning must be obtained for the entire Town or Village, including its Countryside component, even if subsequent development may occur in phases. If final approval is sought in phases, the first phase must include the entire Countryside component including recorded easements indicating that residential density has been transferred into Neighborhoods. Each phase must indicate how the remaining phases are planned to be integrated with the earlier phases. Tabular data must be provided at preliminary approval for the overall Preliminary Regulating Plan and for each future phase upon submittal for each Final PTV approval to ensure that all requirements of the PTV district will be met.

FIGURE 3-16a



Lot Types	Key
Mixed-Use Building Lot	MU
Retail Building Lot	RB
Apartment Building Lot	AB
Live/Work Building Lot	LW
Apartment House Lot	AH
Rowhouse Lot	RH
Cottage House Lot	CH
Sideyard House Lot	SH
House Lot	HO
Estate Lot	ES
Civic Building Lot	CB
Highway Service Lot	HS
Warehouse Retail Lot	WR
Countryside Tract	CT

Street Types	Key
Main Street	MS
Boulevard	BL
Avenue	AV
East/West Street	EW
North/South Street	NS
Edge Drive	ED
Parkway	PK
Rural Road	RR
Alley	AL
Lane	LN
Trail	TR

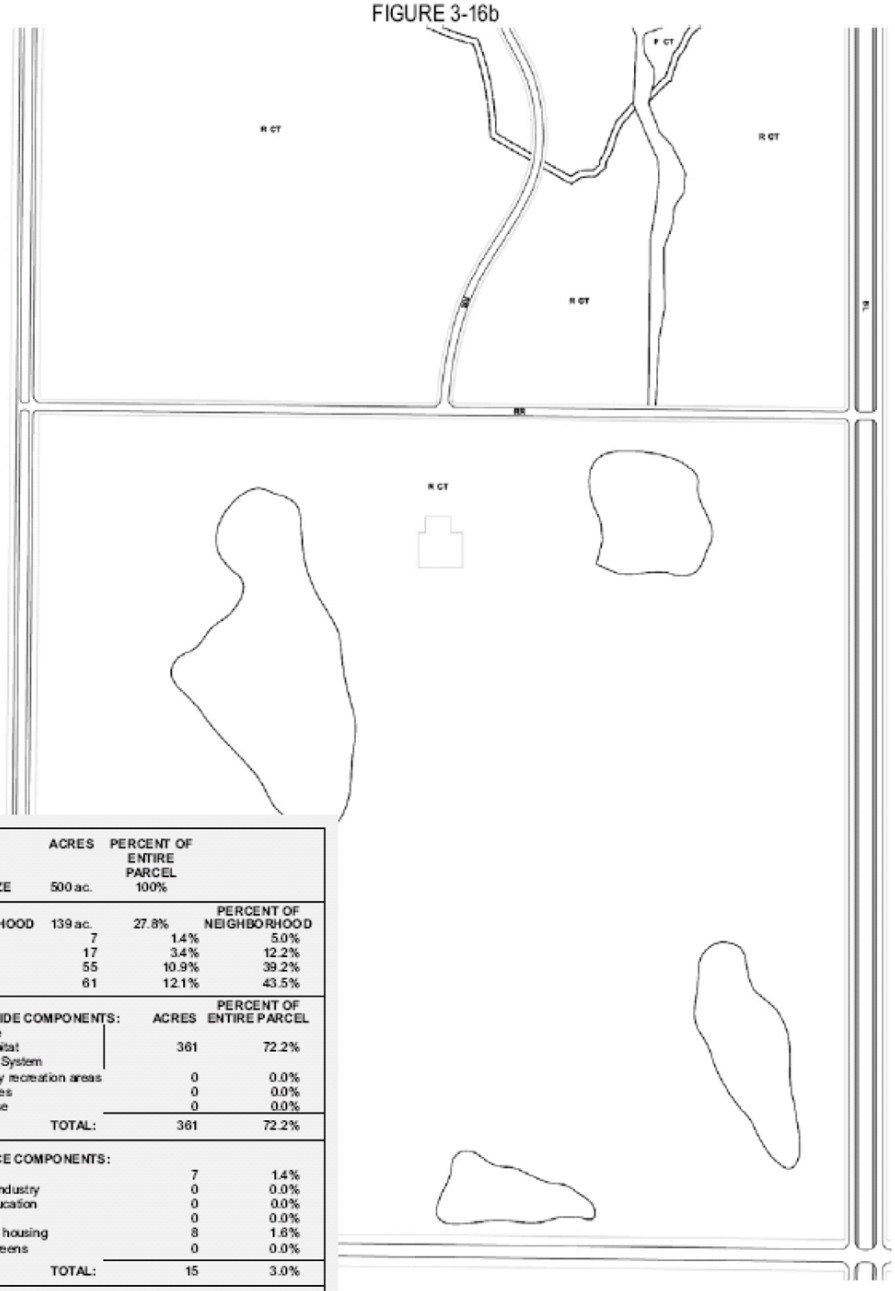
Transect Zones	Key
Core	CO
Center	CE
General	G
Edge	E
Fringe	F
Rural	R
Specialized District	SD

St. Lucie County Land Development Code

Additions to code as adopted on 5/30/06

FIGURE 3-16a

FIGURE 3-16b


R CT
R CT
R CT

4.04.00. TVC—OVERLAY ZONE (TOWNS, VILLAGES, COUNTRYSIDE)

4.04.01. Purpose and Intent.

The purpose and intent of Section 4.04.00 of this Code is to:

A. Guide the creation of Towns, Villages, Hamlets, protected Countryside, and other permitted uses and development patterns on land designated TVC on the Future Land Use Map of the St. Lucie County Comprehensive Plan.

B. Ensure that all development of land designated TVC takes place in accordance with the settlement principles set forth in the TVC Element of the Comprehensive Plan. Where this overlay zone directly conflicts with other portions of this Code, this overlay zone will prevail; however, no development may be approved that conflicts with the St. Lucie County Comprehensive Plan.

C. Provide procedures for transferring development rights using TDR credits. Such transfers will allow continued rural uses of land that is designated TVC by transferring some or all of its development rights to Towns or Villages or to land within the Urban Service Boundary.

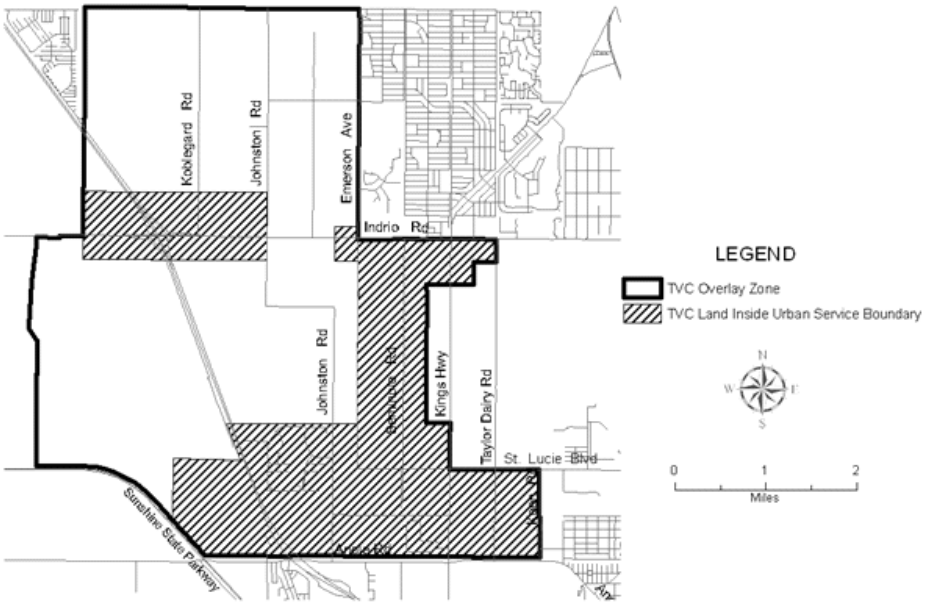
(Ord. No. 2024-28, § Pt. B(Exh. A), 8-6-2024)

4.04.02. Essential TVC Concepts.

Four (4) essential concepts for the regulation of land designated TVC are highlighted here:

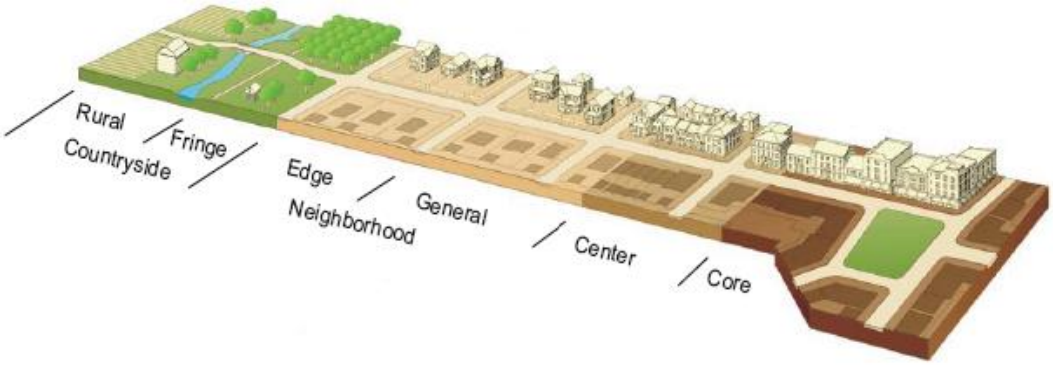
A. *TVC Overlay Zone.* This section of the code establishes a TVC Overlay Zone whose boundaries are identical to the TVC designation on the Future Land Use Map of the Comprehensive Plan as initially adopted in May 2006. This overlay zone provides general guidance and specific standards that, in conjunction with the remainder of this Code, will carry out the goals, objectives, and policies of the TVC Element. The TVC Overlay Zone contains two (2) sub-zones whose boundary is the Urban Service Boundary in the Comprehensive Plan as it existed in May 2006. The location and approximate boundaries of the TVC Overlay Zone and its sub-zones are shown on Figure 4-10. Comprehensive Plan amendments that make more than incidental adjustments to these boundaries will necessitate changes to this Code.

FIGURE 4-10 - TVC OVERLAY ZONE AND ITS SUB-ZONES



B. *Urban-to-Rural Transect.* Towns and Villages have physical forms that vary in character and intensity. An urban-to-rural transect that describes these characteristics in existing communities is also ideal for use as the organizing principle for new communities. New Towns, Villages and Planned Unit Developments on land designated TVC are to be planned using the "transect zones" shown on Figure 4-11. These transect zones must be delineated on a regulating plan prepared by a developer and submitted to St. Lucie County for consideration as part of rezoning to the PTV (Planned Town or Village - see Section 3.01.03.EE) or PUD (Planned Unit Development - see Section 4.04.04.E(1)(b)) zoning district.

FIGURE 4-11 – URBAN-TO-RURAL TRANSECT



C. *Urban Service Boundary.* The St. Lucie County Comprehensive Plan establishes an Urban Service Boundary (USB) which limits the geographic area where the county will provide certain services. The purpose is to restrict the negative impacts of a sprawling low-density development pattern including the fiscal burden placed on service providers by that pattern. About sixty-three percent (63%) of the land designated TVC is outside this boundary and the remainder is inside. The TVC Element provides incentives for moving potential development to new Towns and Villages or to certain locations inside the USB. Under certain circumstances the TVC Element allows new development to qualify for urban

services even if located outside the USB (see policies under Objective 3.1.2 of the St. Lucie County Comprehensive Plan).

D. *Transferable Development Rights.* The development rights attached to a parcel of land can sometimes be transferred to other parcels. The TVC Element encourages the transfer of density for several purposes: to move potential development to certain locations inside the USB; To encourage continued use of land for rural and open space purposes by transferring potential density off the land; and to allow the accumulation of sufficient development rights to create Towns or Villages. Transferable development values are set in Figure 3-3 of the TVC Element and may be increased by using the multipliers in the TDR Credit Matrix in Table 3-4 of the TVC Element. See Section 4.04.05.

(Ord. No. 11-002, § 4, 12-6-2011)

4.04.03. Overview of TVC Approval Processes.

Development approvals for land designated TVC differ in several aspects from approvals in the remainder of unincorporated St. Lucie County. These processes can be summarized as follows:

A. Owners of five hundred (500) or more acres of land located outside the USB and owners of one hundred ten (110) acres or more of land located inside the USB may seek approval of a new Town or Village by applying to rezone the land to the PTV (Planned Town or Village) zoning district. See Section 3.01.03.EE. Owners of five hundred (500) acres or more located outside the USB may also seek approval of a Hamlet by applying to rezone the land to the Hamlet PUD zoning district, pursuant to Sections 7.01.02 and 7.01.04. Any Hamlet proposed on land fronting Indrio Road must demonstrate consistency with Comprehensive Plan Policy 11.1.5.7.

B. Owners of less than five hundred (500) acres of land outside the USB may take any of the following actions:

1. Maintain the land in its natural state or with agricultural uses consistent with its agricultural zoning district and utilize the Transfer of Development Rights (TDR) program to move at least ninety percent (90%) of the unused transferable development value from the land to an eligible receiving site. See Section 4.04.05.

2. Subdivide the land into individual home sites using the transferable development value assigned to that land by applying to rezone the land to the PCS (Planned Country Subdivision) zoning district. See Section 3.01.03.FF. Upon approval, the TDR program may not be used to transfer density to or from the land.

3. Utilize the Transfer of Development Rights (TDR) program to move or permanently set aside at least ninety percent (90%) of the transferable development value from the land and subdivide the land into individual home sites using the remaining development rights. See Section 4.04.04.D.3.

4. When consistent with the retail standards under Objective 3.1.8 of the TVC Element or the workplace standards under Objective 3.1.10 of the TVC Element, apply to rezone the land to the PRW (Planned Retail/Workplace) zoning district. See Section 3.01.06.GG.

C. Owners of less than one hundred ten (110) acres of land **inside the USB** may take any of the following actions:

1. Develop or use the land for residential purposes in accordance with the TVC Overlay Zone requirements in Sections 4.04.01—4.04.06 of this Code.

2. Residential development is limited to the maximum residential densities on the Transferable Development Value Map (Figure 3-3 of the TVC Element), except that.

   a. Density may be increased as a county incentive for providing affordable housing, workforce housing, or mixed-use development.

   b. For development built in the form of a Town or Village, density may be increased through acquisition of TDR credits from eligible sending sites. See Sections 3.01.03.EE and 4.04.05.

D. Owners of land of any size inside the USB (Urban Service Boundary) may place retail or workplace land uses outside a Town or Village by taking either of the following actions:

1. Seek rezoning of the land to the PRW (Planned Retail/Workplace) zoning district (Section 3.01.06.GG) if the proposed uses are fully consistent with the goals, objectives, and policies of the TVC Element, and in particular with the retail standards under Objective 3.1.8 and/or the workplace standards under Objective 3.1.10. Such proposals must also conform to the TVC Overlay Zone requirements of Section 4.04 of this Code.

2. Owners of property with existing commercial zoning (CO, CN, or CG) as of August 28, 2009, are not required to rezone to PRW, but must follow the development standards contained in Section 3.01.03.GG.2 for that zoning district and must otherwise be consistent with the TVC Element. All such proposals, except as necessary to achieve underlying nonresidential use intensity pursuant to Land Use Element Policies 3.1.2.5 and 3.1.3.1(4), must meet the retail standards under Objective 3.1.8 and/or the workplace standards under Objective 3.1.10, in addition to the TVC Overlay Zone requirements in Section 4.04 of this Code.

E. Owners of land of any size may initiate, continue, or expand agricultural uses (including forestry and equestrian uses) in accordance with the requirements of the agricultural zoning district that applies to the land. This option is available both inside and outside the USB. See Section 3.01.03 for lists of permitted and conditional agricultural uses in each agricultural zoning district.

(Ord. No. 11-002, § 4, 12-6-2011; Ord. No. 2024-28, § Pt. B(Exh. A), 8-6-2024)

4.04.04. TVC Specific Standards.

A. *Applicability of TVC Specific Standards.*

1. The standards in Section 4.04.00 apply to land use and land development within the TVC Overlay Zone regardless of zoning designations, except as specifically provided.

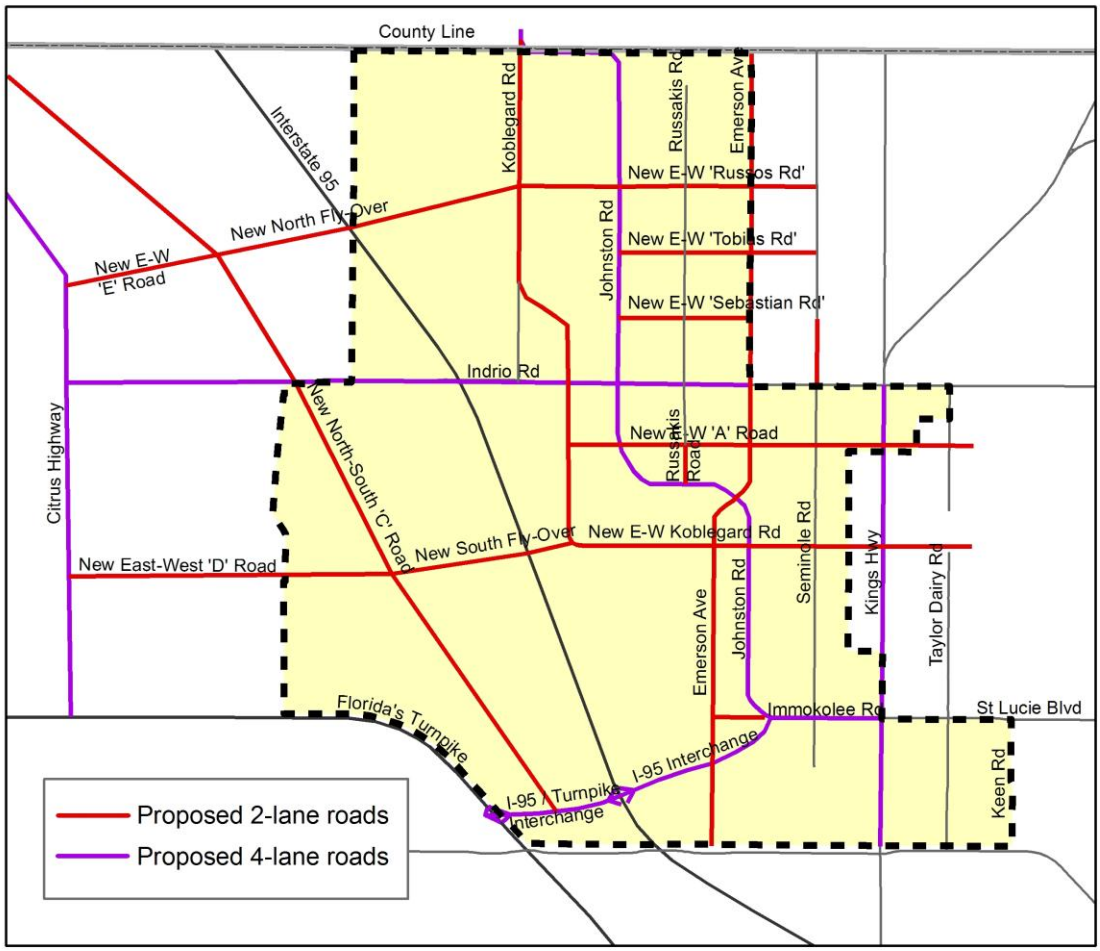
2. The provisions of the remainder of this Code apply except where modified by this TVC Overlay Zone, by the PTV, PCS, PRW, or PUD zoning districts, or by the St. Lucie County Comprehensive Plan.

B. *Regional Street Network.*

1. The TVC Element of the St. Lucie County Comprehensive Plan established in May 2006 a Future Street Network Plan that includes street improvements and new streets to be completed by the year 2030, as depicted on Figure 4-12.

Figure 4-12

Proposed 2030 Street Network for TVC (from TVC Element Figure 3-15)



2. St. Lucie County will not approve any construction or development of land that would interfere with the creation of or improvements to the streets identified on the Future Street Network Plan.

3. Development of land must accommodate and incorporate appropriate links of the Future Street Network Plan. Final alignments will be determined by St. Lucie County. Roadway capacity to support the proposed development must exist or be provided concurrently. Appropriate connectivity of new development to these streets and their integration with adjoining development must be demonstrated prior to development approvals.

4. Streets in the Future Street Network that connect rural areas to urban areas must provide transitions from higher design speeds in rural areas to lower design speeds for neighborhoods and other developed areas. Lower design speeds can be achieved by reducing the widths of travel lanes, clear zones, and medians. Lower design speeds can also be achieved by adding curbs, regularly spaced street trees, and on-street parking.

C. *Agricultural Uses.* Owners of land are encouraged to initiate, continue, or expand agricultural uses (including forestry and equestrian uses) in accordance with the requirements of the agricultural zoning district that applies to the land; Section 3.01.03 for lists of permitted and conditional agricultural uses in each agricultural zoning district. This option is available to all land regardless of size both inside and outside the USB. At a

minimum, nothing in the TVC Overlay or other implementing regulations may be construed to supersede or interfere with agricultural rights protected under Florida's Right to Farm Act. Participation is optional in the Transfer of Development Rights program which allows unused transferable development value to be moved to an eligible receiving site (see Section 4.04.05).

D. *Residential Subdivisions Outside the Urban Service Boundary.* Residential subdivisions may be created outside the Urban Service Boundary (USB) on land designated TVC only by following one (1) of these four (4) approaches:

1. As part of a new Town or Village, using the PTV zoning district (see Section 3.01.03.EE).

2. Outside a Town or Village through the use of the existing transferable development value assigned to a parcel of land, using the PCS zoning district (see Section 3.01.03.FF).

3. Outside a Town or Village after moving or permanently setting aside at least ninety percent (90%) of the transferable development value from the land to an eligible receiving site in accordance with Section 4.04.05:

    a. Transferable development value remaining on the land may be used to create residential lots in accordance with the standards of this Code including all TVC Overlay Zone standards.

        (1) There is no requirement to rezone from an existing AG-1 zoning district if the residential lots will comply with all AG-1 requirements. Such a development would be approved using the site plan approval process found in Chapter XI of this Code.

        (2) If the landowner wishes to allocate the remaining transferable development value in a more clustered manner, rezoning may be requested to PCS or other suitable zoning district. The rezoning application and subsequent site plan approval applications must be accompanied by a regulating plan that meets the standards of Section 3.01.03.EE.3.b(4) and that identifies appropriate transect zones (either Edge, General, or Center), lot types, and street types and that includes at least one (1) civic space in order to achieve development forms consistent with the TVC Element.

    b. Upon approval of this option, urban services may be extended at the property owners' expense to lots that use the remaining transferable development value despite being located outside the USB.

    c. The new residential lots must be placed on one (1) contiguous portion of the land and to the extent possible must provide an interconnected street network as described in Section 3.01.03.EE.2.k and water management in the form of an interconnected system consistent with and connected to the Flow Way System as described in Section 3.01.03.EE.2.p.

4. Outside a Town or Village, as a Hamlet Planned Unit Development (PUD), pursuant Sections 7.01.02 and 7.01.04. The Hamlet PUD shall consist of compact, pedestrian-friendly residential settlement with a variety of housing types. Home sites within a Hamlet PUD are eligible to receive urban services at the developer's expense. Development of a Hamlet PUD must ensure compatibility with existing or planned nearby development and provide connectivity of roadways, trails, open space, and a flow way.

E. *Residential Subdivisions Inside the Urban Service Boundary.*

1. Residential subdivisions may be created inside the Urban Service Boundary (USB) on land designated TVC only by following one (1) of these two approaches:

    a. As part of a new Town or Village, using the PTV zoning district (see Section 3.01.03.EE). Planned Towns or Villages inside the USB require less acreage and a lower percentage of land to be designated as Countryside than for a Town or Village outside the USB (see Section 3.01.03.EE.2.b).

b. Outside a Town or Village but still inside the USB, using the transferable development value assigned to a parcel of land, plus any TDR credits acquired and/or any density bonuses that St. Lucie County may provide for affordable housing, workforce housing, or mixed uses.

(1) If the land is not currently zoned to allow the desired density, the land must be rezoned to a suitable planned zoning district (for instance, see Sections 3.01.03.BB and 7.01.00, the standard planned unit development category and associated PUD regulations). The rezoning application and subsequent site plan approval applications must be accompanied by a regulating plan that includes the information required by Section 3.01.03.EE.3.b(4) and that identifies appropriate transect zones, lot types, and street types to achieve development forms consistent with the TVC Element. The required Center, General, and Edge transect zone percentages set forth in Section 3.01.03.EE.2.c(3) for Villages would apply to such land, unless the parcel is less than thirty-two (32) acres. The five-acre minimum parcel size for the standard PUD category would not apply to such an application.

(2) Such residential subdivisions must provide an interconnected street network as described in Section 3.01.03.EE.2.k and water management in the form of an interconnected system consistent with and connected, if possible, to the Flow Way System as described in Section 3.01.03.EE.2.p.

2. Residential development on land designated TVC that is inside the Urban Service Boundary (USB) is afforded the following special allowances:

a. Density may be increased in all proposed development inside the USB through acquisition of TDR credits from eligible sending sites (see Section 4.04.05).

b. Transferable development rights are awarded higher multipliers when the receiving site is located inside the USB.

F. *Residential Driveways and Garages.*

1. *Intent.* TVC Settlement Principles include public streets designed to meet the needs of all users, including pedestrians, bicyclists, and motor vehicles. In residential neighborhoods, an important walkability consideration is whether driveways, cars and on-street parking dominate the streetscape or continuous, wide, uninterrupted sidewalks and healthy street trees are provided. The intent of this sub-section is to ensure that residential garages and driveways do not compromise the walkability and intended pedestrian character of a neighborhood.

2. *Applicability.* The standards in this sub-section apply to new dwellings built in new subdivisions in the PTV, PCS, or PRW Zoning Districts and to new dwellings in new subdivisions approved pursuant to 4.04.04.D. and 4.04.04.E. Residential development on existing parcels and residential development in new subdivisions created pursuant to LDC sub-section 4.04.04.D.3. (after transfer of development rights) are exempt from these garage and driveway standards.

3. *Garage and Driveway Standards.*

a. Front-loaded garage doors shall not comprise more than fifty percent (50%) of the width of the front elevation of the house (including the garage).

b. Notwithstanding the previous provision, up to twenty percent (20%) of dwellings within a neighborhood can include garage doors which measure up to sixty percent (60%) of the width of the front elevation of the house.

c. Different house types and lot widths must be dispersed throughout the neighborhood to provide variety to the streetscape.

d. Driveway width should be limited at the property line to protect the priority of the sidewalk and to enable on-street parking. In no case shall the driveway width exceed fifty percent (50%) of the lot width or twenty (20) feet, whichever is narrower, where the driveway meets the property line. Where measured elsewhere, single-family residential driveway widths shall not exceed twenty-two (22) feet.

e. Front-loaded garages on residential lots greater than forty-five (45) feet in width shall be recessed from the main façade no less than ten (10) feet. The garage recess may be measured from a front porch so long as the porch is at least six (6) feet deep and the width is at least thirty percent (30%) of the front elevation. (Front porches meeting this standard may encroach into the front setback.)

f. Front-loaded garages on residential lots less than forty-five (45) feet in width must meet this standard unless modifications are granted, pursuant to paragraph 4 below.

g. The width of a side-loaded garage shall not be limited relative to the width of the lot or dwelling, if the wall of the garage facing a street includes at least two (2) windows and other features to resemble living space. The width of a driveway serving a side-loaded garage shall be limited to twenty (20) feet where it meets the property line. Side-loaded garages may also have reduced setbacks from the front property line.

h. The width of a garage or driveway accessed from a rear alley shall not be limited relative to the width of the lot or dwelling.

4. *Design Flexibility.*

a. Deviations from these standards may be approved by the Board of County Commissioners upon demonstration that other proposed design features adequately mitigate the impacts of larger garages and driveways on the neighborhood streetscape. At time of approval of a Regulating Plan and Preliminary Development Plan, the Board of County Commissioners may delegate to the Planning and Development Services Director authority to approve deviation from the standards in paragraph 3 if the Director, in his or her professional judgment, determines that the proposed alternative design is consistent with the intent to provide safe and inviting streetscapes that encourage walking and that the impact of larger driveways or garages has been adequately mitigated.

b. Such alternative design options include but are not limited to:

i. Commitment to provide a minimum percentage of dwellings within the neighborhood that have a one-car garage and/or a driveway that does not exceed twelve (12) feet in width;

ii. Provision of structured soils or a modular suspended pavement system designed to meet the needs for water, soil and oxygen for the roots of mature street trees, while still supporting the weight of heavy vehicles.

iii. Additional shade trees on individual residential lots, beyond what is required by code.

iv. Wider sidewalks than what is required by code.

v. Providing a Boulevard street section with shade trees and pedestrian pathways in the center median that is at least thirty (30) feet wide.

vi. Second floor living space over the garage with windows overlooking the street and including Accessory Dwelling Units.

vii. Brick pavers or other improved hardscape materials on the driveway.

viii. Providing two (2) separate garage doors for two-car garages rather than one (1) larger door.

ix. Providing a minimum percentage of dwellings where the front-loaded garage is located in the rear of the lot and accessed by a narrow driveway.

x. Providing a minimum percentage of dwellings where the garage parking is accessed from a rear alley.

xi. Provide a minimum number or percentage of wider lots.

G. *Other Non-Residential Uses.*

1. Retail and workplace land uses may be placed in a Town or Village through approval of PTV zoning (see Section 3.01.03.EE).

2. Retail and workplace land uses may also be placed outside a Town or Village when consistent with the retail standards under Objective 3.1.8 of the TVC Element or the workplace standards under Objective 3.1.10 of the TVC Element, or as necessary to achieve underlying nonresidential use intensity pursuant to Land Use Element Policies 3.1.2.5 and 3.1.3.1(4). PRW zoning (see Section 3.01.06.GG) is required except on land indicated on the Transferable Development Value Map (Figure 3-3) as suitable for industrial uses; land so indicated may also qualify for light or heavy industrial zoning districts as if the land were designated Industrial on the Future Land Use Map of the St. Lucie County Comprehensive Plan. PRW zoning is also not required for property with existing commercial zoning (CO, CN, or CG) as of August 28, 2009, but commercial development on such property must follow the development standards contained in Section 3.01.03.GG.2 and be consistent with the TVC Element. If the owner of any such existing commercially-zoned property elects to seek approval for commercial development without PRW rezoning, then the development application shall follow the submittal requirements, review procedures, and approval standards as provided for Major Site Plans under Chapter XI of this Code.

(Ord. No. 11-002, § 4, 12-6-2011; Ord. No. 2020-28, Pt. A, 10-20-2020; Ord. No. 2024-014, § 2, 4-2-2024; Ord. No. 2024-28, § Pt. B(Exh. A), 8-6-2024)

4.04.05. Transferable Development Rights.

A. *Applicability.* Section 4.04.05 establishes procedures for the Transfer of Development Rights Program for the North St. Lucie County Special Area Plan (SAP). This section establishes procedures by which transferable development rights are calculated, applied, conveyed, and recorded, for the purpose of the preservation of the County's valuable agricultural land, open space, and environmental quality, and in promoting well-designed communities, social diversity, and economic growth. Paragraph C describes how transferable development rights are assigned to land within the North St. Lucie County SAP. Paragraph D explains that landowners are under no obligation to exercise their transferable development rights and how Transferable Development Rights Credits (TDR credits) are created. The description of the qualifying sending and receiving areas are set out in paragraphs E and F herein. The use of transferable development rights, including calculation of the number of TDR credits that may be transferred is established in paragraph F. Procedures for approval of use of TDR credits are set out in paragraph G.

B. *Findings.* St. Lucie County finds that the planning approach outlined in the Towns, Villages and Countryside (TVC) Comprehensive Plan Element promotes more efficient, predictable, and sustainable patterns of development, by encouraging new development in mixed-use Towns and Villages that reduce automobile dependency and provide greater opportunities for transit use, walking, and biking. The Town and Village developments also protect and enhance the natural environment, maintain agricultural land, and improve the citizens' quality of life. In furtherance of the Element, this section preserves and enhances existing

private property rights of small and large landowners while providing incentive-based options to landowners for new development consistent with the TVC Comprehensive Plan Element.

C. *Allocation of Transferable Development Rights Within the North St. Lucie County Special Area Plan (SAP).*

1. Transferable development rights are afforded only to properties with residential densities consistent with Figure 3-3 of the TVC Element. Except as noted below, every parcel within the TVC Overlay Zone which is also outside of the USB, on the effective date of the TVC Element, is allocated one (1) transferable development right for each gross acre contained therein, excepting one (1) acre of the curtilage around any existing house that is designated to remain on the property. Except as noted below, every parcel within the TVC Overlay Zone which is inside the USB is allocated transferable development rights equal to the number of dwelling units allowed per acre as depicted on the Transferable Development Value Map (figure 3-3 of the TVC Comprehensive Plan Element) for each gross acre contained therein, excepting one (1) acre of the curtilage around any existing house that is designated to remain on the property. Except as noted below, parcels within the North St. Lucie SAP which are both inside the USB and designated by the County as Environmentally Significant are allocated transferable development rights equal to the number of dwelling units allowed per acre in the Future Land Use Element for each gross acre contained therein, excepting one (1) acre of the curtilage around any existing house that is designated to remain on the property.

2. Allocations for the Future Street Network. Parcels within the TVC Overlay Zone that provide right-of-way for the Future Street Network, shall not have the gross transferable development rights reduced by the accommodation of the roadway. For parcels located outside the USB less than five hundred (500) acres in size, the area donated for the right-of-way is afforded the multiplier offered in Table F-2.

D. *Obligation to Convey Transferable Development Rights; TDR Credits.*

1. The conveyance of transferable development rights from a sending area to a receiving area is intended to occur solely on a voluntary basis between consenting landowners. Landowners are not compelled by this section to convey their transferable development rights; but if they are conveyed, the conveyance shall occur pursuant to the procedures and standards of paragraphs F and G. Transferable development rights may be severed from the sending area and conveyed by sale, donation or bequest.

2. Transferable Development Rights Credits (TDR credits) are created when a multiplier (Table F-2) is applied to the transferable development rights of a property. Each TDR credit secures one (1) additional residential dwelling unit when applied to an eligible receiving site.

3. Once transferred, TDR credits may be used to construct residential development within that receiving site without a time limitation; however, TDR credits that are not applied to that receiving area within twenty (20) years of their initial transfer shall no longer be available for transfer to another receiving area. Planned Towns or Villages (PTV) that do not use the TDR Credits generated by the Open Space and Countryside requirement within twenty (20) years of approval shall not be eligible to transfer the unused TDR Credits to another receiving site; however such credits may be used to construct residential development within the PTV without time limitation.

E. *The TDR Sending Area.*

1. The area from which transferable development rights may be transferred is designated as the sending area, and is identified as those properties within the North St. Lucie County SAP and which are identified as desirable for conservation based on the existing natural habitat, agricultural use, location, or historic status. Sending Sites are either designated by the County as Environmentally Significant or shown on the Transferable Development Value Map (figure 3-3 of the TVC Comprehensive Plan Element, excepting one (1) acre of the curtilage around any existing house that is designated to remain after TDR transfer. The following areas may participate in the TDR Program as sending sites:

a. Areas permanently designated for the Open Space and Countryside (See Subsection H, Conditions of Conservation Easement or Deed Restriction) including land used for the following uses:

i. Agricultural uses,

ii. Restored or Preserved Native habitat; or Environmentally Significant Land;

iii. Flow Way System;

iv. Community Parks, trails, or recreation areas;

v. Golf course (limited to eighteen (18) holes within a Planned Town or Village);

vi. Civic Spaces within a Planned Town or Village (PTV) including neighborhood parks, greens, squares, plazas, and playgrounds provided they are publicly accessible in perpetuity;

b. The following areas may also participate as sending sites (See Subsection H, Conditions of Conservation Easement or Deed Restriction):

i. Parcels designated for higher education;

ii. Parcels designated for targeted industry;

iii Additional Building Lots designated for workforce housing above the requirement for eight percent (8%) of the proposed number dwellings in a PTV (See Section 3.01.03.EE.2.q);

iv. Civic Building Lots including schools, police stations, houses of worship;

v. Parcels containing sites of archaeological or historical significance (See Subsection I, Conditions of Deed Restriction);

vi. For parcels less than five hundred (500) acres, land donated as right-of-way for the Regional Street Network. Parcels greater than five hundred (500) acres may not count land used as right-of-way for the Future Street Network as Open Space and Countryside or use a multiplier on the underlying transferable development rights.

2. The properties within the North St. Lucie County SAP include two (2) distinct areas: (a) lands outside of the Urban Service Boundary, and (b) lands within the Urban Service Boundary.

a. Outside of the USB, TDR credits may be sent from any one (1) property to another providing the receiving site is a minimum of five hundred (500) acres in size.

b. Outside the USB, TDR credits may be sent from any one (1) property, to any property within the USB providing the receiving site is within the TVC Overlay Zone or is designated on the North St. Lucie County Preferred TDR Receiving Site Map (Figure 3-12 of the TVC Comprehensive Plan Element).

c. Inside the USB, within the TVC Overlay Zone, TDR credits may be sent from any one (1) property to another.

d. TDR Credits may not be sent from a property within the USB to a property outside of the USB, except if (1) the sending property is both within the North St. Lucie County SAP and is designated by the County as Environmentally Significant or (2) the property is contiguous (parcels are adjoining for a minimum of ¼ mile) and partially located both inside the USB and outside USB but wholly located within the TVC Overlay Zone.

3. In addition, the following limitations apply for parcelsof less than five hundred (500) acres located outside of the USB:

a. A parcel of less than five hundred (500) acres located outside the Urban Service Boundary may not be developed at a higher density, including by the use of TDR Credits generated on-site or

acquired from off-site locations, than that allowed by the density permitted by the Transferable Development Value Map (figure 3-3 of the TVC Element), unless a landowner of less than five hundred (500) acres enters into an agreement with one (1) or more adjoining landowners to develop five hundred (500) or more acres into a Town or Village pursuant to these land development regulations.

b. Properties of less than five hundred (500) acres located outside of the USB may be subdivided into individual home sites equal to or less than the number of lots permitted by the Transferable Development Value Map (figure 3-3 of the TVC Element), however, any unused transferable development rights are not eligible for participation in the TDR Program.

c. Transferable development rights on properties of less than five hundred (500) acres located outside of the USB may be transferred but only (i) in a minimum amount of ninety percent (90%) of the total transferable development rights on the property; and (ii) to an eligible receiving site within the North St. Lucie County SAP. Once a minimum of ninety percent (90%) of the transferable development rights is transferred or designated for future transfer pursuant to the process outlined in Subsection H, the sending property may then be subdivided into individual home sites up to the number of lots permitted by the remaining development rights. Such home sites are eligible to receive urban services only at the property owner's expense. Parcels of at least 1.5 acres and under ten (10) acres may transfer development rights provided only one (1) transferable development right remains on the parcel and all others are transferred or designated for future transfer.

4. Parcels of five hundred (500) or more acres located outside of USB and parcels of one hundred ten (110) or more acres located inside the USB may use the TDR Program to increase density to create a Village or Town, pursuant to these land development regulations. Landowners may act as both transferor and transferee of the TDR Credits and may apply TDR credits generated on site to developing the Net Developable Area of the Town or Village. In addition, the following limitations apply:

a. Landowners who own five hundred (500) or more contiguous acres outside the USB in the TVC Overlay Zone may not subdivide the property into individual home sites according to the underlying base zone.

b. Subdividing parcels of five hundred (500) or more acres located outside the USB for the express purpose of avoiding the regulations of the TVC Overlay Zone is prohibited.

5. Parcels inside the USB that opt to develop in accordance with a planned zoning district other than a PTV (See Section 4.04.04.E(1)(b)) may not participate in the TDR Program as sending sites for either internal or off-site transferable development right transfers.

F. *The Use of Transferable Development Rights Within the Receiving Area.*

1. The area to which TDR credits may be transferred is the receiving area. Eligible receiving sites must be located within the North St. Lucie County SAP and include the following:

a. Sites inside the Urban Service Boundary that are (i) designated on the North St. Lucie County Preferred TDR Receiving Sites Map (Comprehensive Plan Figure 11-12 of the TVC Element) or (ii) located within the TVC Overlay Zone; or

b. Sites located outside the Urban Service Boundary, of five hundred (500) or more acres in size, on which there is County approval to build a Town or a Village or a Hamlet PUD. In such case, however, TDR credits sent from inside the USB may only be from lands designated as Environmentally Significant by the County, unless the land is contiguous. In addition, the transferable development rights assigned to properties of five hundred (500) or more acres may be used to develop the site as a Town or Village or a Hamlet PUD pursuant to this Section.

2. Consolidation of Property. A parcel of five hundred (500) or more acres outside the USB or one hundred ten (110) acres or more inside the USB in the TVC Overlay Zone may be developed as a Town or Village through the use of transferable development rights. Land area of five hundred (500) acres or more outside the USB may be developed as a Hamlet using transferable development rights. If a landowner completes a Town, Village and owns remaining land not associated with the Town or Village, the transferable development rights from that remaining land may be sold to another landowner or the land may be consolidated with other properties to form the minimum size required to create another Town, Village using transferable development rights pursuant to this Section. Separately owned, noncontiguous parcels of less than the minimum size of a Town or Village in the TVC Overlay Zone may be consolidated to create a Town or Village. Noncontiguous parcels may be consolidated to form a Hamlet, provided, at least one (1) of the parcels is at least two hundred fifty (250) acres and all parcels proposed for inclusion in a Hamlet are located within one thousand five hundred (1,500) feet of the primary development parcel. Hamlets utilizing noncontiguous parcels shall prioritize countryside (preservation or restoration of native habitat, perpetual agricultural uses, other open space) on the outlying parcels while ensuring compatibility of density, design and transition with surrounding land uses.

3. Calculation of Transferable Development Rights Credits. The number of TDR credits that can be transferred from an eligible sending site to an eligible receiving site is calculated by (a) on the sending site, multiplying the acreage and the dwelling units per acre allowed on the Transferable Development Value Map (figure 3-3 of the TVC Element), then subtracting the number of existing dwellings designated to remain on the site and (b) multiplying the resulting sum by the applicable multiplier on Table F-2 to yield the total number of TDR credits. (See Table F-1 as an example).

   Table F-1. Example A: Outside the Urban Service Boundary - Transferable Development Rights Credits Sent From a Parcel Outside the Urban Service Boundary of Less than five hundred (500) Acres to Another Parcel

Parcel Size	20 acres
Transferable Development Rights (Base Zone) from TDV	1 dwelling unit per acre
Number of Existing Dwellings	1
Total Transferable Development Rights From Sending Site	20 acres x 1 du/ac = 20 dwelling units 20 dwellings - 1 dwelling = 19 dwelling units
Multiplier from Table F-2	2
Calculation of TDR Credits for Use on Receiving Site	19 dwelling units x 2 = 38 TDR Credits

   Table F-2 indicates the multiplier that is applicable to the appropriate transfer condition, and used to multiply the allowable base zone density of the sending area. For parcels that have more than one (1) transfer condition as described in Table F-2, the multipliers for the corresponding portions of the site shall be applied. The resulting sums shall be added together to compute the total TDR Credits for the sending site (see the example in Table F-3).

   Table F-2. TVC Transferable Development Right Credit Multipliers

Transfer Condition	Multiplier
From Countryside in a Village located Outside the Urban Service Boundary to an Eligible Receiving Site located Outside the Urban Service Boundary.	1.25
From Countryside in a Town located Outside the Urban Service Boundary to an Eligible Receiving Site located Outside the Urban Service Boundary.	1.5

From Countryside in a Town or Village located Inside the Urban Service Boundary to an Eligible Receiving Site located Inside the Urban Service Boundary.	1.75
From Countryside of a Town located on Contiguous Property both Inside and Outside of the Urban Service Boundary to the Net Developable Area.	1.75
From Countryside located Outside the Urban Service Boundary to an Eligible Receiving Site Inside the Urban Service Boundary.	2
From a Parcel Less than 500 acres in size Outside the Urban Service Boundary to an Eligible Receiving Site Inside or Outside the Urban Service Boundary.	2
From Targeted Industry Site to an Eligible Receiving Site.	2.5
From Higher Education Site to an Eligible Receiving Site.	2.5
From Agricultural Research and Education Facilities to an Eligible Receiving Site.	2.5
From Created or Preserved Native Habitat in the Countryside to an Eligible Receiving Site.	2.5
From Environmentally Significant Land to an Eligible Receiving Site.	2.5
From Countryside to a Workforce Housing Unit	2.5

4. The number of dwelling units available in the Net Developable area of a PTV is established by (1) multiplying the gross acres in the net developable area by the density permitted by the Transferable Development Value Map (figure 3-3 of the TVC Element) then, (2) adding TDR Credits available from both internal and external sending sites. The total number of dwelling units available in the proposed Town or Village, is the sum of the number of TDR credits (as established in Subsection 3. above) and the number of dwelling units permitted in the Net Developable Area.

   Example B. The owner of a five-hundred-acre parcel located outside of the Urban Service Boundary proposes to build a new Village development. At least seventy-five percent (75%) of the site must be set aside as Open Space and Countryside. The net development density must result in at least six hundred twenty-five (625) dwelling units, and at least fifty (50) units (eight percent (8%)) must be Workforce Housing units. Transferable development rights moved from the Countryside for use as Workforce Housing receives a multiplier of 2.5. The remaining land set aside for Countryside receives a multiplier of 1.25. The TDR credits and total dwelling units for the Village are shown in Table F-3.

   Table F-3.

Parcel Size	500 acres
Net Developable Area	125 acres
Minimum Number of Units Required	625 dwelling units Open Space and Countryside Provided
	375 acres Minimum Workforce Units Required
Workforce Dwelling Units Proposed	50 dwelling units 53 dwelling units
Density permitted by the Transferable Development Value Map	1 dwelling unit per acre
Transferable Development Rights	375 acres x 1 dwelling unit per acre = 375 dwelling units
Multiplier for Workforce Dwelling Units	2.5
Multiplier for Open Space and Countryside	1.25
Calculation of TDR Credits for Workforce Units	53 dwelling units x 2.5 = 132.5 or 133 TDR credits
Calculation of TDR Credits for Countryside	375 dwelling units-53 Workforce dwelling units = 322 dwelling units 322 dwelling units x 1.25 = 402.5 or 403 TDR credits

Dwelling units available in the Net Developable Area	125 acres at 1 dwelling unit per acre = 125 dwelling units
Total Dwelling Units Generated for Village	125 dwelling units + 133 TDR credits + 403 TDR credits = 661 dwelling units

Example C. The owner of a one-thousand-acre parcel located outside of the Urban Service Boundary proposes to build a new Town development. At least sixty percent (60%) of the site must be set aside as Open Space and Countryside. The net development density must result in at least two thousand (2,000) dwelling units, and at least one hundred sixty (160) units (eight percent (8%)) must be Workforce Housing units. Transferable development rights moved from the Countryside for use as Workforce Housing receives a multiplier of 2.5. The remaining land set aside for Countryside receives a multiplier of 1.5. The TDR credits and total dwelling units for the Town are shown in Table F-4.

Table F-4. Example C: Transferable Development Rights Transferred within a Parcel of one thousand (1,000) acres Outside of the Urban Service Boundary

Parcel Size	1,000 acres
Net Developable Area	400 acres
Minimum Number of Units Required	2,000 dwelling units
Minimum Open Space and Countryside Required	600 acres
Workforce Dwelling Units Proposed	160 dwelling units
Density of Underlying Base Zone	1 dwelling unit per acre
Transferable Development Rights	600 acres x 1 dwelling unit per acre = 600 dwelling units
Multiplier for Workforce Dwelling Units	2.5
Multiplier for Open Space and Countryside	1.5
Calculation of TDR Credits for Workforce Units	160 du x 2.5 = 400 credits
Calculation of TDR Credits for Countryside	600 du - 160 du = 440 du 440 du x 1.5 = 660 credits
Total TDR Credits	1060 credits
Dwelling units in base zone of Net Developable Area	400 ac x 1 du/ac = 400 du
Total Dwelling Units Generated for Town	1,060 transferable development credits + 400 du = 1,460 du This is less than the 2,000 units required.

Note for Example C: Five hundred forty (540) additional TDR credits are needed to meet the minimum density required to build a town. Credits can be acquired or generated through various methods in the TDR Program.

G. *Procedures for Use of Transferable Development Rights Credits.* The use of TDR credits must comply with the following procedures.

1. The owner of the sending site (the "transferor") and the owner of the receiving site (the "transferee") shall submit a signed application on a form provided by the St. Lucie County Planning Department. Along with the application form, the following shall be submitted:

   a. A legal description of the sending site.

   b. A plot plan or survey, showing total acreage of the sending site, and that property within the sending site that is subject to any easement or restrictions against development, and one (1) acre of the curtilage around any existing house that is intended to remain.

c. For parcels proposing to build a Town or Village, in addition to the requirements for the PTV, a plan that clearly indicates the total acreage of the parcel, the amount of acreage in each category of the Transferable Development Value Map (figure 3-3 of the TVC Element), the portion of the parcel from which development rights are to be transferred, the multiplier identified for each transferable development right, the appropriate conservation easement or deed restriction for the sending area; the total TDR credits and number of dwelling units.

d. For those parcels less than five hundred (500) acres located outside of the USB that seek to transfer a minimum of ninety percent (90%) of the transferable development rights from the property, a plan that (1) notes the transferable development rights attributed to the entire parcel, (2) identifies the number of transferable development rights proposed to remain on the site, (3) identifies the proposed multiplier, (4) calculates the number of TDR credits available for transfer.

e. A title search of the sending site sufficient to determine all owners of the site and all lien holders. Title insurance shall be required for any sending site on which a Conservation Easement or Deed Restriction is recorded.

f. A copy of the proposed Deed of Transferable Development Rights Credits and a copy of the proposed Conservation Easement or Deed Restriction.

g. An Agreement of Conveyance for the development rights between the owner of the development rights to be transferred and the purchaser of the transferable development rights. The agreement may be contingent upon approval of a final subdivision plan for the receiving property.

h. Proof of previously severed transferable development rights, if the transferee proposes to use transferable development rights which were previously severed from a tract in the sending area.

2. The Growth Management Director shall review the application and determine if it is complete. If the application is complete, the Director shall issue a Certificate of Filing to the applicants.

3. Review and Approval for Conveyance of Transferable Development Rights.

a. Upon receiving a complete application, as required above, the Growth Management Director shall determine the number of transferable development rights which can be conveyed from the sending tract. The Growth Management Director shall also determine, with the advice of the County Attorney and County Engineer, the sufficiency of (1) the Conservation Easement or Deed Restriction, and (2) the Deed of Transferable Development Rights. The Growth Management Director's determination shall be provided to the applicants in a written Preliminary Certification of Transferable Development Rights Credits. A final Certification of Transferable Development Rights Credits shall be approved by the County Commissioners and recorded with the Clerk of the Circuit Court along with the approved Conservation Easement.

b. Any appeals of the Preliminary Certification of Transferable Development Rights Credits shall be made in accordance with the provisions of Section 11.11.00 of this Code.

c. For proposed developments that rely upon transferable development rights to increase permitted dwelling units per acre beyond that of the base permitted density, no building permit shall be issued until the County has been presented with a copy of the recorded Deed of Transferable Development Rights and a copy of the recorded Conservation Easement. The entity responsible for the administration, management, and maintenance of the land set aside for the Open Space and Countryside of each new Town or Village shall be identified as part of the subdivision approval.

d. St. Lucie County shall not approve the Deed of Transferable Development Rights Credits or issue a Final Certification of Transferable Development Rights Credits until the County has received evidence that the Conservation Easement or Deed Restriction has been duly signed by all relevant parties and recorded with the Clerk of the Circuit Court.

e. A transferee acquiring transferable development rights may donate or sell all or part of the required Open Space and Countryside associated with a Town or Village to St. Lucie County or to either a duly qualified conservancy or land trust that has received a 501(c)(3) designation from the Internal Revenue Service. The conservancy or land trust must be approved by the County.

H. *Conditions of the Conservation Easement or Deed Restriction.*

1. The owner conveying transferable development rights shall perpetually restrict the use of the sending site by a Conservation Easement or Deed Restriction. The Conservation Easement or Deed Restriction shall be in a form approved by the St. Lucie County Attorney. The Conservation Easement shall be used to restrict future use of the Open Space and Countryside to the following:

   a. Agricultural uses;

   b. Restored or Preserved Native habitat; or Environmentally Significant Land;

   c. Flow Way System;

   d. Community Parks, trails, or recreation areas;

   e. Golf course (limited to eighteen (18) holes within a Town or Village);

   f. Civic Spaces within a PTV including neighborhood parks, greens, squares, plazas, and playgrounds provided they are publicly accessible in perpetuity.

   The Deed Restriction shall be used to restrict the use of the parcel to the following:

   a. A limited number of dwelling units;

   b. Higher education;

   c. Targeted industry;

   d. Building Lots designated for workforce housing;

   e. Civic Building Lots including schools, police stations, houses of worship;

   f. Parcels containing sites of archaeological or historical significance.

2. The Conservation Easement shall also reference and include a land and water management plan.

3. Any Conservation Easement shall designate, as a third party beneficiary of the restrictions imposed upon the sending property, St. Lucie County, a Conservancy approved by St. Lucie County, or a land trust that has received a designation of 501(c)(3) status from the Internal Revenue Service and approved by St. Lucie County. Such restrictions shall be enforceable by the County as a third party beneficiary.

4. If less than all of the transferable development rights are to be conveyed from the parcel, the remaining number of transferable development rights shall be recorded by Deed Restriction acceptable to the County Attorney. All owners of the tracts from which transferable development rights are conveyed shall execute the Deed Restriction or Conservation Easement. All lien holders of the tract from which transferable development rights are conveyed shall execute a Subordination Agreement to the Conservation Easement. The Subordination Agreement shall be recorded with the Clerk of the Circuit Court. All owners of the sending site shall also provide title insurance.

I. *Requirements of Open Space and Countryside Associated with Towns or Villages Created through the Transfer of Development Rights.*

1. The owner applying transferable development rights to the development of a Town or Village shall perpetually restrict the associated Open Space and Countryside by a Conservation Easement or Deed Restriction. The Conservation Easement or Deed Restriction shall be in a form approved by the St. Lucie County Attorney. The Conservation Easement shall be used to restrict future use of the Open Space and Countryside to the following:

    a. Agricultural uses;

    b. Restored or Preserved Native habitat; or Environmentally Significant Land;

    c. Flow Way System;

    d. Community Parks, trails, or recreation areas;

    e. Golf course (limited to eighteen (18) holes within a Town or Village);

    f. Civic Spaces within a PTV including neighborhood parks, greens, squares, plazas, and playgrounds provided they are publicly accessible in perpetuity.

    The Deed Restriction shall be used to restrict future use of the parcel to the following:

    a. Higher education;

    b. Targeted industry;

    c. Building Lots designated for workforce housing;

    d. Civic Building Lots including schools, police stations, houses of worship;

    e. Parcels containing sites of archaeological or historical significance.

2. The Conservation Easement shall also reference and include a land and water management plan for the Open Space and Countryside portion of the Town or Village.

J. *Value of Transferable Development Rights.* The monetary value of Transferable Development Rights is determined between buyer and seller.

K. *Public Acquisition of Transferable Development Rights.* The County Commission may purchase development rights and may accept ownership of transferable development rights through gift. Any such purchase or gift shall be accompanied by a Conservation Easement or Deed Restriction, as specified in Subsection H of this Ordinance. The County may re-sell, subject to the time limitation in Subsection D, or retire any transferable development rights credits it has acquired.

L. *Definitions.* The following definitions shall apply to this Section 4.04.05.

Agricultural Research and Education Facilities: The agricultural uses and the associated facilities including green houses, laboratories and field offices related to agricultural research activities such as, but not limited to USDA, the Institute of Food and Agriculture Sciences (IFAS), the St. Lucie Agricultural Research and Education Park and Harbor Branch Oceanographic Institute.

Certificate of Filing: A document issued by the St. Lucie County to an applicant for a development project indicating that a full and complete application has been submitted.

Conservation Easement: A legal document filed in the County's official property records, placing limits on the use of a property. A deed restriction within the TVC extinguishes the right to build homes on or subdivide residential lots from a sending property but allows other uses, such as agriculture, drainage, low intensity recreation, and those described in the TVC element as possible uses for the countryside and open space.

Deed Restriction: A legal document filed in the County's official property records, placing limits on the use of a property. A deed restriction within the TVC required by this Section reduces the right to build homes on or subdivide residential lots from a sending property or may restrict the property to specific uses such as higher education, workforce housing, and those uses described in the TVC Element as possible uses for the countryside and open space.

Density: The number of dwellings that can be placed on a unit of land. Density is expressed as the number of dwelling units per acre of land.

Development Rights: The maximum amount of residential development that would be permitted on a parcel of land under the applicable zoning and subdivision regulations. Development rights are expressed as the maximum number of dwelling units per acre.

Dwelling Unit: A dwelling unit as defined in the TVC Overlay Zoning District may consist of a single-family detached house, a single-family attached house, a condominium, or an apartment.

Encumber: The act of burdening a transferable development right with a financial liability, such as pledging a transferable development right as security or collateral for a loan.

Receiving site: A parcel of land located within the Special Area Plan, to which development rights may be transferred.

Redeem: The act of using transferable development rights to obtain density bonuses on receiving properties. Once redeemed, transferable development rights can never be used again.

Sending site: A parcel of land located within the Special Area Plan (SAP) from which development rights may be transferred.

Severed: The act of officially separating and retiring transferable development rights from sending properties. This occurs after a conservation easement or deed restriction is recorded.

Title Search: A report issued by a title insurance or abstract company. In the Transfer of Development Rights program, it ensures that landowners have a legal right to place a deed restriction on their properties.

Transferable Development Rights Certificate: A document issued by St. Lucie County which attests to the fact that transferable development rights are available for sale or use. It identifies the number of transferable development rights, the current owner, and the originating parcel of land from which the transferable development rights were severed. The certificate also includes sections that must be completed whenever the transferable development rights are sold, transferred, encumbered, or redeemed.

(Ord. No. 2024-28, § Pt. B(Exh. A), 8-6-2024)

4.04.06. Definitions.

When used in Section 4.04 and Sections 3.01.03.EE through GG of this Code, the following terms shall have the meanings ascribed to them. Terms defined in Chapter II of this Code shall those same meanings.

Accessory Dwelling: One (1) ancillary building that may contain an independent dwelling unit, limited in size, sharing ownership and utility connections with a principal building on the same lot, typically located in the rear of the lot.

Affordable: Monthly rents or mortgage payments, including taxes, insurance, and utilities do not exceed thirty percent (30%) of the monthly income of the family.

Affordable Housing: Rental or for-sale housing that is affordable to people earning fifty percent (50%) to eighty percent (80%) of Area Median Income.

Agriculture: Farming: the cultivation of soil, production of crops, or raising of livestock.

Arcade: A series of piers topped by arches that support a permanent roof over a sidewalk.

Average Density: The average number of dwelling units per acre within the Net Developable Area. This number is an average to allow denser development in the Core and Center transect zones with development becoming less dense through the General and Edge zones.

Balcony: An open portion of an upper floor extending beyond a building's exterior wall that is not supported from below by vertical columns or piers.

Building Frontage: The percentage of the total width of a lot which is required to be building wall, measured where the front yard ends and the front of the building begins.

Center: One (1) of the four (4) neighborhood zones that make up a cross-section or transect of a Town or Village. The Center transect zone is the second most intensely occupied zone in a neighborhood, with a wide range of uses in detached and attached buildings. See Section 4.04.02.B.

Civic Building: Civic buildings contain uses of special public importance. Civic buildings include, but are not limited to, municipal buildings, churches, libraries, schools, day care centers, recreation facilities, and places of assembly. Civic buildings do not include retail buildings, residential buildings, or buildings with private offices.

Civic Space: Civic spaces are open areas dedicated for public use. Typical civic spaces include neighborhood parks, greens, squares, plazas, and playgrounds.

Civic Use: The use of land or buildings by not-for-profit organizations primarily for governmental, educational, artistic, cultural, social, or religious purposes. Civic uses may be outdoors (in civic spaces), in civic buildings, or in buildings with other uses.

Close: A small green area surrounded by a driveway that provides vehicular access to several buildings and performs the same function as a cul-de-sac.

Colonnade: Similar to an arcade except that it is supported by vertical columns without arches.

Community Development District (CDD): A unit of the government classified as an independent special district governed by a board composed of landowners within the district. A CDD is created pursuant to Florida Statutes and has the power to assess ad valorem taxes upon the lands in the district and special assessments in order to provide services required to develop the land, such as road building, water and sewer facilities, drainage, conservation and mitigation areas, parks, and other recreational facilities.

Community Stewardship Organization (CSO): Not-for-profit organization dedicated to education and conservation efforts that benefit both development and the community.

Convenience Center: A collection of small stores servicing a range of daily needs from dry cleaning to baked goods, ranging between three thousand (3,000) and eighty thousand (80,000) square feet in size, located along an important thoroughfare, between two (2) neighborhoods, serving the daily needs of two (2) to three (3) neighborhoods.

Core: One (1) of the four (4) neighborhood zones that make up a cross-section or transect of a Town or Village. The Core transect zone is the most intensely occupied zone in a neighborhood, with mostly attached buildings that create a continuous street facade within walking distance of surrounding residential areas. See Section 4.04.02.B.

Countryside: Land, including natural habitat, agriculture, community recreation areas and similar uses, required to be set aside as open and unobstructed to the sky in perpetuity, but not including rights-of-way dedicated for streets, roads, or alleys. For purposes of this Code, the Countryside is divided into two (2) transect zones, the Fringe zone which adjoins neighborhoods or other public spaces and Rural zone which does not adjoin neighborhoods.

Countryside Uses: Land in the Countryside as defined in this Code may be used only for purposes described in Section 3.01.03.EE.2.o.

Edge: One (1) of the four (4) neighborhood zones that make up a cross-section or transect of a Town or Village. The Edge transect zone has larger lots for detached homes and provides a physical change between the remainder of the neighborhood and the adjoining countryside. See Section 4.04.02.B.

Environmentally Significant Land: Land identified as Environmentally Significant and/or ranked as A, B or C on the County's Native Habitat Inventory Map, as those may change from time to time.

Flow Way System: The land and water areas that together will comprise a continuous water management system for the TVC area. This system will provide water storage and attenuation to manage stormwater before it discharges into the Indian River Lagoon. This regional system will be created incrementally as it expands, supplements, or modifies the existing canal network in order to restore more natural discharge patterns.

Fringe: One (1) of the two (2) countryside zones that make up a cross-section or transect of a Town or Village. The Fringe transect zone is the first layer of the Countryside that provides a harmonious transition between neighborhoods and the Rural transect zone. See Section 4.04.02.B.

General: One (1) of the four (4) neighborhood zones that make up a cross-section or transect of a Town or Village. The General transect zone is usually the largest part of a neighborhood with a mix of detached homes and some multifamily buildings, typically separated from the street with front yards. See Section 4.04.02.B.

Greenway: A narrow or wide corridor of open space managed for natural resource conservation and/or recreation.

Higher Education: Education institutions operated by the state university system, state department of education, or private accredited institutions providing post-secondary, vocational, or other specialized forms of learning.

Highway Service Retail: Vehicular-oriented retail such as gas stations, motels, and fast food restaurants.

Lane: A right-of-way for service access to the back of properties, similar to an alley but less urban in character.

Liner Building: A building or portion of a building constructed in front of a parking garage, cinema, supermarket etc., to conceal large expanses of blank wall area and to face the street space with a facade that has ample doors and windows opening onto the sidewalk.

Live/Work Building: An attached building that can accommodate residential use, business use, or a combination of the two (2) within individually occupied units. These uses may occur on any story of a live/work building.

Local Store: Typically a single proprietor establishment, the average size is five hundred (500) to two thousand (2,000) square feet. Local stores are located in either the within or along the edge of a neighborhood and typically serve one (1) neighborhood. Either residential or office uses are appropriate above the ground level retail. Local stores are not expected to expand in size over time.

Mixed-Use: Combining two (2) or more of the following uses: retail, commercial, and residential within the same building or on the same site.

Mixed-Use Business District: An area that due to its location has the development potential to specialize in terms of accommodating significant business functions. A Mixed-Use Business District should include a variety of uses and is encouraged to provide a place for office complexes that would not be compatible in neighborhoods. Land located within the Mixed-Use Business District may also develop pursuant to the density and intensity established by the Transferable Development Value Map (Figure 3-3 of the St. Lucie County Comprehensive Plan) and otherwise in accordance with the Goals, Objectives and Policies of the TVC Element. Mixed-Use Business

Districts are depicted on the North St. Lucie County General Workplace Plan (Figure 3-16 and Objective 3.1.10 of the St. Lucie County Comprehensive Plan).

Neighborhood: The basic building block of all new development within the TVC, generally ranging in size from eighty (80) to one hundred fifty (150) acres (not including land set aside for the Countryside component), scaled upon a radius of approximately one-quarter-mile and containing a mix of uses that include residential, retail, office, civic and recreation spaces to support the daily needs of its residents within walking/bicycling/wheelchair distance.

Neighborhood Center: Larger than a Convenience Center, the Neighborhood Center averages one hundred thousand (100,000) square feet in size and is anchored with a grocery store. The Neighborhood Center is located at the intersection of two (2) important roads and serves the daily needs of three (3) to four (4) neighborhoods.

Net Developable Area: The land area remaining for neighborhood development once the acreage requirement for Countryside has been achieved (see Section 3.01.03.EE.2.b).

Open Space: Land that is dedicated to Countryside including natural habitat, agriculture, and recreational parks, or used to fulfill other county objectives (see TVC Element Policy 3.1.5.4).

Planting Strip: Grassy strip of land that accommodates rows of street trees, usually located between the edge of a travel lane and the sidewalk. In urban areas, the planting strip often consists of trees planted in tree wells recessed into the sidewalk rather than planted on a grassy strip.

Porch: An elevated, roofed, and unwalled platform on the facade of a building. Porches are supported from below by vertical columns or piers, and have sufficient depth to allow outdoor seating without interfering with any entry functions of the porch.

Porte Cochere: A roofed porch or portico-like structure extending from the side entrance of a building over an adjacent driveway to shelter those getting in or out of vehicles. A porte cochere differs from a carport in that it is not used to cover parked vehicles.

Regulating Plan: A type of site plan or a supplement to a site plan for a proposed development in the TVC Overlay that must be submitted to St. Lucie County under certain conditions. A regulating plan identifies proposed transect zones, lot types, and street types. A regulating plan defines the character of the proposed development and, if approved, becomes an integral part of the development approval. See Section 3.01.03.EE.3.

Rural: One (1) of the two (2) countryside zones that make up a cross-section or transect of a Town or Village. The Rural transect zone is further from neighborhoods and contains the full range of permitted agricultural, recreational, and open space uses. See Section 4.04.02.B.

Settlement Principles: The guidelines for development established in Policy 3.1.4.2 of the St. Lucie County Comprehensive Plan.

Specialized District: A transect zone that accommodates development types or forms that are not fully integrated with adjoining neighborhoods. See Section 3.01.03.GG.

Stoop: A staircase on the facade of a building, usually constructed of concrete or stone, that leads either to a small unwalled entrance platform or directly to the main entry door.

Story: That portion of a building or structure included between the upper surface of a floor and the lower surface of the ceiling or exposed roof next above. Each mezzanine that exceeds the percentage of floor area for a mezzanine defined in the Florida Building Code is counted as a story for the purposes of measuring height. Each story used exclusively for parking vehicles is also counted as a story. Space within a roofline that is entirely non-habitable shall not be considered to be a story.

Targeted Industry: Businesses identified by the St. Lucie County Growth Management Department in conjunction with the Economic Development Council as desirable to promote job growth in the County. Such businesses are set forth every two (2) years as eligible for the Job Growth Investment Grant Program and include a

wide range of commerce; approval by the Board of County Commissioners is required when proposed in the TVC area. See Section 3.01.03.EE.2.r.

TDR Credits: Credits that are created when the unused transferable development rights of a property receive a multiplier. One (1) credit may be eligible to secure one (1) additional dwelling unit of density when applied to a qualified development.

Town: Two (2) or more neighborhoods in the Countryside.

Town Center: Town Centers are an open-air collection of core retailers, typically a minimum of two hundred thousand (200,000) square feet, serving approximately twenty-five thousand (25,000) persons with a primary trade area of six (6) to ten (10) miles. Tenants include multiple anchors, shops, movie theaters, a grocery store, department store, bookseller, restaurants, boutiques, residential units and possibly a hotel. A Town Center distinguishes itself from conventional open-air centers by including a variety of residential types, office and civic uses. The Town Center could ultimately evolve into areas served by mass transit with higher densities. Appropriate locations are along major thoroughfares close to an interstate interchange or within downtown areas.

Transect Zone: A distinct category of physical form ranging from the most urban to the most rural of human habitats. This code defines four (4) neighborhood transect zones: Core, Center, General, and Edge; two (2) Countryside transect zones: Fringe and Rural; and a Specialized District transect zone. See Sections 4.04.02.B and 3.01.03.GG.

Transferable Development Value: The density and intensity designated on a property by the Transferable Development Value Map.

Transitional Areas: A defined area near St. Lucie Boulevard and Kings Highway as shown on the North St. Lucie County General Workplace Plan (Figure 3-16 and Objective 3.1.10 of the St. Lucie County Comprehensive Plan).

TVC Element: The Towns, Villages and Countryside Element of the St. Lucie County Comprehensive Plan.

TVC Overlay Zone: See Section 4.04.02.

Urban Services: Potable water supply and distribution; sanitary sewer collection, treatment, and disposal.

Village: One (1) neighborhood in the Countryside.

Village Center: A Village Center is eighty thousand (80,000) to one hundred forty thousand (140,000) square feet and has tenants similar to those in a Neighborhood Center and may include hotels or motels. Village Centers are located at an intersection of two (2) important thoroughfares and serve four (4) to five (5) adjacent neighborhoods.

Warehouse Type: Often associated with discount or home improvement retail, typically located along heavily traveled roads or rail corridors.

Workforce Housing: Housing that is affordable to families earning from eighty percent (80%) to one hundred twenty percent (120%) of the Area Median Income. Area Median Income is based on the most recent figures for the Port St. Lucie-Fort Pierce Metropolitan Statistical Area as reported annually by the United States Department of Housing and Urban Development. Area Median Income data is available from the St. Lucie County Department of Growth Management.

4.04.07 Performance Monitoring.

St. Lucie County will monitor and evaluate the performance of the TVC Element of the Comprehensive Plan, including the performance of these implementing regulations, to include at least the following performance measures:

A. *Development Plans in TVC Overlay:*

1. Acres of land rezoned to PTV, PCS, and PRW
2. Acres of land rezoned to other zoning districts
3. Net developable area of each approved Town and Village
4. Number of proposed residential units in each approved Town and Village
5. Number of proposed residential units that were approved as workforce housing

B. *Open Space and Countryside:*

1. Acres of land designated as Countryside
2. Mapping of Countryside acreage to illustrate its size and contiguity
3. Acres of land credited as Open Space components through PTV zoning
4. Acres of land designated for the Flow Way System through PTV zoning
5. Mapping of Flow Way System acreage to illustrate its contiguity and its relationship to existing drainage canals

C. *Transferable Development Credits:*

1. Acres of land from which residential development rights have been transferred;
2. Number of TDR credits that have been created;
3. Number of TDR credits that have been applied to construct residential units.

D. *Future Street Network:*

1. Mapping of street network overlaid on conceptual TVC Street Network for 2030 (see Figure 4-12)

ST. LUCIE COUNTY FLORIDA

PLANNING AND DEVELOPMENT
SERVICES DEPARTMENT
Planning Division

COMPLIANCE WITH POSTING OF NOTICE REQUIREMENTS - SIGN AFFIDAVIT

STATE OF FLORIDA

COUNTY OF ST. LUCIE

Bradley J. Currie (Authorized Agent), being first duly sworn deposes and states:

1. I am the owner or the agent for the project known as The Club at Indrio Creek for the following petition: File No. PD-2510-000058.

2. I hereby certify that I have complied with the notice requirements set forth in Section 11.00.03.E of the St. Lucie County Land Development Code for the 7/16/2026 public hearing to be conducted by Planning & Zoning Commission, on the above-referenced petition. The required sign was printed and posted to the specifications listed on the *Sign Content* and *Sign Requirements* forms provided by the St Lucie County Planning and Development Services - Planning Division on 7/1/2026. The following required documentation is attached:

   A. Dated Photo submitted electronically (Close up) X
   B. Dated Photo submitted electronically (Distant) X

Further affiant sayeth not.

Signature of Affiant

STATE OF FLORIDA

COUNTY OF St Lucie

The foregoing instrument was acknowledged before me by the means of ✓ physical presence or __ online presence this 2nd day of July, 2026, by BRADLEY J CURRIE. Said person ✓ is personally known to me, __ produced a driver's license issued by a state of the United States within the last five (5) years as identification, or __ produced other identification, to wit _____.

Notary Public State of Florida
Renée S Rizzuti
My Commission HH 789639
Expires 6/4/2030

Renée S Rizzuti

Notary Public, State of FLORIDA

Typed or Printed Name of Notary Renée S Rizzuti

Commission No.: My Commission expires: 6/4/2030


NOTICE OF PUBLIC HEARING
This +/-123-acre tract will be the subject of public hearings on the request to change the Zoning District from AG-1 (Agricultural-1) to PTV (Planned Town or Village) with a Preliminary Regulating Plan for development of 412 dwelling units.
PUBLIC HEARING DATES & TIMES:
1. St. Lucie County Planning & Zoning Commission:
Thursday, July 16, 2026 at 6 p.m.
2. St. Lucie County Board of County Commissioners:
Tuesday August 18, 2026 at 6 p.m.
PUBLIC HEARING LOCATION: Commission Chambers, Roger Poitras Annex, 3rd floor, St. Lucie County Admin. Bldg., 2300 Virginia Ave., Fort Pierce, FL.
Project Name: The Club at Indrio Creek
For more information, call: 772-462-1562
The application is available from Planning & Development Services Dept., 2300 Virginia Ave., Fort Pierce.
7/1/2026


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7/1/2026

Planning and Development Services Department (772) 462-2822

Planning and Zoning Commission

Hearing Date & Time

Thursday,
July 16, 2026, 6 p.m.

CuO1FirstName»
«CuO1LastName»
«CuO2FirstName»
«CuO2LastName»
«CuOStreet1» «CuOCity»,
«CuOState» «CuOPost

Hearing Location

BOCC Chambers
SLC Administration Annex,
2300 Virginia Avenue
Fort Pierce, FL. 34982

Applicant

Brindhavanam, LLC
4528 Shiloh Mill Blvd.
Jacksonville, FL 32246-1877

Property Owner

Brindhavanam, LLC
4528 Shiloh Mill Blvd.
Jacksonville, FL 32246-1877

Project Location

South of Indrio Road, between Emerson Ave. & Seminole Rd.

Parcels

1323-211-0005-000-8, 1314-313-0000-000-8, 1314-323-0002-000-3, 1314-331-0001-000-1, 1314-341-0000-000-5, 1314-342-0001-000-5

Project No:

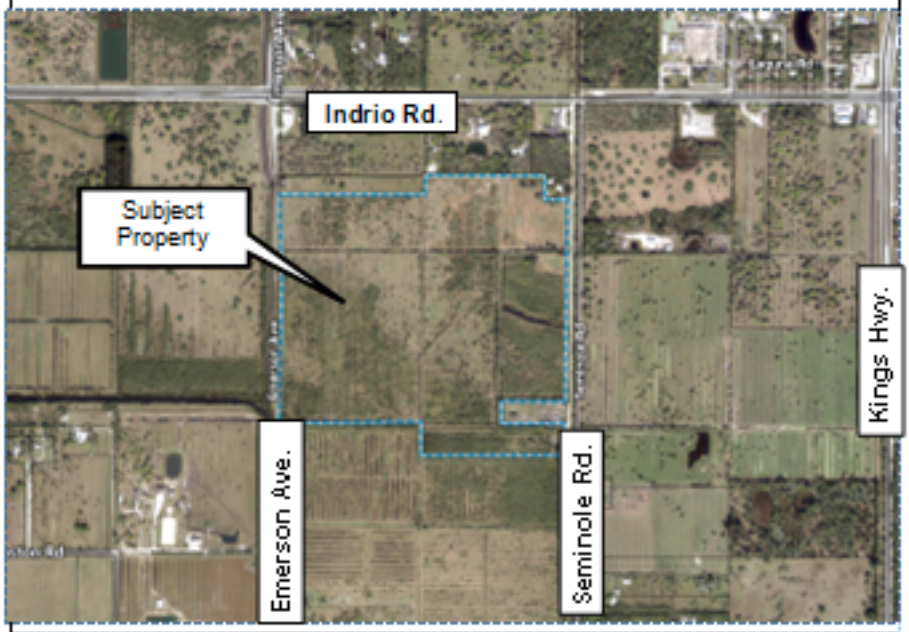
PD-2510-000058

For More Information

Contact Irene Szedlmayer, AICP, St. Lucie County Senior Planner, by telephone at 772-462-1562;
TDD 772- 462-1428,
or email at
Irene.Szedlmayer
@stlucieco.gov.

Notice of Public Hearing

on the proposed amendment of the Official Zoning Atlas and a Preliminary Development Plan for the Club at Indrio Creek



You are receiving this notice because you own property within 500 feet of the site that is the subject of the application.

Project Description

A petition to amend the Official Zoning Atlas to change the AG-1 (Agricultural-1) Zoning District to the PTV (Planned Towns & Villages) Zoning District and approve a Preliminary Regulating Plan for +/- 126.32 acres (identified in aerial mage above) will be the subject of a public hearing before the St. Lucie County Planning and Zoning Commission. The Preliminary Development Plan provides for up to 375 dwellings (townhomes & single-family), +/-38 acres of open space, a road connecting Seminole Rd. and Emerson Ave., club houses and other related development.

All interested persons in attendance will be allowed to be heard. Written comments received in advance of the hearing will also be considered. Written comments should be received by the Planning and Development Services Department - Planning Division at least 3 days before the scheduled hearing. The petition files are available for review at the Planning & Development Services Dept.– Planning Offices, 2300 Virginia Ave., Fort Pierce, FL, during regular business hours. Please call (772) 462-1562 or TDD (772) 462-1428 if you have any questions or require additional information.

The Planning & Zoning Commission has the power to review the application & make a recommendation to the Board of County Commissioners for approval, approval with conditions, or disapproval, of the application.

Date Mailed: July 1, 2026

ST. LUCIE COUNTY
PLANNING AND ZONING COMMISSION
PUBLIC HEARING AGENDA
THURSDAY, July 16, 2026

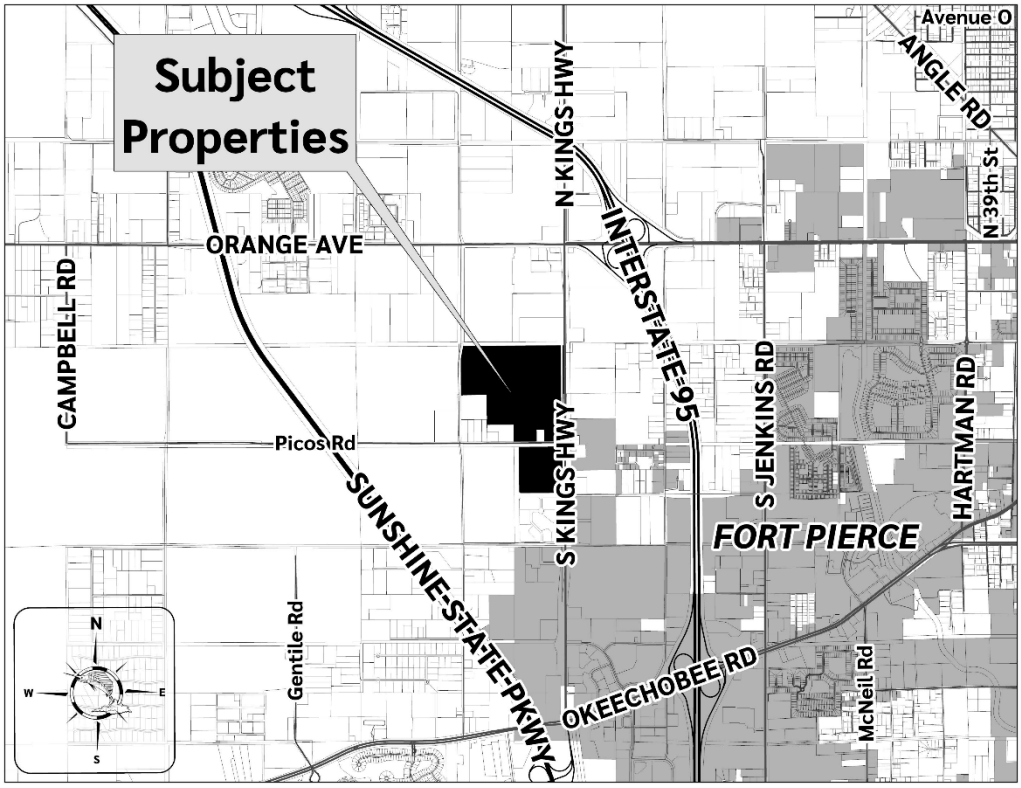
The St. Lucie County Planning and Zoning Commission is scheduled to review and make recommendations to the Board of County Commissioners regarding the following proposed Resolutions:

RESOLUTION I

A RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS OF ST. LUCIE COUNTY, FLORIDA, AMENDING THE OFFICIAL ZONING ATLAS FROM THE AR-1 (AGRICULTURAL RESIDENTIAL -1) ZONING DISTRICT TO THE PNRD (PLANNED NON-RESIDENTIAL DEVELOPMENT) ZONING DISTRICT AND APPROVING A PRELIMINARY DEVELOPMENT PLAN ON +/-159 ACRES

Property Owners:	St. Lucie County 2300 Virginia Avenue Fort Pierce, FL 34942	PCC2023, LLC 108 Talavera Place Palm Beach Gardens, FL 33418
Applicant:	Ashley Capital, LLC 9810 S. Dorchester Ave. Chicago, IL 60628	
Location:	West side of S. Kings Highway, north and south of Picos Road	
Parcel ID Numbers:	2314-111-0004-000-9; 2314-120-0000-000-9; 2314-131-0000-000-3; & 2314-800-0002-000-0	

PURPOSE: Proposed amendment of the Official Zoning Atlas to change the AR-1 (Agricultural Residential -1) Zoning District to the PNRD (Planned Non-Residential Development) Zoning District and approve a Preliminary Development Plan on +/-159 acres. The Preliminary Development Plan provides for up to 1,504,680 sq. ft. of light industrial and accessory commercial space, +/- 1,652 parking spaces, road improvements, landscaping, and stormwater treatment.



RESOLUTION II

A RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS OF ST. LUCIE COUNTY, FLORIDA, AMENDING THE OFFICIAL ZONING ATLAS FROM THE AG-1 (AGRICULTURAL-1) ZONING DISTRICT TO THE PTV (PLANNED TOWNS AND VILLAGES) ZONING DISTRICT AND APPROVING A PRELIMINARY DEVELOPMENT PLAN ON +/-126.32 ACRES

Property Owners: Brindhavanam, LLC
4528 Shiloh Mill Blvd.
Jacksonville, FL 32246-1877

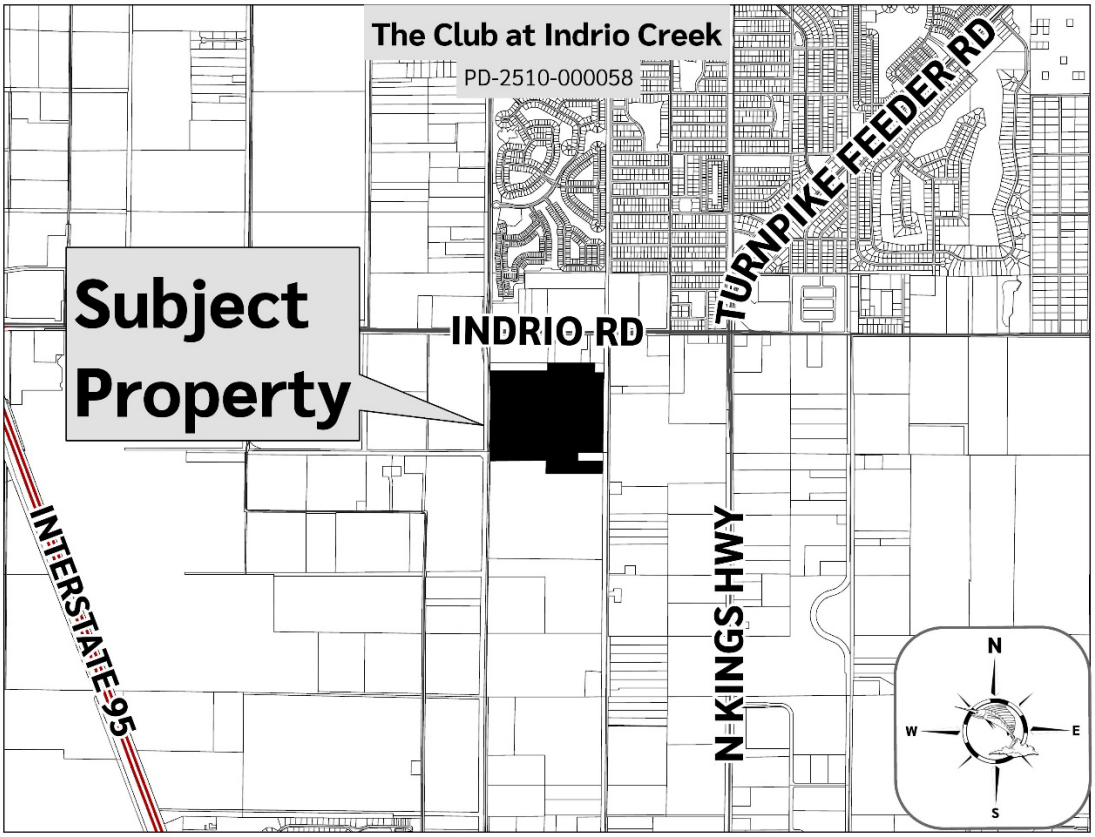
Applicant: Wycliffe Homes
Jared Bensky

Location: Approx. 900 feet south of Indrio Road, between Emerson Road and Seminole Road

Parcel ID Numbers: 1323-211-0005-000-8, 1314-313-0000-000-8, 1314-323-0002-000-3, 1314-331-0001-000-1, 1314-341-0000-000-5, 1314-342-0001-000-5,

PURPOSE: Proposed amendment of the Official Zoning Atlas to change the AG-1 (Agricultural-1) Zoning District to the PTV (Planned Towns and Villages) Zoning District and approve a Preliminary Regulating Plan on +/-126.32 acres. The Preliminary Development

Plan provides for up to 375 dwellings (townhouses and single-family), +/-38 acres of open space, a road connecting Seminole and Emerson Roads, club houses and other related development.



The PUBLIC HEARINGS on these items will be held in the Commission Chambers, Roger Poitras Annex, 3rd Floor, St. Lucie County Administration Building, 2300 Virginia Ave., Fort Pierce, FL on Thursday, July 16, 2026, beginning at 6:00 pm or as soon thereafter as possible.

All interested persons in attendance will be allowed to be heard. Written comments received in advance of the public hearings will also be considered. Written comments should be received by the Planning and Development Services Department - Planning Division at least three (3) days before the scheduled hearing. The petition files are available for review at the Planning & Development Services Dept.–Planning Offices located at 2300 Virginia Ave., Fort Pierce, FL, during regular business hours. Please call (772) 462-1562 or TDD (772) 462-1428 if you have any questions or require additional information about either petition.

The St. Lucie County Planning & Zoning Commission has the power to review and make recommendations to the St. Lucie County Board of County Commissioners, for approval or disapproval, of any applications within their area of responsibility.

The proceedings of the Planning and Zoning Commission are electronically recorded. PURSUANT TO SECTION 286.0105, FLORIDA STATUTES, if a person decides to appeal any decision made with respect to any matter considered at a meeting or hearing, he or she

will need a record of the proceedings. For such purpose, he or she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based. Upon the request of any party to the proceeding, individuals testifying during a hearing will be sworn in. Any party to the proceeding will be granted an opportunity to cross-examine any individual testifying during a hearing upon request. If it becomes necessary, a public hearing may be continued to a date certain.

Anyone with a disability requiring an accommodation to attend this meeting should contact the St. Lucie County Risk Manager at least forty-eight (48) hours prior to the meeting at (772) 462-1546 or T.D.D. (772) 462-1428.

ST. LUCIE COUNTY, FLORIDA
PLANNING AND ZONING COMMISSION
RYAN BINNER, CHAIR
PUBLISH DATE: Friday, JULY 3, 2026

18 pt. type for heading
No smaller than 2 column inches wide by 10 inches long

Send Proof to: irene.szedlmayer@stlucieco.gov

Send Bill to: barriosm@stlucieco.org
St. Lucie County
Planning and Development Services Department
2300 Virginia Avenue
Fort Pierce, FL 34982
Phone - (772) 462-2822