

CITY OF PORT ST. LUCIE, FL - CITY COUNCIL

AGENDA ITEM REQUEST

MEETING: REGULAR X SPECIAL

DATE: OCTOBER 22, 2012

ORDINANCE RESOLUTION X MOTION

PUBLIC HEARING: OCTOBER 22, 2012 LEGAL AD PUBLISHED OCTOBER 8, 2012
(copy attached)

NAME OF NEWSPAPER: ST. LUCIE NEWS TRIBUNE

ITEM: P11-123 -Verano Development of Regional Impact/Notice of Proposed Change
5th Amendment to the Development Order

RECOMMENDED ACTION: On October 2, 2012, the Planning and Zoning Board, with a
vote of 5-1 recommended approval of the fifth amendment to the Verano DRI
Development Order. Ms. MacKenzie abstained from voting on this item.

EXHIBITS: A. Staff Analysis & Recommendation
 B. Resolution
 C. Traffic Study

SUMMARY EXPLANATION/BACKGROUND INFORMATION:

The proposed amendment is to change conditions of approval for the project regarding
development intensities, phasing, buildout and expiration dates, transportation
requirements, and the Master Development Plan (Map H).

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

None.

SUBMITTING DEPARTMENT: *PLANNING and ZONING* DATE: 10/9/2012

A. P11-123 VERANO DEVELOPMENT OF REGIONAL IMPACT - NOTICE OF PROPOSED CHANGE

Mr. Finizio said, "This project is a Development of Regional Impact, and there is a proposed change. The owner is Verano Development, LLC, and the applicant is Cotleur and Hearing. The location of the property is west of I-95, east of Glades Cut-Off and Range Line Roads, south of the Reserve, and north of the Crosstown Parkway and the Tradition MPUD. With the inclusion of the Peacock property, the total square footage is 3,001 acres, and the property located north of the C-24 Canal has a PUD (Verano PUD 1) zoning designation. Since it hasn't been rezoned after being annexed, this property still retains its original St. Lucie County zoning designations of AG-1 and AG-5. The existing use is residential homes, a clubhouse with tennis courts and a pool area, and vacant land. The existing land use designation is RGC (Residential Golf Course), with the exception of the Peacock property, which is currently going through a Comprehensive Plan Amendment to change the future land use to RGC. The original PGA Village DRI DO (Resolution 03-R96) was approved by City Council on October 27, 2003. Since then, there have been four minor amendments to the Verano DO. Currently, the Verano DRI includes 6,000 residential units, 225,000 square feet of retail/service, 25,000 square feet of office, 350 hotel rooms, three full size golf courses with 100,000 square feet of ancillary uses, and a 48-acre school site."

Mr. Finizio continued, "The fifth amendment to the Verano DO is proposing the following changes: Development thresholds are being amended with most thresholds increasing, and some new uses being proposed. These changes include an overall increase of 1,200 dwelling units, an overall increase of 623,500 square feet of retail/service, an overall increase of 75,000 square feet of office, a decrease of 50 hotel rooms, a decrease of one full- size golf course, a new proposal for a 300-space recreational vehicle park, and a 50-unit assisted living facility. The phasing, build out, and expiration dates are proposed to be extended, which is consistent with state statute and law. The new build out and expiration date is to be extended to December 31, 2030. In order to preserve some of the old upland growth currently located on the Peacock property, the developer has agreed to incorporate the preservation and relocation of significant live oak trees into future site plans. In addition the developer is donating 22.86 acres of land to be used as a conservation area. There are a number of proposed changes regarding transportation within the Verano DRI, and some of these changes include transferring the right of way required to complete the Crosstown Parkway; adding a condition that allows for the following improvements in lieu of making a proportionate share payment for the six laning of St. Lucie West/Reserve Boulevard Bridge over I-95; installing an additional eastbound left turn lane on St. Lucie West Boulevard at Peacock; constructing a second westbound lane on St. Lucie West Boulevard; and converting a southbound Peacock through lane to a shared, through and right-turn lane."

Mr. Finizio stated, "Instead of providing a two lane public access roadway, North/South A, the developer will dedicate the right of way. In addition, the developer will construct Crosstown Parkway to the southernmost residential access. This Notice of Proposed Change will alter the number of dwelling units, office space, and number of hotel rooms within the DRI. There have been some concerns that these changes triggered a substantial deviation; however, the TCRPC, after reviewing the application, has determined that the proposed changes will not create additional significant regional impacts on the regional resources and facilities in the area. This determination is based in part on a corresponding decrease in the Reserve DO, which is being reviewed next. There have also been letters from the FDOT and St. Lucie County that have been

have occurred within the landscape and this area since the time that the Verano DRI was originally approved. Phase I, which was about 1,200 units and north of the C-24 Canal was intended to have access through the Reserve and find its way to St. Lucie West Boulevard. It was approved by the City, but there was a dispute with the residents of the Reserve. As part of that settlement agreement, the developer agreed not to go through the Reserve, and instead take those trips from St. Lucie West Boulevard and flow them onto what was to be Commerce Center Drive. Subsequent to that, we had Crosstown Parkway, and the Crosstown Parkway at the time Verano was originally contemplated, was not anticipated to have an interchange on I-95 at this location. We weren't expecting to have the main access for that northern portion of Verano to be from the Crosstown Parkway. That's a fairly significant change."

Mr. Hearing stated, "It basically resulted in a redistribution of traffic throughout this region, taking pressure off St. Lucie West Boulevard, and dispersing the traffic more evenly throughout the City. As part of our amendment, we're proposing to make some very significant and important improvements to St. Lucie West Boulevard. Because of the changes and reductions in densities that have occurred over the years within the Reserve DRI, and because of the fact that portions of Verano are no longer going through the Reserve DRI, those thresholds will never be met. The bridge would not be widened to six lanes. However, recognizing the issues that exist on the road, we've tried to work with the City Manager's office and staff, and with the Regional Planning Council. We've come up with some improvements. The first is providing dual left turn lanes eastbound at the intersection of Peacock. The second is adding an additional lane to the Bridge, which would enable us to provide dual westbound lanes that we believe would have significant benefit. The third item is the signal timing. Right now, the signal timing of the signals out there are all run independently. Some of them are run by St. Lucie County. Some are run by the City. We've agreed as part of our discussion with the City Manager's office and with staff to run the necessary fiber optic cable to connect all of those signals, so that they can be properly timed and make a substantial improvement in our ability to move traffic throughout the different times of the year on the roadway."

Mr. Hearing noted, "Let's talk about the proposed dual left turn lanes. The area highlighted in blue has a very shallow stacking distance. I believe it will stack maybe five or six cars. It's a very shallow stacking lane. If you get a school bus going back to the school yard, you end up then blocking the eastbound thru lanes on the bridge. We're proposing to increase the amount of storage by eight times. We're proposing to increase that storage by about 850 feet, which would provide a significant benefit and improvement to cars being able to stack into those turn lanes, and then go northbound on Peacock, whether they're going to the stadium, the industrial uses in that area, or if they're going to the school yard. The timing is proposed to be done at a date certain by the developer within 18 months of the approval and the expiration of the appeal period of this approval today. Sometime likely in 2014, this improvement will be implemented. The second improvement is adding an additional lane to the bridge. We're adding an additional westbound lane. You will have one eastbound lane and two westbound lanes. This is being accomplished by adding 12 feet to the bridge. We're proposing to implement those improvements as opposed to just simply paying the proportionate fair share. The current condition is that as you're going west on St. Lucie West Boulevard, both the traffic travelling to the Reserve and to go onto the southbound on ramp of I-95 are one and the same lane. In essence, we're creating a dedicated lane for those people trying to get southbound to go south on I-95 from St. Lucie West Boulevard, and then we're providing a dedicated thru lane that would go directly to the Reserve."

Mr. Hearing commented, "We will maintain the existing eastbound lane. We're proposing to do this improvement in five years or a trip threshold of 1,037 trips. That's basically only one eighth of the development of Verano. I think you will hear the folks from the Reserve tell you that these improvements are significant. The Crosstown Parkway is identified in Condition 49. We're proposing to do two things. Right now the Verano development doesn't require the extension of the Crosstown Parkway from its existing condition, because when Verano was approved the Crosstown Parkway was still very early in its conception. After 5,000 trips we're proposing to provide a two-lane extension of the Crosstown Parkway from where it ends at Village westward to the North/South Road A. Additionally, we're proposing that when we get 5,375 trips to six lanes the Crosstown Parkway from where it's currently six lanes, to the east at I-95 westerly to Village Parkway. In Condition 45, we're proposing to dedicate the right of way for the North/South Road A. That has to occur prior to the approval of any PUD's or any development approvals that would occur west of the FP&L Transmission Line corridor. Prior to the CO, we're proposing to construct that road to the entrance points to those two parcels. We think these are significant benefits and improvements that we're proposing to construct as part of the amendment that's before you. We are proposing two traffic signals at Fairview that's not necessarily tied to the Verano DRI, but something that we've agreed to do. Ultimately, there will be a signal at Village Parkway."

Vice Chair Martin asked, "Can you identify where your RV Park is proposed to be?" Mr. Hearing replied, "At the current time we haven't identified a specific location for the RV Park." Vice Chair Martin asked, "Do you anticipate if it's going to be to the further western boundary of the property, or just completely unknown?" Mr. Hearing replied, "At this point, it's totally unknown." Vice Chair Martin asked, "Is Verano moving into their second phase of development?" Mr. Hearing replied, "It's the second phase of what we call Phase 1 of the DRI. Sales are proceeding, and we're having good activity." Vice Chair Martin asked, "How many homes have you sold over the last year versus the year or two prior?"

JOHN CSAPO, Chief Developer for the Cotleur Group, replied, "This year we will probably close between 50 and 60 homes in Verano. We seem to be seeing an upward trend. It's not like it was in 2005, but we're hoping next year to be in the 100 to 110 home range. Then I think it's going to continue to trend up." Vice Chair Martin asked, "In relation to prior years, without going back too far, were you selling 50 homes or ten homes two years ago?" Mr. Csapo replied, "I'm not sure if it was last year or the prior year, but we had only sold 13 homes. We've moved forward with the club facilities out there. The residents are very happy with it. We've extended our agreement with PGA of America to allow our residents to have certain benefits on their golf courses. We're doing a lot to promote our project and the City." Chair Blazak stated, "I did meet with Mr. Hearing to clarify some of these multiple issues we have."

There being no further comments, Chair Blazak opened the Public Hearing.

MARCIE OPPENHEIMER NOLAN, Attorney, Becker and Poliakoff, noted, "I'm here representing the PGA Village Property Owner's Association, Inc. They are the owners of the property to the north of this site known as the Reserve. However, they do share roadway points and also ingress and egress points. PGA is made up of about 2,509 homeowners, and it's about 800 acres. Verano is located immediately south of the Reserve. The Reserve physically has four main ingress and egress points for those 2,509 as well as a series of office, retail, commercial, and

industrial uses. Their primary access is the St. Lucie West Boulevard Bridge. Some of those improvements that were brought up are definitely improvements that we support. The PGA is most concerned with how this new development that's going to be located to the south will impact their existing community. We had met with Cotleur and their representatives about a week ago, and we made tremendous progress in understanding what it was they were proposing. We also really wanted to understand the roadway improvements that they were making to St. Lucie West Boulevard, and how they would be a benefit to the community. We've also met with your City staff, county staff, FDOT, and the TCRPC to try to understand what their perspective is in this. At the end of the day this is an amendment to an existing DO for a DRI."

Ms. Nolan continued, "It would not be a DO to a DRI if it didn't have regional impact. From the increases in Verano, the changes to Verano are significant. Again, I want to point out this increase. It's an increase of 1,200 residential units. It's an increase of over 600,000 square feet of retail space. It's an increase of 75,000 square feet of office space, and 50 new assisted living units. These new uses and vehicular impacts from these new uses are going to interweave and interconnect with the existing Reserve traffic at the south point and also at the center point of St. Lucie West Boulevard. The Reserve is decreasing their units. Verano is increasing their units. In their traffic study, Cotleur is taking the decrease on the Reserve side and using it to benefit Verano from a traffic increase and traffic distribution. They're basically doing a balancing act. The DOT has reviewed it and has not actually approved their methodology or their traffic. That document is in your backup. However the TCRPC, DEO, and City and county staff have reviewed it and have looked at the improvements. This swapping of intensity and density and reanalyzing it is something that has caused the PGA Association some concern, because we really want to understand how these new units and vehicular trips are going to be dispersed throughout our community."

Ms. Nolan stated, "When we talk about the regulatory process that we're going through today, it's governed by Section 380 in the Florida statutes, and it's the process to amend the DRI. Verano is being reviewed under a non-substantial deviation threshold and so is the Reserve. That means that you don't have to go back and revisit your traffic, your trips, or your methodology. You don't have to go back through the agencies. We're okay with that representing PGA. We just want to make sure that the proposed improvements bear some resemblance in some rational nexus to the true impacts that are going to be presented primarily in the Reserve based upon these new trips. The DOT does have some issues with their traffic methodology. We didn't choose to go down the path of re-examining their traffic. We tried to take the higher road and really look at those roadway impacts that have already been identified. In the original Verano DO, the developer was required to construct a wide variety of road improvements, including those at the St. Lucie West Boulevard, and that did include widening it to a six-lane bridge. The original Verano DO also included St. Lucie West Boulevard improvements as a requirement of the state agencies because of this interconnectivity. Back in 2004, the state said these are interconnected because of the roadway, and the conditions in one need to be the conditions in the other, so that we can make sure that these roadway improvements happen for the benefit of the entire community."

Ms. Nolan noted, "The major goal in the review of a DRI and an amended DO condition is to make sure that those significant regional roadways are not being negatively impacted. In this case, the DOT is basically saying that they can't really tell, but they do know that the I-95 corridor is going to be impacted, and they're not sure that the proposed improvements are

enough for them. This is the letter from the DOT, and the relevant point that we would like to pick up is the last paragraph which talks about making sure that the SIS (Strategic Intermodal System) that is particularly I-95 is fully mitigated at the time of the build out of the project. We do have some suggestions for that. As homeowners, our main access point is at St. Lucie West Boulevard. We have a vested interest in making sure that the bridge functions at an acceptable level of service. For those of you who drive this bridge today, you realize that there are times when it backs up. There are times when signalization doesn't work properly. A number of those issues have been addressed with the proposed improvements. At our meeting, the developer did outline the traffic related improvements to St. Lucie West Boulevard, and those include constructing the eastbound turn lane at Peacock, and constructing the westbound thru lane across St. Lucie West Boulevard within the five years. These conditions are generally in the DO. The Board is in general agreement with these conditions subject to the following: To include these conditions into the Reserve DO. They don't necessarily match. Most importantly, to move up the timing of the new westbound thru lane to the 18-month time line to address the current deficiency. Our traffic engineer had a proposal and suggestion at our meeting to add an additional eastbound thru lane for 1,000 feet to the intersection of Peacock Boulevard."

JOAQUIN VARGAS, PE, TRAFTECH Engineering, pointed out, "I worked on the original DRI for St. Lucie West and also for the Reserve. I concur with their improvements. Those are going to be beneficial. The eastbound turn lane at Peacock is going to be a tremendous benefit for eastbound traffic. The signalization of the lights is a very good improvement as well as the westbound thru lane coming from Peacock and going over the bridge. The improvement that I did recommend was adding an additional eastbound lane at the east ramp on the bridge. That's the northbound off ramp. Currently, their proposal is to have two westbound lanes at that light, but keeping the one eastbound lane. You have an unbalanced condition, two west, one east. For balance purposes, we need to have two and two. Furthermore, if you just focus on the eastbound direction at Peacock, we have about 1,000 vehicles going east, two lanes. Their proposal is to add two westbound lanes at that light, and the volumes are a little over 1,000. The improvement that I'm talking about going eastbound at that light has one lane and the volume is almost 1,000. It should be two lanes. Regarding the timing of these improvements, they talked about within five years or one-eighth of the development. I think those improvements need to be done now. I was told by the PGA homeowners that there are problems there today. We met with them last week. It's not the peak season. After we left the meeting around 6:30, we did notice some of the issues that were brought to my attention. Going westbound, traffic at that eastern light backs up all the way to Peacock, because we have one lane. Those two westbound lanes have to be done sooner rather than later."

Ms. Nolan remarked, "We have been in ongoing negotiations with Cotleur. I don't think we can come before you today and say that we've reached an agreement. Our ultimate goal is to identify improvements that are going to benefit the greater community. We are still negotiating with them. At this point, they have agreed to four of our six comment points that we made. The turn lane improvements and the signalization were their suggestions, and we concurred with those. In conclusion, the Board is working with Cotleur to reach an amicable solution. The Board has no objections to their proposal before you today for the increase in density and intensity in Verano, subject to making sure that within 18 months, not 18 and five years, the eastbound turn lane onto Peacock is completed, coordinate the time of the lights, a westbound thru lane as proposed, which is different than the five years they're proposing, and then that eastbound

1,000 feet that Mr. Vargas just talked about, as well as limiting some issues that are going on in the Reserve DRI."

RICHARD FERRARA, resident of the Reserve, asked, "Can you explain exactly what an RV Campground is?" Mr. Hearing replied, "The anticipated development plan would be a facility, maybe rented, maybe for sale lots, for these very expensive RV buses that we have out there today. PGA is a known quantity. People travel here from all over the world to take advantage of the training facility you have. You have companies and other countries who send their athletes here to train. We think that there could be a market for these luxury RV's to have a very professionally done campsite with lots for RV parking. Of course, that comes with the appropriate amenities of swimming pools and other facilities that are provided. That's the thought process. It's not anticipated as a typical campground. It's more of a high end luxury facility."

ROBERT MADDEN stated, "I live on 8924 Champions Way in PGA Village. I have a problem with 300 available sites for RV's. The gentleman mentioned large units, which is sometimes between 37 feet and 42 feet. They run between \$69,000 and \$99,000. I can't visualize a dozen or so or more than that on one given day coming down Crosstown Parkway to go into the entranceway to a campground. I just don't see it. I can visualize a hotel, which will bring more people into the community, increase the dollar value of the homes around it, but for a campground and an RV section, I don't see it." Chair Blazak noted, "There is a luxury campground on Peacock by the stadium. It's very well used and very full at spring training. It's very similar to what they're proposing after listening to Mr. Hearing."

STEVE COLLINS noted, "I live in the PGA Reserve. I want to address the bridge issue. It is specifically the eastbound lanes on that bridge. Right now, there is what is mainly considered to be a hazardous situation. When you have traffic merging from the northbound ramp with the eastbound traffic on the bridge, often there's no room to merge, because of the backup at Peacock, and because the lanes come in at a strange angle. I would urge this body to require the additional eastbound lane to be constructed contemporaneously with the additional westbound bridge lane. There's this safety issue with the merging of the traffic with the northbound lane and the eastbound lane."

There being no further comments, Chair Blazak closed the Public Hearing. Vice Chair Martin said, "I've heard the DRI used in reference to both Verano and PGA. I thought we were a DOLA now, a Dense Open Land Area. How does that apply to the DRI?" Mr. Holbrook replied, "That would be for new DRI's. These DRI's are existing, and what the applicant has proposed is to amend both DO's. They are two separate applications, and City staff has looked at them together. We've also had the discussion with the county. They've requested delays in the past, so that we can coordinate our public hearings and reviews in a similar time frame as the county. They're still required to be reviewed, and that's what we have before this Board. This one is just for the Verano DRI." Vice Chair Martin noted, "There has been a lot of discussion since we heard from the representatives of the PGA Village about the traffic impacts that are going to happen on St. Lucie West Boulevard. However, you have Crosstown Parkway that I would describe as your primary entrance into your development. Can you explain to us why there's so much concern about St. Lucie West when you have the Crosstown Parkway?" Mr. Hearing replied, "You're absolutely correct about the Crosstown Parkway. The primary access for Verano is the Crosstown Parkway. Before the Crosstown Parkway existed, I would tell you that there should

be more concern about St. Lucie West Boulevard, because the main access is why Cotleur built that long parallel, mile long road from St. Lucie West Boulevard to Commerce Center Drive that goes all the way to the entrance of Verano. At this particular point, the primary access today is the Crosstown Parkway, and that's what traffic uses. The traffic, as opposed to in the past as being dispersed to the north, is really dispersed to the south and east, as opposed to relying on that activity that occurred to the north."

SCOTT MORTON, Verano Development, commented, "Any of the failures that may be occurring during peak hours on St. Lucie West Boulevard are the result of the background trips in the general area, and not necessarily a result of anything that's coming out of Verano or the Reserve. All of those densities have been reduced over the years, and the Verano traffic has not even come close to what its thresholds are to require widening or any kind of improvements. What we're doing out there is strictly voluntary advancement of our condition to go ahead and make an improvement there sooner, rather than when the trigger may have occurred for the Verano development itself. We have worked very closely with staff and the City Manager to come up with something that we think will work very well. We have some simulation models that show you the improvements of the expanded traffic lanes that would work in this area. We think the appropriateness of our timing to do it in two phases, in 18 months and then again in five years, is well suited for what needs to be done out there, when you look at it in terms of the impacts that will be created by either of the two projects. The DOT comments were pointed out, but you need to understand that the State Land Planning Agency for reviewing that is the Regional Planning Council. They did review those comments and did take into consideration, they and the DEO, and found that the methodology that we had used to do the traffic and review, as well as the consideration of redistributed traffic and the impacts it may have and put the appropriate mitigations in place that are appropriate, and approve that." Vice Chair Martin pointed out, "Your North/South Road you call Road A. Is that going to dump into the DRI to the north of you at all, or is the only traffic able to go up that Commerce Road along I-95?" Mr. Morton replied, "North/South Road A is actually a road on the City's Thoroughfare Plan where it would actually run from Range Line Road to Becker through all of those western DRI's. It will not go into the Reserve."

Mr. Ojito asked, "Do you feel that the improvements that you're making on St. Lucie West Boulevard are above and beyond? Do you need to do it to meet the request from the PGA, from the attorney?" Mr. Morton replied, "What we're proposing is appropriate for the impacts that we are creating. If there are any additional improvements that need to be done, that's for the City or someone else to consider. We think what we're proposing is adequate and addresses our proportionate share needs and what we are providing for impacts out there." Chair Blazak remarked, "With regard to this cross jurisdictional traffic, I see comments from the state, DOT, and everyone. Where are we with St. Lucie County? I see they had some questions. Are we in agreement with them? I know the original DRI had the six-lane bridge which represented significant impact fee credits. How does the county fit into that?" Mr. Morton replied, "The county has provided to the City its comments. They've also provided some comments directly to us. In the Reserve, we have agreed to make some changes to the DO, as far as doing the bridge improvements. We have met with county staff, and they are also in agreement that the proposed widening would be a vast improvement as to what's out there today. I think they are also asking for us to look at a four-lane scenario on the bridge, but that's well beyond what our impacts would require to be done." Chair Blazak said, "I guess I don't want to put us in a position

where I think you need to work with the county. Before it gets to City Council that needs to be settled, because there certainly is an issue with impact fee credits."

Mr. Morton stated, "The county has asked me about that, and we are going to have a meeting with them. If that agreement needs to be amended, we will take care of that with the county." Mr. Sanders noted, "With the proximity to the northbound I-95 off ramp to Peacock, there's not adequate room for merging movement as you're going eastbound to get into the left lane to turn north on Peacock. Have you looked at the specifics of that intersection, and how you might configure that to prevent the conflicting movement, and develop a better flow pattern there?" Mr. Morton replied, "We have looked at what the dual left turn lanes will provide at Peacock. There will be some merging coming off the ramp, and it will have to be looked at. All of this will be reviewed by DOT, and anything they can offer during that permitting process, we can certainly take a look at." Mr. Sanders noted, "I understand the storage concept and I have an opinion. I haven't looked at the numbers, but I'm not sure about the link analysis. What's the lane capacity of the eastbound lane and your traffic volumes? It really is a timing issue on the left turn movements, the amount of green you get at Peacock, as being the biggest obstacle on the traffic operations there. It's not a lane capacity issue. It's conflicting movements and the amount of green time you get between the dual left turns on Peacock southbound and the again the left turn arrows on St. Lucie West Boulevard as well. You have a minimal amount of green time when you add all of those other phases of the light into consideration." Mr. Morton commented, "But you also clear a lot of additional traffic with the dual left turn lanes and probably less amount of green time for a north turn arrow with duals in, which you will clear today with the signal and the amount of time it has."

Mr. Sanders pointed out, "I think your synchronization of all three of those lights will add a tremendous traffic improvement there." Mr. Morton remarked, "I think the coordination of the signals will provide a substantial increase." Mr. Sanders asked, "What was the traffic volumes there on the level of service on the link analysis on the eastbound lane? Did it meet level of service standards?"

SHAWN MACKENZIE, Mackenzie Engineering and Planning, replied, "Yes. With the improvements that we're providing out there, we've done a detailed analysis of the roadway, and it will meet the City's and county's adopted levels of service." Chair Blazak remarked, "Obviously, you've had an opportunity to work with these folks and work through this. Are you satisfied from the City's engineering perspective that these are adequate improvements in a timely manner?" Ms. Chesser replied, "The improvements that are reflected in the current DO will improve the situation that is out there. With the current DO, triggers will never occur if they continue developing the way they are. The trigger will not occur for the widening of that bridge. Cotleur is stepping up and going beyond what they are required to do. Those improvements will greatly improve the situation." Mr. Sanders said, "I want to thank the City and Cotleur. With DRI's, school planning is really kind of a breeze. We look at things up front before we ever make a first approval. We have been working on this site for over ten year's, and we've got a school site located. We have an agreement with the developer for the dedication of that school site. The movement of this school site is really very productive from both the traffic perspective and from the school planning perspective."

Mr. Sanders continued, "The location, after the insertion of the Crosstown Parkway, made the previous school site a difficult site to gain access. There wasn't enough depth off the Crosstown

Parkway, so the movement of this site west to the intersection of the Crosstown Parkway and North/South Roadway is going to improve our ability to properly plan and control traffic on that site. I appreciate Cotleur working with us to improve that. We still have some details on agreements and the shape of the site, but, in general, we're in agreement with the changes they're making." Ms. Parks stated, "We did touch briefly on the RV Park, and this was kind of a surprise. I did some investigation of what is available in the community as we speak. There is a facility of high end in St. Lucie West. They have a build out of 500 units. They presently have 259 sold. They have 46 to sell, and they have another 100 units that they are eligible to build on that property. It's on a nearly 90-acre site. When I saw this in my packet, I kind of compared and contrasted where this was going to go. Do we have classifications as to RV Parks in terms of different things on the books? If we don't, perhaps this might be something that we will be seeing in the future, and maybe we should have a more clearly defined designation for that. There are busses that have Class A, and there's Class C and D, and there are towables. I would like that more clearly defined if we go forward with this today."

Mr. Holbrook noted, "I don't think it has the level of definition that you're probably requesting, so that's something that we can address." Vice Chair Martin commented, "Both parties have put together a very well thought out presentation. The Verano representatives have gone out of their way. I moved here 13 years ago, and I remember there were four buildings on the corner of Peacock and St. Lucie West Boulevard. Ever since that moment in time 13 years ago, we've been chasing our tail to try and improve the traffic impact for St. Lucie West Boulevard. If they're selling 50 homes a year, there had better be a real big increase in the volume of sales or we're going to be looking at 100 years before they're completely built out. With all due respect, what they presented to us is sufficient in the sense that they've done a number of things to improve the traffic situation offsite as well as dedication of some land, which is commercial property in the north. I do believe that they've exceeded the expectations for correcting a problem that they probably didn't create, and may not likely add more problem to." Chair Blazak pointed out, "I want to thank the applicant for coming forward at this time and making an effort to work with the homeowners association. They believe it can be resolved before this all gets finalized. If we can move forward on that I would like to see you resolve your issues with the county that are hanging out there as well. This is a cross jurisdictional traffic issue." Ms. Mackenzie remarked, "I will be abstaining from voting on this item." Vice Chair Martin **moved** to approve P11-123 with no conditions. Mr. Ojito **seconded** the motion. The **motion passed** by roll call vote, with Ms. Skurka, Mr. Battle, Mr. Ojito, Vice Chair Martin, and Chair Blazak voting in favor, Ms. Mackenzie abstaining, and Ms. Parks voting against. Ms. Parks said, "I feel that the details of this have not been thoroughly worked out for all parties concerned, and that's why I'm voting no."

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

TO: PLANNING & ZONING BOARD - MEETING OF OCTOBER 2, 2012
FROM: JOHN FINIZIO, PLANNER *J.F.*
RE: VERANO (AKA PGA VILLAGE) DRI/NOPC
PROJECT NO. P11-123
DATE: SEPTEMBER 21, 2012

APPLICANT: Cotleur & Hearing. The authorization letter is attached to the staff report.

OWNER: Verano Development LLC.

LOCATION: The property is located west of Interstate 95, east of Glades Cut Off and Range Line Roads, south of The Reserve, and north of Crosstown Parkway and the Tradition MPUD.

LEGAL DESCRIPTION: The complete legal description is attached to the staff report.

SIZE: The size of the overall Verano Development is approximately 2,954.29 acres. However, with the inclusion of the 'Peacock' property (46.86 acres), the total square footage will be increasing to approximately 3,001.15 acres.

EXISTING ZONING: The property is located north of the C-24 Canal has a PUD (Verano PUD 1, Planned Unit Development) zoning designation; all the property south of the C-24 Canal, including the so-called 'Peacock' property, which is being incorporated in the Verano DRI, does not currently have a city zoning designation. Since it was never rezoned after being annexed into the city this property still retains its original St. Lucie County zoning designations of AG-1 (Agriculture 1) and AG-5 (Agriculture 5).

EXISTING USE: Residential homes, a clubhouse with tennis courts and pool area, and vacant land.

SURROUNDING USES: North = The Reserve, a golf community located within St. Lucie County. South = Crosstown Parkway and the Tradition MPUD, currently with some residential lots and vacant land. East = Interstate I-95 and GU (General Use) vacant land. West = Commerce Center Dr., beyond is RGC (Residential Golf Course) land use, currently open space.

EXISTING LAND USE DESIGNATION: The existing land use designation is RGC (Residential Golf Course).

PROJECT BACKGROUND: The original PGA Village DRI Development Order (Resolution 03-R96) was approved by City Council on October 27, 2003. The land uses identified in the development order include residential, retail/service, office, hotel, institutional, and recreational facilities which include golf courses with ancillary uses.

There have been several amendments to the PGA Village DRI since; the first amendment to the PGA Village Development Order was approved by City Council on December 15, 2003 by Resolution 03-R96.

On April 13, 2009, City Council adopted Resolution 09-R49 which amended Map "H" of the DRI, P09-008 Verano DRI Amendment to Map H. This amendment changed the future land use of a 0.39 acre parcel to LI (Light Industrial), to relocate an existing billboard.

On April October 26, 2009, City Council adopted Resolution 09-R138 which again amended Map H, P09-099 Verano DRI Amendment to Map H. When the DRI was originally approved the Crosstown Parkway Interchange had not yet been designed. Therefore, the change to Map H was to show the actual design of Commerce Center Drive and the Crosstown Parkway interchange.

On June 14, 2010, City Council adopted Resolution 10-R31 which made the following changes to the Verano DRI: amend Condition 3, 4, and 5 to reflect statutory extensions, amend Condition 32 to provide for a re-calculation of the trigger date of the six laning of the St. Lucie West/Reserve Blvd., and amend Condition 39, 40, and 45 to reflect statutory extensions.

Currently, the Verano DRI development plan includes 6,000 residential units, 225,000 square feet of retail/service, 25,000 square feet of office, 350 hotel rooms, up to 3 full size golf courses, with 100,000 square feet of ancillary uses, and a 48 acre school site.

PROPOSED CHANGE: With the latest Notice of Proposed Change to the Verano DRI, the master developer is proposing to make several changes to the Development Order including modifications to Map H and to conditions established by the ADA.

The proposed resolution amending the DRI is attached. All of the proposed changes are shown as strike through and underline. The changes are summarized below.

Development Thresholds

All development thresholds are proposed to be amended as a result of this NOPC, with most thresholds increasing, and with some new uses being proposed. These changes are outlined as follows:

- Dwelling units: an overall increase of 1,200 dwelling units
- Retail/Service Square Footage: an overall increase of 623,500 square feet
- Office Square Footage: an overall increase of 75,000 square feet
- Hotel Rooms: a decrease of 50 hotel rooms
- Golf Courses: a decrease of 1 golf course
- Recreational Vehicle Park: a new category proposing 300 vehicle spaces
- Assisted Living Units: a new category proposing 50 units.

Phasing, Buildout, and Expiration Dates

The Phasing, buildout, and expiration dates are proposed to be extended which is consistent with state statute and law. The proposed buildout and expiration date, which are the same, is proposed to be extended to December 31, 2030.

Upland Preservation

The inclusion of the 'Peacock Property' into the Verano DRI dramatically increased the amount of upland habitat over the entire Verano development. Therefore, as a way to preserve some of this old growth vegetation, the developer has agreed to incorporate the preservation and relocation of significant Live Oak trees into future site plans, as well as relocating oak trees, Sabal Palms, and other significant vegetation from the hammock area and incorporate them into open space and landscape areas visible to the public along Crosstown Parkway. In addition, the developer is donating 22.86 acres of land, located along Commerce Center Drive just east of the Reserve Commerce Park, to be used as a conservation area.

Transportation

There are a number of proposed changes to the Verano Development Order regarding transportation improvements within the Verano DRI, these include:

To transfer the right-of-way required to complete the Crosstown Parkway to the City prior to October 31, 2013.

Adding a condition that allows for the following improvements, in lieu of making a proportionate share payment for the six-laning of St. Lucie West/Reserve Blvd. bridge over I-95:

- Installing an additional eastbound left turn lanes on St. Lucie West Blvd. at Peacock Blvd.; and
- Constructing a second westbound lane on St. Lucie West Boulevard from I-95 and St. Lucie West Blvd. northbound ramps to the St. Lucie West Blvd. westbound to I-95 southbound ramp, and
- The conversion of Peacock Blvd. southbound through lane to a shared through and right turn lane.

Instead of providing a two lane public access roadway, North-South A, the developer will dedicate the right-of-way for this road to the City prior to any residential development or PUD approvals located west of the FPL easement. In addition, prior to the first residential Certificate of Occupancy west of North-South A, the developer shall construct a 2-lane roadway from Crosstown Parkway to the southern most residential access.

There are also triggers added for either construction, or a proportionate share payment, for the following roadway improvements:

Two-lane Crosstown Parkway from Village Parkway to the North-South A right-of-way.

Six-lane Crosstown Parkway from Village Parkway to the end of the six-lane section west of the C-24 Canal Bridge.

Finally, there is language added to the Development Order that the developer is entitled to impact fee credits.

ANALYSIS: This request will alter the number of dwelling units, office space, and number of hotel rooms within the DRI. There were some concerns that the proposed changes to the development order conditions triggered a Substantial Deviation per Chapter 380.06 (19), Florida Statutes, which would require further DRI review. However, the Treasure Coast Regional Planning Council after reviewing the application has determined that the proposed changes will not create additional significant regional impacts on regional resources and facilities in the area (letter is attached to the staff report).

This determination, of the TCRPC, is based on a corresponding decrease in the Reserve Development Order. The 8th amendment to the Reserve DRI Development Order is reducing the development thresholds to accommodate the increase thresholds for the Verano. This reduction includes 105,400 square feet of office, 300 dwelling units, and 140,000 square feet of retail/commercial. The Reserve amendment is increasing hotel thresholds by adding 60 rooms.

Upland Preservation

There has been no objection from any reviewing agency regarding the proposed changes to the Upland Preservation condition. Preserving more of the existing uplands on the 'Peacock' property would be advantageous to the surrounding area, however with the commitment to incorporate and relocate significant Live Oak trees, relocating oak trees, Sabal Palms, and other significant vegetation into open space and landscape areas, and donating 22.86 acres to the city for conservation purposes, the city believes that the developer is adequately addressing the issue of upland preservation for the Verano property.

Transportation

The City has received comments from the following agencies regarding this Notice Of Proposed Change for Verano: Treasure Coast Regional Planning Council, Florida Department of Transportation, City of Port St. Lucie Engineering Department, and St. Lucie County Planning & Development Services Department. Each of the comments from these agencies is highlighted below, and the entire documents are attached to the staff report.

Treasure Coast Planning Council

The city has received a letter from the Treasure Coast Regional Planning Council dated January 26, 2012 regarding the proposed transportation conditions. In response to reviewing the accompanying Traffic Analysis prepared by MacKenzie Engineering & Planning, the Treasure Coast Planning Council identified two roadway segments which will require additional improvements. These segments are:

1. Crosstown Parkway from North-South A to Village Parkway: 4-lane divided; and
2. Crosstown Parkway from Village Parkway to Commerce Center Parkway: 6-lane divided.

Since the improvements are already addressed in the Development Order, and the developer will pay its proportionate share for these improvements, this is not an issue. However, Treasure Coast does suggest that since the traffic analysis assumes interaction between Verano, Western Grove, Riverland, and Wilson Groves through North-South A, the city should monitor the need for North-South A and "maintain all options for its construction."

The Florida Department of Transportation (FDOT)

The city has received more than one letter from FDOT, and even though most of their comments have been addressed, the latest letter dated September 12, 2012 still shows some concerns regarding this project. In particular, to quote from the attached letter:

"To offset the acknowledged trip increase from Verano, the applicant is relying upon an adjacent property (The Reserve) to reduce entitled development

intensities. This adjacent property is a separate DRI with its own set of Development Order conditions (and entitlements), as confirmed by the Applicant. The Department believes it is inappropriate to use The Reserve, a distinct and unique development, to mask the additional transportation impacts associated with Verano's proposed development intensity increases in an attempt to circumvent the requirements of a Substantial Deviation per FS 380.06 (19).

Therefore, FDOT does not believe that the current Development Order adequately addresses their concerns about the proposed transfer of development rights between the Reserve and Verano, and requests that the city implement Development Order conditions that will ensure this impact on the SIS roadway network, in particular the I-95 corridor and nearby interchanges, are fully mitigated through the buildout of this project.

The City's Engineering Department originally submitted comments concerning the Verano Notice of Proposed Change (memo included in the staff report). However, there have not been any additional comments concerning this application since the applicant has resubmitted on August 28, 2012.

There has been more than one letter received from the St. Lucie County Planning and Development Services Department concerning the Verano DRI Notice of Proposed Change, and even though many of their earlier comments have been addressed, the latest letter dated July 26, 2012 restated their position that the DRI "may not transfer density from the Reserve DRI for the purpose of review under 380.06 (19), FS, but may consider the reduction of trips from the Reserve DRI in their transportation analysis."

There is a comprehensive plan amendment application (P11-124, Kolter Group/Peacock Property) related to this DRI amendment which is consistent with the proposed DRI changes. The City Council held a public hearing on the transmittal of the proposed comprehensive plan amendment and transmitted the proposed comprehensive plan amendment to the Department of Community of Economic Opportunity (DEO) and reviewing state agencies for comment. The City Council must hold public hearings to take action on the adoption of the DRI amendment and the proposed comprehensive plan amendment at the same time.

STAFF RECOMMENDATION:

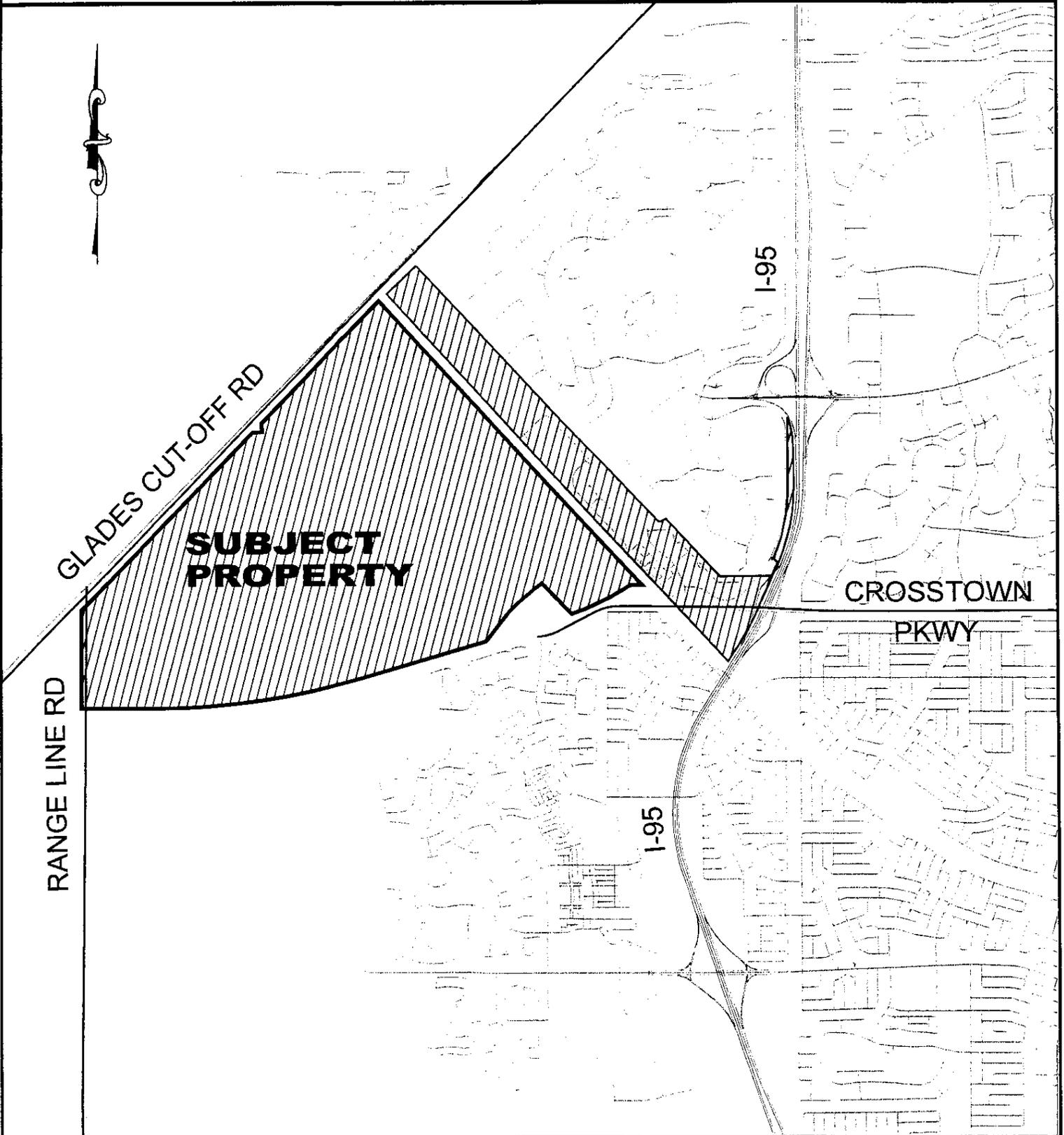
Staff finds that the proposed changes to the Development Order, as shown in the attached resolution, will not create additional significant impacts on the regional resources and facilities in the area and recommends approval.

Planning and Zoning Board Action Options:

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

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

SITE LOCATION



CITY OF PORT ST. LUCIE
PLANNING & ZONING DEPT.

Prepared by:
GIS, Division of M.I.S.

PZ2008.DWG

NOPC/DRI

PGA VILLAGE/A.K.A. VERANO

DATE: 5/22/2012

APPLICATION NUMBER:
P11-123

CADD FILE NAME:
P11-123M

SCALE: 1"=3000'



Cotleur & Hearing

Landscape Architects | Land Planners | Environmental Consultants

1934 Commerce Lane · Suite 1 · Jupiter, Florida · 33458 · Ph 561.747.6336 · Fax 561.747.1377 · www.cotleurhearing.com · Lic # LC-C000239

P11-123
\$6,995.00
11314

September 19, 2011

Mr. Daniel Holbrook
City of Port St. Lucie
121 SW Port St. Lucie Blvd
Port St. Lucie, FL 34984

Mr. Michael J. Busha
Treasure Coast Regional Planning Agency
421 SW Camden Avenue
Stuart, FL 34994

Ms. Donna Harris
Florida Department of Community Affairs
2555 Shumard Oak Boulevard
Tallahassee, FL 32399

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SEP 20 2011

PLANNING DEPARTMENT
CITY OF PORT ST. LUCIE, FL

RE: *Notice of Proposed Change (NOPC)*
Applicant: Verano Development LLC

Dear Mr. Holbrook, Mr. Busha, and Ms. Harris:

The purpose of this correspondence is to provide you the proposed NOPC included herein for the Verano DRI. The applicant, Verano Development LLC, is the master developer of the subject DRI located within the City of Port St. Lucie. They have been responsible for all of the improvements to the property within the DRI since its establishment and complying with all conditions of approval. The master developer is requesting this NOPC to make several changes to the DRI including modifications to Map H and to conditions established by the ADA, most recently approved by Resolution 10-R31.

The applicant acquired a new parcel of land adjacent to the DRI known as the Peacock parcel. This parcel of land is located within the City of Port Saint Lucie as well, but not within the DRI boundary. The applicant is proposing to include this parcel as part of the DRI. Many of the changes requested herein are related to the inclusion of this parcel. It is important to note that in accordance with the original review of the Verano DRI the evaluation herein was completed in context with the PGA Reserve DRI and is proposed to be impact neutral. For further detail on the proposed changes please refer to the amended and restated development order included as an attachment herein.

Enclosed please find the following attachments:

1. Notification of Proposed Change to a Previously Approved Development of Regional Impact (The Verano DRI).
2. Substantial Deviation Chart
3. Amended and Restated Development Order with associated exhibits
4. Traffic Analysis
5. Supplemental Maps
6. Level of Service correspondence
7. (To the City of Port St. Lucie) filing fee in the amount of \$6,995.00.
8. (To Treasure Coast Regional Planning Council) filing fee in the amount of \$2,500.00

Please feel free to contact me if any additional information is required at this time.

Sincerely,

Donaldson Hearing / ak

Donaldson Hearing



TREASURE COAST REGIONAL PLANNING COUNCIL

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JAN 30 2012

PLANNING DEPT
CITY OF PORT ST.

January 26, 2012

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

Subject: Verano Development of Regional Impact Notice of Proposed Change

Dear Mr. Holbrook:

In accordance with the requirements of Section 380.06(19), Florida Statutes, Council has reviewed the Verano Development of Regional Impact (DRI) revised Notification of a Proposed Change (NOPC). The Verano DRI NOPC was originally reviewed by Council in a letter dated November 3, 2011. Council's letter requested additional information and an explanation on certain elements of the traffic analysis. In response, a Traffic Analysis prepared by MacKenzie Engineering & Planning dated January 6, 2012 was included with the revised application. The study evaluates additional traffic impacts related to the transfer of development from the Reserve DRI to the Verano DRI. The transfer of development increases traffic on Verano DRI and decreases traffic on the Reserve DRI.

Council offers the following comments on the traffic analysis.

- The traffic analysis assumes interaction between Verano, Western Grove, Riverland and Wilson Groves through N/S A (7.5% of Verano traffic is assigned to N/S A). It is unknown whether this road will be built in the near future. It will be important for the City to monitor the need for NS/ A and maintain all options for its construction.
- The analysis assumes N/S A has access to Glades Cut-Off Road. Traffic assignment for both Verano and Reserve DRI on Glades Cut-Off Road has a drop at this location. However, Verano traffic is not directly assigned to N/S A. Again, it is unknown whether this road will be built in the near future. It will be important for the City to monitor the need for this link and maintain its options to build and connect N/S A to Glades Road.

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Mr. Daniel Holbrook, AICP
January 26, 2012
Page Two

- Background traffic volumes (*which were obtained from the Southern Grove DRI Substantial Deviation assessment report*) for the following roadways could not be found in the assessment report:
 - Glades Cut-Off Road north of Midway Road; and
 - California Boulevard between Crosstown Pkwy. and St. Lucie West Blvd.
- Service Volumes presented in the analysis are inconsistent with those included in the Southern Grove Substantial Deviation assessment report.
- Traffic impact on the following roadways has not been analyzed:
 - Village Parkway south of Tradition Parkway;
 - Becker Road west of I-95; and
 - Community Boulevard south of Tradition Boulevard.

The analysis, as presented, shows two roadway segments which will require additional improvements. These are:

1. Crosstown Parkway from N/S A to Village Parkway: 4-lane divided; and
2. Crosstown Parkway from Village Parkway to Commerce Center Parkway: 6-lane divided.

One of the exhibits indicates the developer will pay its proportionate share for these two additional improvements. This same exhibit indicates the developer will also pay proportionate share for three roadway segments along St. Lucie West Boulevard and another one on Midway Road. However, traffic decreases on these four roadway segments due to the transferring of development.

The Reserve/Verano NOPC's simultaneously decrease traffic impacts from the Reserve and increases Verano traffic and shifts impacts to different roadways within the City. The developer's proportionate share proposal for offsetting these different regional roadway impacts is to build the additional lanes on Crosstown Parkway over a 1.8-mile stretch between Village Parkway and N/S A. This proposal represents a significant addition to the regional roadway network within the City.

Council has also received comments and questions from the City of Port St. Lucie and Florida Department of Transportation. These, along with Council's comments listed above should be addressed during the City's process of determining the appropriate proportionate share contribution and in amending the Verano DRI Development Order.

Mr. Daniel Holbrook, AICP
January 26, 2012
Page Three

Please copy Council on all correspondence concerning this NOPC. If the development order is amended, please transmit a certified copy of the adopted development order amendment pursuant to this notice of proposed change.

If you have any questions please do not hesitate to contact me.

Sincerely,

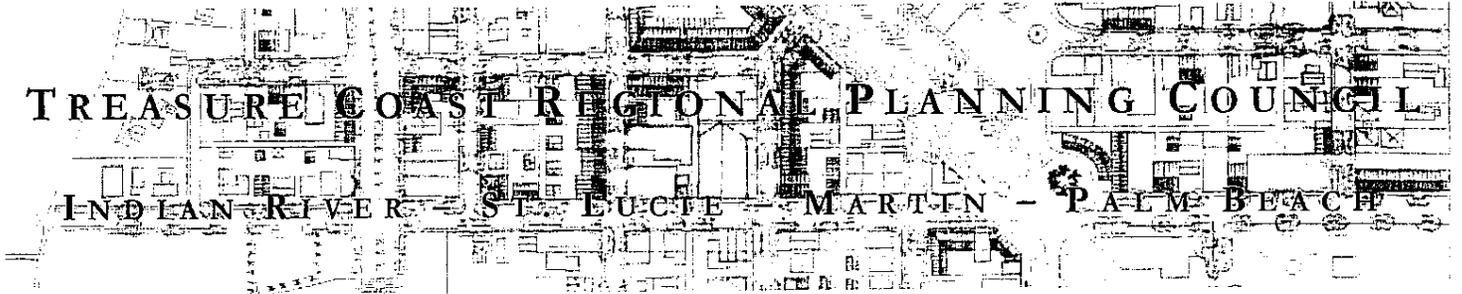
A handwritten signature in black ink, appearing to read 'Michael J. Busha', with a long horizontal flourish extending to the right.

Michael J. Busha, AICP
Executive Director

MJB:lg

Attachments

cc: Kevin J. Foley, TCRPC Chair
James Stansbury, Florida Department of Economic Opportunity
Anne Cox, City of Port St. Lucie
Mark Satterlee, St. Lucie County
Gustavo Schmidt, Florida Department of Transportation
Chon Wong, Florida Department of Transportation
Maria Tejera, MTP Group, Inc.
Shaun G. MacKenzie, MacKenzie Engineering
Verano Development, LLC, Applicant
Donaldson Hearing, Authorized Agent



TREASURE COAST REGIONAL PLANNING COUNCIL

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APR 26 2012

PLANNING DEPARTMENT
CITY OF PORT ST. LUCIE, FL

April 25, 2012

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

Subject: Verano Development of Regional Impact Notice of Proposed Change

Dear Mr. ^{Daniel} Holbrook:

In accordance with the requirements of Section 380.06(19), Florida Statutes, Council has reviewed additional information for the Verano Development of Regional Impact (DRI) Notification of a Proposed Change (NOPC) dated September 19, 2011. The Verano DRI NOPC was originally reviewed by Council in a letter dated November 3, 2011 and January 26, 2012. The following documents have been reviewed:

1. Letter from Cotleur & Hearing dated March 12, 2012;
2. Letter from MacKenzie Engineering & Planning dated February 29, 2012;
3. Letter from MacKenzie Engineering & Planning dated February 3, 2012;
4. Traffic Analysis prepared by MacKenzie Engineering & Planning revised February 2012; and
5. Proposed Development Order.

Amendments to several conditions of the Development Order (DO) have been proposed. The following summarizes the proposed amendments:

- Addition of a 46.94 acre parcel referred to "Peacock" parcel;
- Increase intensity of residential development, retail and office uses; and reduce golf courses by one;
- Extension of the buildout date and phasing conditions by four years based on extensions authorized under House Bill (HB) 7207;
- Modification to land use conversion matrix; and
- Amendment to several transportation conditions.

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Mr. Daniel Holbrook
April 25, 2012
Page Two

Additional development in Verano DRI is offset by reduction of development in The Reserve DRI. Transfer of development rights increases traffic on Verano DRI while decreases traffic on The Reserve DRI. Based on the updated information and traffic analysis, it is not anticipated that the proposed changes will create additional significant regional impacts on regional resources and facilities in the area.

The analysis, as presented, shows two roadway segments which will require additional improvements. These are:

1. Crosstown Parkway from N/S A to Village Parkway: 4-lane divided; and
2. Crosstown Parkway from Village Parkway to Commerce Center Parkway: 6-lane divided.

The following comments pertain to the proposed DO:

1. Findings of Fact #11 make reference to a Substantial Deviation application received by Council and a report prepared by Council. This should be revised as Council has reviewed a Notice of Proposed Change application.
2. The DO should indicate additional development is mitigated by the reduction of development in The Reserve DRI. Otherwise, the proposed amendments will result in a Substantial Deviation.
3. Condition 3 needs to separate single-family versus multi-family as Condition 28 includes both uses in the conversion matrix.
4. Condition 40 D. F) makes reference to DCA. Since the agency no longer exists, it needs to be revised.
5. The analysis assumes the reduction of traffic on The Reserve DRI offsets the increase of traffic on Verano DRI. Therefore, transportation conditions for The Reserve DRI (which will not be triggered due to the reduction of traffic) need to be included in the Verano DRI DO.

Please address the attached comments from the City of Port St. Lucie Planning & Zoning Department and the Florida Department of Transportation. Please copy Council on all correspondence concerning this NOPC. If the development order is amended, please transmit a certified copy of the adopted development order amendment pursuant to this notice of proposed change.

Mr. Daniel Holbrook
April 25, 2012
Page Three

If you have any questions please do not hesitate to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read 'Michael J. Busha', with a stylized flourish at the end.

Michael J. Busha, AICP
Executive Director

MJB:lg

Attachments

cc: Kevin J. Foley, TCRPC Chair
James Stansbury, Florida Department of Economic Opportunity
Anne Cox, City of Port St. Lucie
Mark Satterlee, St. Lucie County
Gustavo Schmidt, Florida Department of Transportation
Chon Wong, Florida Department of Transportation
Maria Tejera, MTP Group, Inc.
Shaun G. MacKenzie, MacKenzie Engineering
Verano Development, LLC, Applicant
Donaldson Hearing, Authorized Agent



City of Port St. Lucie
Planning & Zoning Department

121 S.W. Port St. Lucie Blvd.
Port St. Lucie, Florida 34984-5099
(772) 871-5212
(772) 871-5124 Fax

TDD (772) 873-6339

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MAR 27 2012

TREASURE COAST
REGIONAL PLANNING COUNCIL

March 21, 2012

Michael Busha, AICP
Executive Director
Treasure Coast Regional Planning Council
421 Camden Street
Stuart, FL 34994

Re: P11-135 – Notice of Proposed Change Reserve DRI

Dear Mr. Busha:

The Planning and Zoning Department is in receipt of the revised application for a Notice of Proposed Change (N.O.P.C.) to the approved development order for the Reserve Development of Regional Impact (DRI) that was submitted to the City on March 6, 2012. Staff has reviewed the revised submittal and it appears that the comments from the Treasure Coast Regional Planning Council regarding the discrepancies between the county and city resolutions have been addressed. However, Condition 54 of the City's resolution needs to be revised. The condition was deleted from the development order by Resolution 08-R79 in 2008. Therefore, the condition should not be reintroduced in the draft resolution. It is sufficient for the applicant to state that Condition 54 was deleted from the Development Order by Resolution 08-R79. The required facility improvements were addressed with the construction of the Crosstown Parkway as a six lane facility from Village Parkway to Sandia Drive.

The Reserve N.O.P.C. application is associated with an application for an N.O.P.C. for the Verano (PGA Village) DRI (Planning and Zoning Project No. P11-123). As part of the Verano N.O.P.C., Kolter is proposing to deed land within the Reserve DRI to the City of Port St. Lucie. The land donation is addressed in the draft resolution for the Verano N.O.P.C. The information needs to be included in the draft resolution for the Reserve N.O.P.C. In addition, the applicant needs to clarify if the land donation is to include all of the Verano owned parcels on the east side of Commerce Lakes Drive as well as the twenty-two acre parcel that is located off of Commerce Centre Drive. The proposed language should state that the land will be deeded to the City of Port St. Lucie by December 31, 2012. The property should be deed restricted for open space conservation and open space recreation purposes.

Michael Busha, AICP
Page Two
March 21, 2012

If you have any questions or need additional information, please contact Bridget Kean,
Principal Planner, at (772) 873-6489.

Sincerely,

A handwritten signature in black ink, appearing to read 'D. Holbrook', with a long horizontal flourish extending to the right.

Daniel Holbrook, AICP
Director of Planning and Zoning

DH:bk

cc: Brian Nolan, Lucido and Associates
Scott Morton, Kolter Communities
Mark Satterlee, Director, St. Lucie County Planning and Development Services
James Stansbury, Florida Department of Economic Opportunity



Florida Department of Transportation

RICK SCOTT
GOVERNOR

3400 West Commercial Boulevard
Fort Lauderdale, FL 33309

ANANTH PRASAD, P.E.
SECRETARY

September 12, 2012

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

**SUBJECT: Verano Development of Regional Impact (DRI) Amended Development Order
City of Port St. Lucie, St. Lucie County**

Dear Mr. Holbrook:

The Department has reviewed the submitted information, received August 31, 2012, for the amended Development Order prepared on behalf of the Verano DRI. The Verano DRI, a 2,954-acre property, is located north of Crosstown Parkway, south of Glades Cut-Off Road, west of the C-24 canal, and east of CR-609. It is bounded by the Reserve DRI to the northeast and the Western Grove DRI and Tradition DRI to the south.

Category (units)	Currently Approved Development Intensity	Proposed Development Intensity* (Aug. 24, 2012)	Proposed Development Intensity Change* (Aug. 24, 2012)	Previously Proposed Development Intensity** (Mar 16, 2012)	Proposed Development Intensity Change*** (Mar. – Aug)
Residential (d.u.)	6,000	7,200	+1,200	8,300	(1,100)
Assisted Living Facility (d.u.)	0	50	+50	0	+50
Hotel (rooms)	350	300	(50)	350	(50)
Retail/Commercial (sf)	225,000	848,500	+623,500	430,000	+418,500
Office (sf)	25,000	100,000	+75,000	70,000	+25,000
Recreational Vehicle Park (spaces)	0	300	+300	0	+300
Golf Course	3	2	(1)	2	0
Public School (acreage/No. of students)	48/1,800	48/1,800	0	48/1,800	0

* Proposed development intensity is based on the Amended Development Order dated August 24, 2012.

** Proposed development intensity based on information Applicant provided on March 16, 2012.

*** Comparison of the proposed development intensities that the Applicant proposed on March 16, 2012 and August 24, 2012.

The proposed changes outlined in the amended Development Order are different from those reported in March 2012, which was the last time the Department received technical analysis associated with development increases. The net increase in development intensity as shown in the current amended Development Order is summarized above, and represents additional increases compared to the March 2012 submittal. No revised traffic analysis of this new land use and intensity change was submitted. The Applicant claims that the proposed changes in both land use and intensity do not trigger a substantial deviation, per F.S. 380.06(19).

To offset the acknowledged trip increase from Verano, the Applicant is relying upon an adjacent property (The Reserve) to reduce entitled development intensities. This adjacent property is a separate DRI with its own set of development order conditions (and entitlements), as confirmed by the Applicant. The Department is unaware of any statute or rule which would allow the transfer of development rights between DRIs without a legal instrument to enforce these assumptions. In the absence of binding the two DRIs together to ensure that a subsequent increase in development is not proposed by The Reserve, the Department is concerned that this transfer of development rights masks the transportation impacts and associated mitigation caused by Verano's proposed development intensity increases. This could ultimately result in unreviewed and unmitigated transportation impacts.

Since 2011, the Department has previously expressed these concerns on numerous occasions. Formal comments were repeatedly provided regarding the proposed transfer of development rights from one separate DRI to another, culminating in formal correspondence in November 2011, December 2011, and March 2012. Since no provision for a transfer of development rights exists in either DRI's Development Order (DO), it was suggested in November and December of 2011 that the DOs for both Verano and The Reserve be amended to include a condition to allow for such a transfer. The Applicant rejected this suggestion.

The Department also suggested in November and December of 2011 that the City examine both The Reserve and Verano DOs to determine if any transportation improvements associated with The Reserve should be included in the Verano DO given that the additional development intensity that is proposed to be "transferred." This was proposed to ensure that transportation mitigation will not be circumvented by the proposed "transfer" of development rights. To the best of the Department's knowledge, no such review or analysis has been performed.

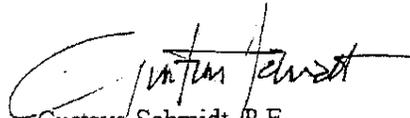
In May 2012, the Department provided suggested DO conditions to monitor transportation impacts and operations at key SIS facilities within the study area, as well as to restrict The Reserve's ability to unilaterally increase development intensity without first accounting for its development rights transferred to Verano as part of this amended DO. This would connect the two DRIs and protect the community from future unreviewed and unmitigated transportation impacts should The Reserve decide to increase its development intensities. The proposed DO conditions were rejected by the Applicant and fail to appear in the amended Development Order dated August 24, 2012.

As a result, the Department continues to have concerns about the proposed transfer of development rights from The Reserve to Verano, which are two separate and unique DRIs with their own distinct Development Orders. In response to those concerns and the transportation impacts associated with the additional increased development, the Department respectfully requests that the City of Port St. Lucie implement Development Order conditions that ensure this project's impact upon the SIS roadway network, particularly I-95 and the nearby interchanges, are fully mitigated through the buildout of the project.

Mr. Daniel Holbrook
September 12, 2012
Page 3 of 3

Thank you for your attention to this matter. If you have any questions, please contact Steve Braun or Chon Wong at (954) 777-4601.

Sincerely,



Gustavo Schmidt, P.E.
District Planning and Environmental Engineer

GS: k&s/cw

cc: Michael Busha – Executive Director, TCRPC
James Stansbury - Regional Planning Administrator, FDEO
Kathleen Neill – Director, Office of Policy Planning, FDOT
Gerry O'Reilly – Director of Transportation Development, FDOT
Nancy Ziegler – District Modal Development Administrator, FDOT
Steve Braun – Transportation Planning and Environmental Manager, FDOT
Shi-Chiang Li – Systems Planning Manager, FDOT
Chon Wong – Senior Transportation Specialist, FDOT



"A City for All Ages"

CITY OF PORT ST. LUCIE ENGINEERING DEPARTMENT

Accredited Agency – American Public Works Association

MEMORANDUM

To: John Finizio
From: Roxanne Chesser, P.E. 
Re: Verano Development (Project No. P11-123)
DRI/Notice of Proposed Change

Date: May 10, 2012

We have received the subject project for review and offer the following comments:

1. Condition 27B. ~~Please add the following.....~~ ~~Prior to October 31, 2013, the developer agrees to work with the City and adjacent landowners to create an alignment for the Crosstown Parkway from Village Parkway to the eastern terminus of the land previously deeded to the City for road right of way. There was a typo in the requested revision, please see the intended text below ".....prior to October 31, 2013. The developer the developer agrees to work with the City and adjacent landowners to create an alignment for the Crosstown Parkway from Village Parkway to the eastern terminus of the land previously deeded to the City for road right-of-way." Thank You.~~
2. ~~Condition 29. Commerce Center Drive has not been completed nor dedicated to the City. Please remove "satisfied" after the condition.~~
3. Condition 32B. ~~Staff requests the removal of the "in the amount of \$3,595,076.00". Please include the proportionate share amount for the Reserve within this calculation. A proportionate share percentage of the cost rather than a dollar value is requested.~~
4. Condition 32C. ~~Staff requests the removal of this condition. Please include the proportionate share amount for the Reserve within this calculation. A proportionate share percentage of the cost rather than a dollar value is requested.~~
5. Condition 34. Staff does not agree with the deletion of this condition.
6. ~~Condition 36. Why was the asterisk removed?~~
7. ~~Condition 43. Why was the analysis at Glades Cut-off Road and Reserve Boulevard removed?~~
8. Condition 49A. Staff will need to obtain direction regarding the request for traffic impact fee credits from the City Manager.

- ~~9. Condition 49B. Please submit a copy of the final adopted access management plan for Crosstown Parkway.~~
- ~~10. Condition 49C. Remove the language "in the amount of \$7,129,486,000."~~
- ~~11. Condition 49C. Staff requests the removal of this condition.~~
- ~~12. Condition 54. 2nd Paragraph: How does the applicant propose emergency access to the area south of the C-24?~~
- ~~13. With the addition of the "Peacock Property", how will access to the remaining portion of the "Peacock Property" be achieved?~~
- ~~14. The traffic analysis has been submitted to a third party for review. We will forward the requested fee for you approval prior to starting the review to obtain you agreement to pay the fee. Comments from this review will be forthcoming.~~
15. Based upon the findings of the traffic analysis, staff reserves the right to provide additional comments regarding the NOPC. *Based upon the comments from FDOT, a meeting with City Staff and FDOT is recommended to resolve the outstanding FDOT comments provided in the April 10th letter.*
16. *Conditions 26 through 49 D: the references to DCA should be updated to the current DEO.*
17. *Conditions 26 through 49 D: Based upon the phasing schedule presented in Condition 3, additional development is requested. For this reason, the request to extend the reporting to a two-year period rather than a one-year period is not supported.*
18. *Condition 28. The following comments/questions relate to the conversion matrix:*
 - *What is the basis of the conversion matrix as it appears more generous than the previously approved matrix?*
 - *Please provide information regarding the trade off in terms of trip generation for the matrix.*
 - *Based upon City Council directive to limit the addition of additional residential units, the conversion from residential to non-residential use should not be allowed.*
19. *Condition 29: Please revise as follows:*

No building permits shall be issued for development adjacent to the Commerce Centre Drive right-of-way and all intersections thereof until the necessary 120-foot wide right-of-way for the four-laning of Commerce Centre Drive has been dedicated to the City of Port St. Lucie. Except for golf course construction and related ancillary facilities, no building permits for the portion of the development south of the C-24 Canal shall be issued after December 30, 2006 until Commerce Centre Drive from St. Lucie

West/Reserve Boulevard to the Verano entrance, has been constructed as a four-lane divided roadway and turned over to the City of Port St Lucie. The roadway shall include the appropriate lane geometry, signalization, lighting and associated improvements.

20. Condition 42: *Please confirm the location of this required improvement. Isn't the intersection of Commerce Centre Drive and the Verano Entrance is a traffic circle?*

21. Condition 44: *Please revise as follows:*

The ~~Commerce Centre Drive (Village Parkway)~~ Crosstown Parkway bridge that is planned to span the C-24 canal shall be built to allow for the Crosstown Parkway Interchange with the location and timing of the construction to be approved by the City Engineer. The bridge shall be open for public use by the end of ~~2006~~ 2009.

22. *Because of the relationship between this NOPC and the NOPC for the Reserve, this NOPC should not go before the City Council until after the Reserve NOPC is reviewed and approved by both the City and County.*

BOARD OF
COUNTY
COMMISSIONERS



PLANNING & DEVELOPMENT
SERVICES DEPARTMENT

Planning Division

July 26, 2012

RECEIVED
JUL 27 2012
PLANNING & DEVELOPMENT
SERVICES DEPARTMENT

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

Subject: Reserve DRI NOPC and Verano DRI NOPC

Dear Mr. Holbrook:

Based upon the recent determinations by the Department of Economic Opportunity (DEO) as stated in their July 18, 2012 letter to St. Lucie County, County staff requests that the City not schedule public hearings for the subject Development of Regional Impact (DRI) applications until St. Lucie County has concluded its review of the projects. We understand that each application is a stand-alone project under different review processes and may move forward under separate schedules. We anticipate our review will be completed **within 45 days** and would appreciate if the City would delay the public hearings to run concurrently with those held by the County.

As you know, the DEO determined that the proposed changes to the Reserve DRI meet the exemption provisions in Section 380.06(19)(e)2.k., FS, and therefore a Notice of Proposed Change is not required. Based upon that determination County staff is moving forward to finalize our review of the project based upon local regulations.

In relation to the Verano DRI Notice of Proposed Change (NOPC), we will continue our review of the proposal based upon the DEO determination that the DRI may not transfer density from the Reserve DRI for the purposes of review under 380.06(19), FS, but may consider the reduction of trips from the Reserve DRI in their transportation analysis. As FDOT District Planning and Environmental Engineer, Gus Schmidt pointed out in his Verano comments from April 10, 2012, there may be an opportunity for all parties involved to find a way to mutually mitigate cross-jurisdictional traffic impacts. The proportionate fair share proposed by Kolter in the Verano development order may be a positive step in that direction. As our review progresses we will coordinate with the City, the developer and other interested parties to determine if there is a mutually agreeable solution to address the interest of all parties involved.

A review of our files indicates that the most recent Traffic Impact Analysis for the Verano DRI NOPC has a revision date of February 2012. If there have been any changed conditions or new analysis we would appreciate notification so we may consider the information in our review and revisions to the preliminary draft comments forwarded to you on May 16, 2012.

We appreciate your assistance in the review and processing of these two DRIs. If you have any questions, please contact me or Diana Waite, Senior Planner, at 772-462-1577 or by email me at satterleem@stlucieco.org or Diana at waited@stlucieco.org.

Sincerely,



Mark Satterlee, AICP
Director

enc

Cc: Faye W. Outlaw, County Administrator
Daniel McIntyre, County Attorney
Kara Wood, Planning Manager
Diana Waite, Senior Planner
Kevin Voller, Mainstreet Village II, LLC
Michael Busha, Treasure Coast Regional Planning Council
James Stansbury, Florida Division of Community Planning
Laura Regalado, Florida Division of Community Planning
Roxanne Chesser, City of Port St. Lucie
Laney Southerly, City of Port St. Lucie
Gustavo Schmidt, Florida Department of Transportation
Chon Wong, Florida Department of Transportation

Rick Scott
GOVERNOR



Hunting F. Deutsch
EXECUTIVE DIRECTOR

FLORIDA DEPARTMENT *of*
ECONOMIC OPPORTUNITY

Received By
Planning Division

JUL 20 2012

St. Lucie County

July 18, 2012

Mr. Mark Satterlee, AICP
Director, Planning and Development Services
St. Lucie County Planning and Development Services Department
2300 Virginia Avenue
Fort Pierce, Florida 34982

RE: The Reserve Development of Regional Impact (File No. ADA-10-1988-001) and
Verano Development of Regional Impact (File No. ADA-10-2003-006)

Dear Mr. Satterlee:

We have received your letter of July 3, 2012, asking for our assistance in clarifying the following two issues regarding The Reserve and Verano Developments of Regional Impact (DRIs): 1) Whether the changes proposed for The Reserve should be reviewed pursuant to Section 380.06(19)(e)2.k., Florida Statutes (F.S.); and 2) Whether the changes proposed to The Reserve and Verano DRIs can be aggregated to allow for a "transfer of development" between the two.

The Department addressed the first issue in a letter to Daniel Holbrook, Planning and Zoning Director for the City of Port St. Lucie, on July 12, 2012. The Department concluded that the proposed changes to The Reserve DRI are subject to 380.06(19)(e)2.k., F.S., and that therefore they do not constitute a substantial deviation and a Notice of Proposed Change is not required. The County received a copy of that letter.

Regarding the second issue, both Verano and The Reserve are independent DRIs. Section 380.0651(4)(c), F.S., states that aggregation is not applicable when two or more developments are each independently a DRI. Therefore, the proposed changes in development for the Verano DRI may not be looked at as a transfer of development for the purpose of determining whether the proposed change exceeds any of the numerical criteria in Section 380.06(19), F.S. However, the redistribution of project traffic and background traffic as a result of the changes to the Verano DRI and The Reserve DRI may be a consideration in rebutting any statutory presumptions in Section 380.06(19), F.S.

If you have any questions, please contact Laura Regalado, Planning Analyst, at 850-717-8508.

Sincerely,

A handwritten signature in black ink that reads "Mike McDaniel". The signature is written in a cursive, flowing style.

Mike McDaniel, Chief
Office of Comprehensive Planning

MM/lmr

cc: Mr. Daniel Holbrook, AICP, Director of Planning and Zoning, City of Port St. Lucie
Mr. Michael Busha, AICP, Executive Director, Treasure Coast Regional Planning Council
Mr. Kenneth B. Metclaf, AICP, Director of Planning Services, Greenberg Traurig, PA
Ms. Marcie Oppenheimer Nolan, Esq., Becker and Poliakoff

BOARD OF
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PLANNING & DEVELOPMENT
SERVICES DEPARTMENT

Planning Division

July 3, 2012

RECEIVED

JUL 06 2012

James E. Landsberg, Esq.
Acting Deputy General Counsel
107 East Madison Street
Caldwell Bldg., MSC 110
Tallahassee, Florida 32399-4128

Subject: Reserve DRI NOPC and Verano DRI NOPC

Dear Mr. Landsberg,

This letter is to request DEO input related to two issues that have arisen relative to changes proposed in two DRIs in St. Lucie County.

The issues involve the Reserve and Verano DRIs. The Reserve is situated mostly within unincorporated St. Lucie County with a small portion within the City of Port St. Lucie. Directly adjacent to The Reserve DRI is the Verano DRI which is entirely located within the City of Port St. Lucie. St. Lucie County is reviewing the Verano NOPC as an adjacent jurisdiction.

Both DRIs are controlled by a single developer, Kolter Homes, LLC. The Reserve DRI NOPC is proposing a decrease in development and Verano NOPC is proposing substantial increases in development intensity. The developer states that the Verano DRI NOPC is not a substantial deviation based upon the proposed development intensity and density increases being offset by a reduction of development in the Reserve DRI.

St. Lucie County seeks DEO clarification on two basic issues:

1. The impact of recently passed HB 979 on the two DRI NOPCs;
2. Guidance on whether the State has an interest in the issues created when two adjacent DRIs "transfer" development rights.

ISSUE 1:

Staff initially determined that the Reserve DRI NOPC application currently under review by St. Lucie County and the City of Port St. Lucie to be a substantial deviation pursuant to Section 380.06(19)(e)(5)(b).

The changes proposed in the Reserve DRI NOPC are as follows:

- Reduce office use by 105,400 SF from 176,500 SF to 71,100 SF;
- Decrease residential use by 300 dwelling units (DU) from 3,200DU to 2,900DU;
- Reduce retail/commercial use by 140,000 SF from 290,000 to 150,000 SF;
- Increase hotel use by 60 rooms from 250 rooms to 310 rooms;
- Add a 4-year time extension to the build out date from 2016 to 2020.

Pursuant to the statutory sub-section cited above, the Reserve DRI NOPC is presumed to create a substantial deviation based upon the fact the DRI was originally approved with three or more land uses, includes residential, retail and office uses, and the proposed changes consists of "simultaneous increases and decreases of at least two of the uses within an authorized multiuse development of regional impact which was originally approved with three or more uses..." including office, retail and residential uses. Such presumption may be rebutted by clear and convincing evidence.

However, the attached letter of May 22, 2012 from the applicant's representative takes a different tack by requesting that the Reserve DRI NOPC application filed on October 27, 2011 and revised on March 7, 2012 be processed pursuant to the statutory provision in Section 380.06(19)(e)(2), Florida Statutes (FS) based upon the language added to (k) of that same section from HB 979 because the application proposes a "reduction in external peak hour trips and does not reduce open space". It is not clear to County staff that this interpretation of the amended statute is accurate. It appears that the new subparagraph (e) 2.k. merely amends the list of circumstances which are not considered substantial deviations to include "changes that do not increase the number of external peak hour trips and do not reduce open space and conserved areas within the project" The new law did not change the presumptions created in (e) 5., or amend the statute so that the conditions in (e)2. override the conditions in (e)5.

Had the Legislature intended (e) 2.k. to take precedence over other subparagraphs in (19) e, the provision would include language to that effect. As an example, subparagraph (e) 3 shows that the Legislature knows how to create an express override when it wants to do so. Subparagraph (e) 3 creates the same kind of presumptive substantial deviation as is created in subparagraph (e) 5, but in (e)3, the legislature expressly stated that this presumptive substantial deviation does not exist if the change also comes within subparagraph (e)2.f. Subparagraph (e) 5. contains no such limitation with respect to changes that also come within the new subparagraph (e)2.k.

A review of the statute as a whole supports this interpretation. Subsection (19)(a) states that any change that creates a reasonable likelihood of additional regional impact is a substantial deviation. The list in (19)(e)2 consists of minor changes which the statute allows to be addressed only by the local government, an indication that such changes are not likely to have regional impact. Comparing subsection (e)5. to (e)2., one cannot say that simultaneous changes to two previously approved uses will never have regional impact. Rather, such a change could alter the entire nature of a project.

Accordingly, it is not clear that to County staff that HB 979 negates or overrides the provisions for a presumption of a substantial deviation in Section 380.06(19)(e)(5)(b), FS, and we would appreciate a statement of the Department's position on this question.

To allow a decrease in trips, by itself, to determine whether a proposed change is a substantial deviation will make it more difficult to consider other potentially significant impacts. The net

result in the reduction in nonresidential intensities will reduce the maximum projected trips below the threshold triggering transportation improvements in the existing Development Order Conditions 57, 58 and 61. These conditions include construction of a six lane bridge over I-95, which has been in the Reserve DO since 1989. Unless the threshold triggers in these conditions are reduced or other mitigation is provided the required transportation improvements are not expected to be constructed or the impacts mitigated as part of the Reserve DRI..

ISSUE 2:

The County is also concerned about the cumulative effect of the two NOPCs being considered separately, being in different jurisdictions, yet seemingly combining impacts.

The same applicant has indicated the amendments to the Verano DRI are not a substantial deviation because the densities and intensities are being transferred from the Reserve DRI. It has been the County's view that prior to the new statute, review of the revised Verano DRI NOPC and Section 380.06(19), Florida Statutes (FS), would seem to indicate the proposal would be a substantial deviation.

- The increase of 2,300 dwelling units exceeds the 10 percent threshold, Section 380.06 (19)(b)(4) FS, and
- The 205,000 square foot increase in commercial development exceeds the 60,000 square feet of gross floor area threshold, Section 380.06 (19)(b)(6), FS.

The Verano NOPC contains a statement that during the Verano DRI 2003 ADA, the Verano and Reserve DRI were combined and analyzed cumulatively for traffic impacts and significance. This statement appears to provide justification for the transfer of units and transportation impacts. The Reserve DRI and Verano DRI were not approved simultaneously and their impacts are not cumulative nor jointly addressed in their development orders. The Reserve DRI was originally approved in 1988, prior to the Verano DRI in 2003.

Nothing in the existing or the proposed Development Order for the Reserve DRI contemplates the transfer of units and intensities between projects nor provides for the mitigation of transportation impacts based upon a combined DRI analysis nor does the Reserve DRI NOPC currently under review include any discussion of the proposed "transfer of development" between the Reserve DRI and the Verano DRI. To our knowledge, the statutes do not provide for this sort of merger and cumulative review. Section 380.0651(c) does not permit aggregated review of "two or more developments, each of which is independently a development of regional impact that has or will obtain a development order pursuant to s. 380.06." This is so even if the two projects would otherwise meet the criteria for aggregated review "under this chapter" pursuant to Section 380.0651(4).

Accordingly, the County would like clarification as to whether the two NOPCs can be considered "aggregated" or must be considered separately on their own merits.

We shall appreciate your assistance and guidance in the review and processing of these two DRIs. If you have any questions, please contact me or by email me at satterleem@stlucieco.org.

Sincerely,



Mark Satterlee, AICP
Director

Attachment

Cc: Board of County Commissioners
Faye W. Outlaw, County Administrator, MPA, ICMA-CM
Dan McIntyre, County Attorney
Lee Ann Lowery, Assistant County Administrator
Kara Wood, Planning Manager
Diana Waite, Senior Planner
Daniel Holbrook, City of Port St. Lucie
Scott Morton, Kolter Homes, LLC
Brian Nolan, Lucido and Associates
Ken Metcalf, Greenburg Traurig

June 1, 2012

Mr. Daniel Holbrook
Director, Planning & Zoning Department
City of Port St. Lucie
121 S.W. Port St. Lucie Blvd.
Port St. Lucie, FL 34984

Via Email and U.S. Mail

Re: Reserve DRI Development Order Amendment Application

Dear Mr. Holbrook:

Greenberg Traurig, PA, represents Reserve Homes LTD, relative to the Notice of Proposed Change ("NOPC") application filed on October 27, 2011, for the Reserve Development of Regional Impact ("Reserve DRI") and the revised NOPC application filed on March 7, 2012 ("Revised NOPC Application"). The purpose of this letter is to request that the City process the Revised NOPC Application pursuant to the amended statutory provisions resulting from HB 979, which was passed by the 2012 Legislature and becomes effective on July 1, 2012. This letter provides background on the statutory change and further explains the basis for our request.

HB 979 amends s. 380.06(19)(e)2, F.S. by adding a new sub-subparagraph k. as follows:

380.06(19)(e)2. The following changes, individually or cumulatively with any previous changes, are not substantial deviations:

k. Changes that do not increase the number of external peak hour trips and do not reduce open space and conserved areas within the project except as otherwise permitted by sub-subparagraph j.

Qualifying As Non-Substantial Deviation Pursuant to 380.06(19)(e)2, F.S.

The Revised NOPC Application results in a reduction in external peak hour trips and does not reduce open space. You will recall that the application proposes a reduction in various land uses, resulting in a reduction in external, peak hour trips, which the County and other review agencies have acknowledged. As such, the Revised NOPC

Mr Daniel Holbrook
Director, Planning & Zoning Department
June 1, 2012
Page 2 of 3

Application shall qualify for the procedures set forth in s.380.06(19)(e)2, F.S., effective July 1, 2012. Please note that we recently submitted a similar letter to St. Lucie County also requesting that the County process the application pursuant to the procedures set forth in s. 380.06(19)(e)2, F.S.

In addition to the land use intensity reductions, the Revised NOPC Application also recognizes the four year extension of the build out date authorized by s. 380.06(19)(c). F.S. (HB 7207). As you may know, this statute states that this type of build out extension shall not be considered a substantial deviation and shall not be considered in determining future substantial deviations. Thus, all of the proposed changes set forth in the Revised NOPC Application are statutorily defined as non-substantial deviations, effective July 1, 2012. Please accept this letter as a formal request to:

- 1) consider this letter, in conjunction with the Revised NOPC Application, to now constitute "The Reserve DRI Proposed Non-Substantial Deviation Application"; and
- 2) process The Reserve DRI Non-Substantial Deviation Application pursuant to the requirements of s. 380.06(19)(e)2. F.S.

We trust that this request is sufficient and that a re-submittal to change the title of the Revised NOPC Application is not necessary. In all other respects, The Reserve DRI Non-Substantial Deviation Application remains the same as the Revised NOPC Application. We simply request that the City now recognize The Reserve DRI Proposed Non-Substantial Deviation Application as a non-substantial deviation and process the application pursuant to the requirements of s. 380.06(19)(e)2, F.S. As such, agency review comments pertaining to the Revised NOPC Application are not applicable to The Reserve DRI Non-Substantial Deviation Application. However, we have continued to work cooperatively with the agencies, particularly FDOT and the Treasure Coast Regional Planning Council, to incorporate additional edits. Brian Nolan, Lucido & Associates, will be submitting a letter to the City and County that will incorporate those edits and other minor revisions. Please continue to process the revised application based on s. 380.06(19)(e)2, F.S., since the modified proposal will continue to reduce peak hour trips and not result in a decrease in open space.

380.06(19)(e)2, Procedural Requirements

This provision does not require the filing of a notice of proposed change. However, this provision requires "an application to the local government to amend the development order in accordance with the local government's procedures for amendment of a development order. In accordance with the local government's procedures, including requirements for notice to the applicant and the public, the local government shall either deny the application for amendment or adopt an amendment to the development order which approves the application with or without conditions."

Mr Daniel Holbrook
Director, Planning & Zoning Department
June 1, 2012
Page 3 of 3

We recognize that a public hearing will be required pursuant to your code requirements for amending the DRI Development Order. However, the purpose of the public hearing would not be for determining whether a substantial deviation would be required. Rather, the purpose of the public hearing would be the same as for an amendment to a non-DRI development order; that is, confirming that the proposed amendments to the Reserve DRI Development Order are consistent with the Port St. Lucie Comprehensive Plan and Land Development Code.

We appreciate your continued assistance in this matter. If you have any questions regarding our request, please do not hesitate to contact me.

Sincerely,

GREENBERG TRAUIG, P.A.



Kenneth B. Metcalf, AICP
Director of Planning Services

KBM/thb

cc: John Csapo
Scott Morton

TAL 451,694,253v2 5-31-12



Kenneth B. Metcalf
 Tel 850.222.6891
 Fax 850.681.0207
 metcalfk@gtlaw.com

RECEIVED

JUN 15 2012

**PLANNING DEPARTMENT
 CITY OF PORT ST. LUCIE, FL**

June 13, 2012

Mr. Daniel Holbrook
 Director, Planning & Zoning Department
 City of Port St. Lucie
 121 S.W. Port St. Lucie Blvd.
 Port St. Lucie, FL 34984

Via Email and U.S. Mail

Re: Verano DRI Age Restriction

Dear Mr. Holbrook:

Greenberg Traurig, PA, represents Verano Development LLC relative to the pending Notice of Proposed Change (“NOPC”) application initially filed on September 19, 2011, for the Verano Development of Regional Impact (“Verano DRI”). The purpose of this letter is to provide additional background on the age restriction as set forth in Condition 28 of the proposed development order amendment.

It is my understanding that City staff expressed concerns regarding the enforcement of age restrictions and specifically that the City should not be responsible for enforcement of deed restrictions. As further discussed, federal and state housing laws provide multiple methods by which age restrictions can be enforced without need for local government intervention.

Fair Housing Act

As you may know, federal and state fair housing laws prohibit discrimination in renting or selling housing based on “familial status,” defined as persons who are under the age of 18 who are living with a parent, legal custodian, or someone designated by them to care for the person. 42 USC §3602(k); Sec. 760.22(5), Florida Statutes. However, the fair housing laws also provide an “exemption” for “housing for older persons” (defined as persons 55 years or older) also commonly referred to as age-restricted housing. 24 CFR 100.300 and 100.304(c). To qualify for the exemption, certain procedural requirements must be met for the particular age-restricted housing community §100.304(b) defines “housing facility or community” as “any dwelling or

Mr Daniel Holbrook
Director, Planning & Zoning Department
June 13, 2012
Page 2 of 3

group of dwelling units governed by a common set of rules, regulations or restrictions” (emphasis added). In addition, in order for a housing facility or community to qualify as housing designed for persons who are 55 years of age or older, it must publish and adhere to policies and procedures that demonstrate its intent to operate as housing for persons 55 years of age or older. *24 CFR 100.306(a)*. These policies and procedures must address specific compliance requirements, including monitoring occupancy to document compliance with the age restriction. Deed restrictions are only one form of the documentation that would be required. Policies and procedures must address other requirements, including promotional materials, sales and lease contracts, property signage and similar factors considered relevant under the fair housing laws and that would be examined if a complaint were filed as further discussed under Enforcement below.

Florida’s Fair Housing Act closely tracks the federal regulations and includes an additional requirement to register the age-restricted housing project with the Florida Commission on Human Relations (“Commission”). *Section 760.29(4)(e), Florida Statutes*. The registration must be renewed every two years and must specifically confirm that the age restricted community has published policies and procedures in accordance with federal and state law and, most importantly, affirms that it will conduct required monitoring pursuant to federal requirements to ensure compliance with age restriction occupancy requirements as specified by the Act. Acceptable records include personal identification, leases with confirmation provisions, local census/surveys, governmental records, and formal applications from individuals buying or renting units that verify age. *24 CFR 100.307*.

Enforcement

The exemption is designed to be self-policing because a developer or anyone else involved in the sale or rental of housing is protected against a claim of discrimination only to the extent that the exemption requirements were met. §100.308(a) states:

(a) A person shall not be held personally liable for monetary damages for discriminating on the basis of familial status, if the person acted with the good faith belief that the housing facility or community qualified for a housing for older persons exemption under this subpart.

Failure to monitor occupancy as required by the registration would jeopardize the ability to rely on the exemption and thus potentially subject the developer to monetary claims. In addition to incentives for self policing, the program relies primarily on complaints filed by aggrieved parties. HUD, U.S. Attorney General, the Commission and third parties may file complaints and civil actions to seek enforcement and monetary claims. *42 USC §§3612, 3613, 3614, Section 760.34*. If a third party complaint is filed, the HUD Secretary or Commission, as applicable, is responsible for conducting an

Mr Daniel Holbrook
Director, Planning & Zoning Department
June 13, 2012
Page 3 of 3

investigation and is directed to utilize dispute resolution alternatives, including conciliatory agreements, to expeditiously resolve complaints. The local government does not generally have a role in that process, unless the local government prefers to be involved, has adopted local fair housing laws and established a local enforcement agency through agreement with HUD. Most local governments, like Port St. Lucie, have opted instead to provide educational information regarding the state and federal programs. The Port St. Lucie Community Services website provides background on the programs, links to the federal and state offices, and a link to the HUD complaint form that can be utilized by an aggrieved party that claims a violation has occurred. In addition, pursuant to 42 USC §3608, HUD works with non-profit organizations to ensure compliance. The City's website directs potential complainants to the Fair Housing Continuum, Inc., which is such a non-profit organization that assists with such matters.

For the reasons outlined above, the City can be assured that the proposed age restriction will not pose an enforcement problem for the City. Many DRIs throughout Florida utilize age restrictions due to Florida's aging demographic profile. In my experience, the DRI developers are quite diligent in conforming with the requirements to ensure their own protection. To further address your concerns, we propose to amend Condition 28 to further define the age restriction. Please refer to Attachment A to review the amended language, which also reflects the other proposed amendments to Condition 28.

We appreciate your continued assistance in this matter. If you have any questions regarding these programs or would like to discuss the proposed age restriction, please do not hesitate to contact me.

Sincerely,

GREENBERG TRAURIG, P.A.



Kenneth B. Metcalf, AICP
Director of Planning Services

KBM/thb

cc: John Csapo
Scott Morton

TAL 451,694,888v3 6-7-12

**Attachment A
Proposed Amendment to Condition 28**

28. In the event the Developer proposes to modify the amount of permitted uses within the Proposed Development, the Developer shall include in an application for PUD zoning for the PUD pod or phase within which such change is contemplated an analysis showing the proposed change and how it conforms to the conversion methodologies set forth below and the resulting impacts of the conversion in terms of potable water usage, wastewater capacity, and solid waste capacity. A letter shall be included in the PUD application at the time of the proposed conversion verifying that potable water, wastewater, and solid waste capacity are available to accommodate the impacts resulting from the conversion. In addition, the DRI ~~Annual~~Biennial Report shall include information indicating the cumulative number of single-family dwelling units, multi-family dwelling units, hotel units, and retail square footage that have been approved by the City as of the date of the ~~Annual~~Biennial Report, but in no event shall the retail/service/office square footage be converted and reduced by more than 50,000 square feet or increased by more than 25,000/100,000 square feet. Additionally, in no event shall the hotel rooms be converted and reduced or increased by more than 100 rooms. The land use conversions authorized by this Condition shall not exceed the maximum allowable applicable thresholds set forth in Section 380.06(19)(b), F.S.

The following conversion matrix shall be used to allow land use conversions within the Proposed Development:

Land Use	Trade Off	Single Family	Multi-Family	Hotel	Retail / Service	Office	Age-Restricted Single Family	Age-Restricted Multi-Family	RV Campgrnd	Continuing Care Retirement Community	
	TO GET THIS LAND USE										
Single-Family	1 DU	-- DU	2.09 DU	1.19 RM	207 SF	580 DU	2.33 DU	3.93 DU	1.70 Site	2.17 Units	
Multi-Family	1 DU	0.48 DU	-- DU	0.57 RM	99 SF	278 DU	1.12 DU	1.88 DU	0.81 Site	1.04 Units	
Hotel	1 RM	0.84 DU	1.75 DU	-- RM	174 SF	487 DU	1.96 DU	3.30 DU	1.43 Site	1.82 Units	
Retail/Service	1000 SF	4.84 DU	10.10 DU	5.76 RM	-- SF	2,804 DU	11.27 DU	19.03 DU	8.23 Site	10.50 Units	
Office	1000 SF	1.72 DU	3.60 DU	2.05 RM	357 SF	-- DU	4.02 DU	6.79 DU	2.93 Site	3.74 Units	
Age Restricted Single-Family	1 DU	0.43 DU	0.90 DU	0.51 RM	89 SF	249 DU	-- DU	1.69 DU	0.73 Site	0.93 Units	
Age Restricted Multi-Family	1 DU	0.25 DU	0.53 DU	0.30 RM	53 SF	147 DU	0.59 DU	-- DU	0.43 Site	0.55 Units	
RV Campground	1	0.59 DU	1.23 DU	0.70 RM	122 SF	341 DU	1.37 DU	2.31 DU	-- Site	1.28 Units	
Continuing Care Retirement Community	1 DU	0.46 DU	0.96 DU	0.55 RM	95 SF	267 DU	1.07 DU	1.81 DU	0.78 Site	-- Units	
TRADE OFF FROM THIS LAND USE											

"Age Restricted" means any dwelling unit which is located within a residential community or development that has been registered with the Florida Commission on Human Relations as "housing for older persons" pursuant to Section 760.29(4)(e), Florida Statutes."

Land	Trade	Single	Multi	Hotel	Retail /
------	-------	--------	-------	-------	----------

Use	Off	Family	Family		Office
Single family	1 DU	-	1.68 du	1.06 rms	131 sf
Multi family	1 DU	0.60 du	-	0.63 rms	78 sf
Hotel	1 RM	0.95 du	1.58 du	-	123 sf
Retail/Service/Office	1,000 SF	7.66 du	12.83 du	8.10 rms	-

Document comparison by Workshare Professional on Thursday, June 07, 2012
 11:50:36 AM

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Document 1 ID	file://F:/Users/metcalfk/projects/verano/Original Condition 28.doc
Description	Original Condition 28
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Description	Amended Condition 28
Rendering set	Standard

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Deletion	
Moved from	
<u>Moved to</u>	
Style change	
Format change	
Moved deletion	
Inserted cell	
Deleted cell	
Moved cell	
Split/Merged cell	
Padding cell	

Statistics:	
	Count
Insertions	7
Deletions	36
Moved from	0
Moved to	0
Style change	0
Format changed	0
Total changes	43


Engineering & Planning, Inc.

10796 SW Civic Lane • Port Saint Lucie • Florida • 34987
(772) 345-1948 • www.mackenzieengineeringinc.com

To: Daniel Holbrook
From: Shaun G. MacKenzie, P.E.
CC: Michael Busha
Date: September 19, 2012
Re: Verano DRI – FDOT September 12, 2012 Letter

The Florida Department of Transportation issued a letter regarding the Verano DRI on September 12, 2012. FDOT states the following in their letter:

- Additional traffic analysis was not performed to support the new land use program.

Response: The applicant supplied the City with updated traffic information on September 11, 2012, which demonstrates that the proposed uses result in a decrease in trips compared to the March submittal and is also attached to this memorandum.

- FDOT has concerns regarding the Reserve DRI and potential future increases in traffic which could cause unmitigated transportation impacts. FDOT's concern is about an increase in use and traffic at the Reserve DRI.

Response: The Reserve will not be able to increase use and traffic without following the DRI process for increases in use consistent with Chapter 380.06. Should the Reserve DRI increase use in the future, the DRI will be required to undergo further DRI review by the FDOT as well as other agencies. The Reserve DRI applicant acknowledges that future increases cannot happen with further review in Whereas Clause 52.

- FDOT requested that improvements from the Reserve DRI be examined for inclusion in the Verano DRI.

Response: As confirmed in a July letter from the State's Land Planning Agency (DEO) the DRIs are separate. As indicated in the TCRPC letter, the Verano DRI does not have any unmitigated regional impacts. Further, the DRI is proposing significant physical improvements as a part of its development.

- FDOT indicates that in May that they suggested DO conditions to monitor transportation impacts and operations at key SIS facilities within the study area and restrict the Reserve DRI's ability to unilaterally increase in the future.

Response: As indicated in the TCRPC letter, the Verano DRI does not have any unmitigated regional impacts and therefore does not need to monitor SIS facilities. In

addition, the Reserve DRI applicant acknowledges that future increases cannot happen with further review in Whereas Clause 52. The combined impacts of changes to the two separate DRI projects is a net decrease in 364 PM peak hour trips and over 5,000 daily trips.

In Summary, all of the Verano DRI's transportation impacts are fully mitigated based on the Applicant's analysis, City review, and TCRPC review. FDOT has concerns regarding SIS impacts if a re-intensification of use in another DRI (the Reserve DRI) occurs, which is not feasible without further DRI review by FDOT and other review agencies. A review of any such intensification would require inclusion of the changes proposed in the Verano DRI and therefore should alleviate any concerns FDOT has regarding the requested changes.



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To: Roxanne Chesser, P.E.
From: Shaun G. MacKenzie, P.E.
Date: September 10, 2012
Re: Verano DRI – Proposed Land Use

INTRODUCTION

The Verano DRI NOPC is making a revision to the proposed uses from the February 2012 NOPC Traffic Study.

The change in use as compared to the February submittal is shown in the below Table.

Table 1. Adjustments in Use

Land Use	February Proposed	September Proposed	Change
Office	70,000 s.f.	100,000 s.f.	+30,000 s.f.
Retail	430,000 s.f.	848,500 s.f.	+418,500 s.f.
Hotel	350 Rms	300 Rms	-50 Rms
Residential	8,300 d.u.	7,200 d.u.	-900 d.u.
RV Campground	- sites	300 sites	+300 sites
Assisted Living	- d.u.	50 d.u.	+50 d.u.
Institutional	48-Acre School Site	48-Acre School Site	-
Attraction and Recreation Facilities	2 Full Size Golf Courses and 100,000 SF of ancillary use	2 Full Size Golf Courses and 100,000 SF of ancillary use	-

EFFECT ON TRIPS

At buildout, the changes increase total PM trips by 19, but decrease the peak hour peak direction trips by 77. The AM peak hour trips decrease in total and in the peak direction.

Table 2. Change in Trips

Time Period	Direction	February Proposed	September Proposed	Change
PM Peak Hour External Trips	Peak (In)	3,849	3,772	-77
	Off-Peak (Out)	2,590	2,686	96
	Total	6,439	6,458	19
AM Peak Hour External Trips	Off-Peak (In)	1,867	1,818	-49
	Peak (Out)	3,958	3,496	-462
	Total	5,825	5,314	-511

The change in trips resulting from the changes in use are minor and decrease the peak hour peak direction trips from the DRI.

ANALYSIS

The February analysis concludes that the changes at Verano combined with the changes at the Reserve result in a decrease of 110 AM peak hour and 343 PM peak hour trips. With the changes proposed, the AM peak hour and PM peak hour regional trips are projected to decrease by 621 and 324, respectively. The DRI proportionate share mitigation is based on peak hour peak direction trips. Since this analysis decreases the peak hour peak direction trips, the DRIs proportionate share decreases. However, no changes have been made to the DRI development order conditions to reflect the DRI's decreased proportionate share. Therefore, the regional peak hour trips are projected to decrease and the Verano DRI is projected to exceed its proportionate share by even more based on the changes proposed. These changes make the analysis even more conservative.

CONCLUSION

The Verano DRI uses are proposed for change compared to the February proposed uses and NOPC Traffic Analysis. The changes result in a decrease in AM and PM peak hour peak direction trips as compared to the February submittal. The DRI's proposed trips and impacts are decreased, but the transportation mitigation remains unchanged. Therefore, the changes proposed result in a conservative analysis and the DRI will mitigate more than its proportionate share of transportation impacts based on the mitigation proposed. The DRI is already projected to exceed its proportionate share by \$3,693,107.

Attachments:

Verano DRI Trip Generation and Internal Capture

VERANO DRI
Proposed Phase 1 (Using ITE 8th Edition)

Land Use	Intensity		Daily Trips	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
Proposed									
Shopping Center	150,000 s.f.		8,839	196	120	76	835	409	426
Hotel	100 Rms		892	48	28	20	53	26	27
Single-Family Residential	960 d.u		8,330	682	171	511	805	507	298
Residential Townhouse	240 d.u		1,378	104	18	86	123	82	41
Golf Course ¹	18 holes		643	40	32	8	50	23	27
	Subtotal		20,082	1,070	369	701	1,866	1,047	819
Internal Capture									
	Daily	PM							
Shopping Center (150k)		15.2%		33	24	9	127	49	78
Residential		15.5%		41	11	30	144	87	57
Hotel		15.1%		2	1	1	8	4	4
Golf Course		50.0%		10	7	3	25	12	13
	16.3%	16.3%							
	Subtotal		3,272	86	43	43	304	152	152
Pass-by									
Shopping Center	25.0%	16.7%		41	21	20	118	59	59
	Subtotal		1,270	41	21	20	118	59	59
	Driveway Volume		16,810	984	326	658	1,562	895	667
Net New External Trips			15,540	943	305	638	1,444	836	608

Note: Trip generation was calculated using the following data (ITE 8th Edition):

Daily Traffic

Office (SF)	[ITE 710]	=	$\text{Ln}(T) = 0.77 \text{Ln}(X/1000) + 3.65$
Hotel (Rooms)	[ITE 310]	=	$T = 8.92 (X)$
Shopping Center (SF)	[ITE 820]	=	$\text{Ln}(T) = 0.65 * \text{Ln}(X/1000) + 5.83$
Single-Family Residential (DUs)	[ITE 210]	=	$\text{Ln}(T) = 0.92 * \text{Ln}(X) + 2.71$
Residential Townhouse (DUs)	[ITE 230]	=	$\text{Ln}(T) = 0.87 * \text{Ln}(X) + 2.46$
Golf Course (Holes)	[ITE 430]	=	$T = 35.74 \text{ trips per hole}$
High School (Students)	[ITE 530]	=	$\text{Ln}(T) = 0.81 * \text{Ln}(X) + 1.86 (X = \text{Students})$

AM Peak Hour Traffic

Office (SF)	[ITE 710]	=	$\text{Ln}(T) = 0.80 \text{Ln}(X/1000) + 1.55 (88\% \text{ in}, 12\% \text{ out})$
Hotel (Rooms)	[ITE 310]	=	$T = 0.78 (X) - 29.8 (58\% \text{ in}, 42\% \text{ out})$
Shopping Center (SF)	[ITE 820]	=	$\text{Ln}(T) = 0.59 * \text{Ln}(X/1000) + 2.32 (61\% \text{ in}, 39\% \text{ out})$
Single-Family Residential (DUs)	[ITE 210]	=	$T = 0.70 (X) + 9.74 (25\% \text{ in}, 75\% \text{ out})$
Residential Townhouse (DUs)	[ITE 230]	=	$\text{Ln}(T) = 0.80 * \text{Ln}(X) + 0.26 (17\% \text{ in}, 83\% \text{ out})$
Golf Course (Holes)	[ITE 430]	=	$T = 2.23 (X) (79\% \text{ in}, 21\% \text{ out})$
High School (Students)	[ITE 530]	=	$T = 0.42 (X) (68\% \text{ in}, 32\% \text{ out})$

PM Peak Hour Traffic

Office (SF)	[ITE 710]	=	$T = 1.49(X/1000) (17\% \text{ in}, 83\% \text{ out})$
Hotel (Rooms)	[ITE 310]	=	$\text{Ln}(T) = 1.2 * \text{Ln}(X) - 1.55 (49\% \text{ in}, 51\% \text{ out})$
Shopping Center (SF)	[ITE 820]	=	$\text{Ln}(T) = 0.67 * \text{Ln}(X/1000) + 3.37 (49\% \text{ in}, 51\% \text{ out})$
Single-Family Residential (DUs)	[ITE 210]	=	$\text{Ln}(T) = 0.90 * \text{Ln}(X) + 0.51 (63\% \text{ in}, 37\% \text{ out})$
Residential Townhouse (DUs)	[ITE 230]	=	$\text{Ln}(T) = 0.82 * \text{Ln}(X) + 0.32 (67\% \text{ in}, 33\% \text{ out})$
Golf Course (Holes)	[ITE 430]	=	$T = 2.78 (X) (45\% \text{ in}, 55\% \text{ out})$
High School (Students)	[ITE 530]	=	$T = 0.13 (X) (47\% \text{ in}, 53\% \text{ out})$

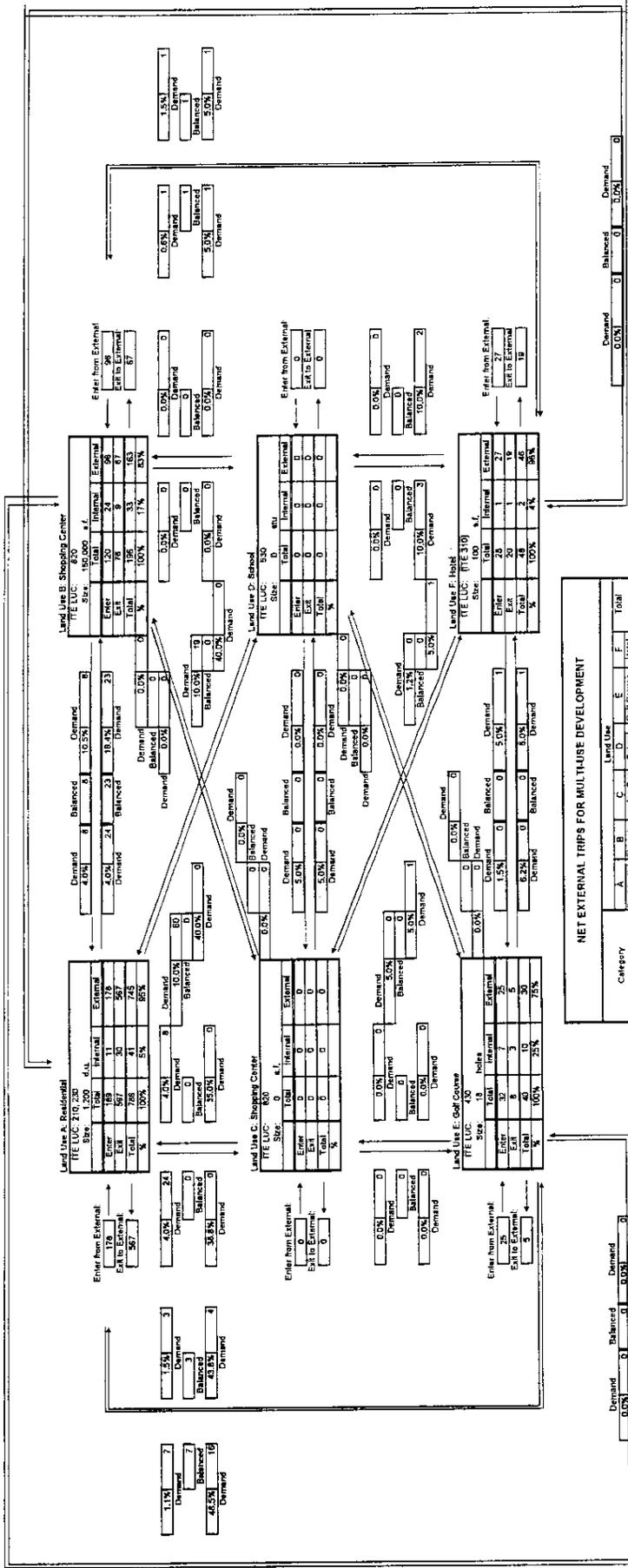
Pass By Rate

Shopping Center (SF)	[ITE 820]	=	16.7% Based on previous approved pass-by capture of large retail center only
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1 Consistent with ITE Land Use 430, this land use may include accessory uses such as a driving range, clubhouse, pro shop, restaurant, lounge, and/or banquet facility
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ITE MULTI-USE PROJECT INTERNAL CAPTURE WORKSHEET

Analysis Period: PM _____ Midday _____ AM _____ Task Number: _____
 Project Number: 005006
 Analyst Name: Suzanne DHP
 Scenario: AM Peak Trip - Phase 1
 Date: 8/20/2012

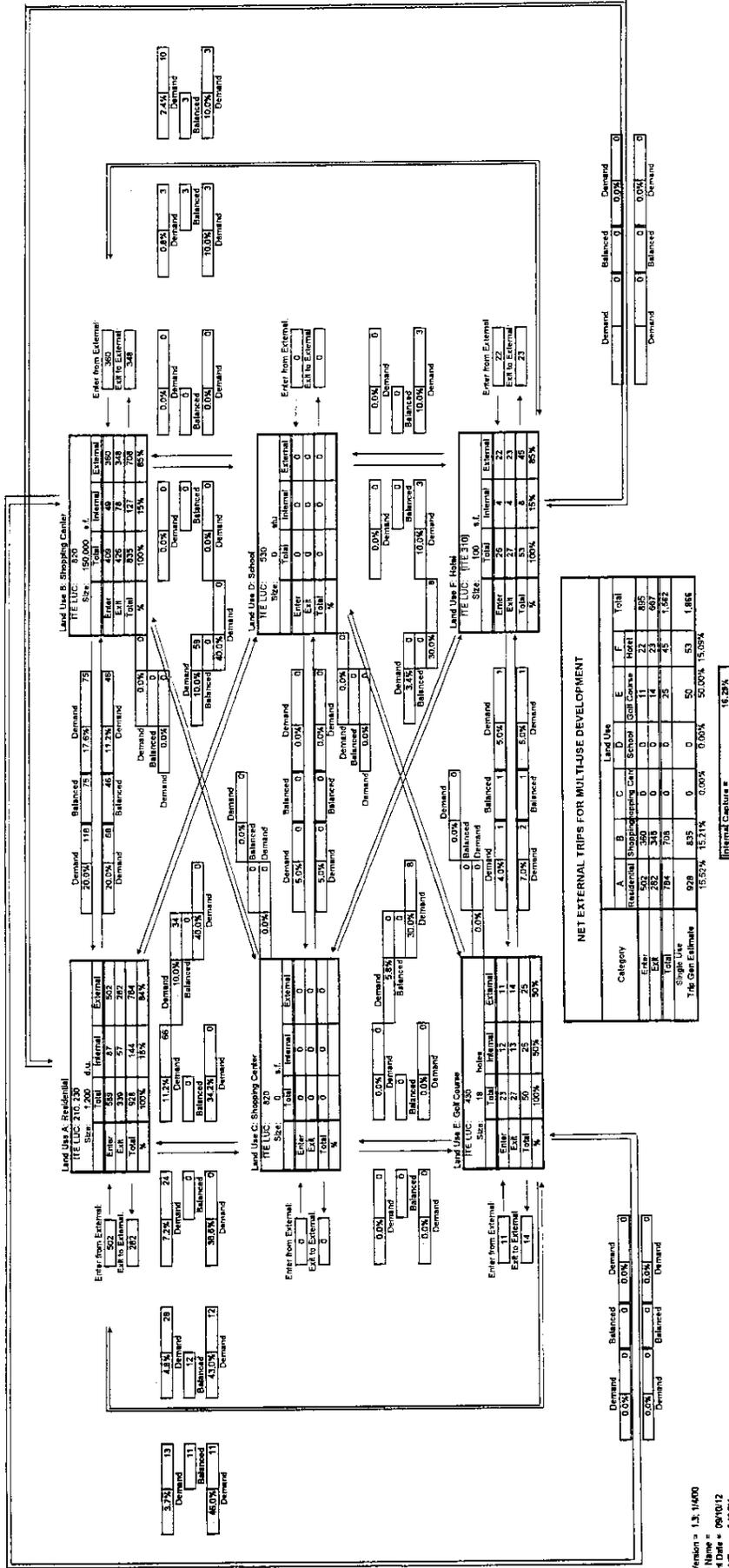


NET EXTERNAL TRIPS FOR MULTUSE DEVELOPMENT

Category	Land Use					Total
	A	B	C	D	E	
Restroom	178	96	0	0	25	355
Enter	567	67	0	0	5	655
Exit	745	163	0	0	30	958
Total	766	196	0	0	40	1,070
Internal Capture	5.22%	16.84%	0.00%	0.00%	75.00%	4.17%
Internal Capture						1.94%

ITE MULTI-USE PROJECT INTERNAL CAPTURE WORKSHEET

Analyst: PN_X AM
 Project Name: 050006
 Scenario: 2M Pkgs. (50% Phase 1)
 Task Number: _____



VERANO DRI
Cumulative - Phase 2 (Using ITE 8th Edition)

Land Use	Intensity		Daily Trips	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
Proposed									
Office	20,000	s.f.	386	52	46	6	30	5	25
Shopping Center	100,000	s.f.	6,791	154	94	60	636	312	324
Shopping Center	323,500	s.f.	14,566	308	188	120	1,397	685	712
Hotel	300	Rms	2,676	204	118	86	199	98	101
Single-Family Residential	2,880	d.u	22,886	2,026	507	1,519	2,162	1,362	800
Residential Townhouse	720	d.u	3,583	250	43	207	303	203	100
RV Campground	150	sites	560	30	13	17	56	39	17
High School	1,800	Stu	2,783	756	514	242	234	110	124
Golf Course ¹	36	holes	1,287	80	63	17	100	45	55
Subtotal			55,518	3,860	1,586	2,274	5,117	2,859	2,258
Internal Capture									
	Daily								
Office		PM		7	5	2	10	2	8
Shopping Center (100k)		32.5%		61	37	24	207	77	130
Shopping Center (323k)		16.6%		56	39	17	232	88	144
Residential		21.1%		363	97	266	519	311	208
Hotel		29.6%		11	6	5	59	41	18
High School		40.2%		230	174	56	94	44	50
Golf Course		51.0%		28	20	8	51	23	28
		22.9%							
		22.9%							
Subtotal			12,716	756	378	378	1,172	586	586
Pass-by									
Shopping Center	25.0%	16.7%		63	32	31	195	98	97
Subtotal			2,116	63	32	31	195	98	97
Driveway Volume			42,802	3,104	1,208	1,896	3,945	2,273	1,672
Net New External Trips			40,686	3,041	1,176	1,865	3,750	2,175	1,575

Note: Trip generation was calculated using the following data (ITE 8th Edition):

Daily Traffic

Office (SF)	[ITE 710]	=	$\text{Ln}(T) = 0.77 \text{Ln}(X/1000) + 3.65$
Hotel (Rooms)	[ITE 310]	=	$T = 8.92 (X)$
Shopping Center (SF)	[ITE 820]	=	$\text{Ln}(T) = 0.65 * \text{Ln}(X/1000) + 5.83$
Single-Family Residential (DUs)	[ITE 210]	=	$\text{Ln}(T) = 0.92 * \text{Ln}(X) + 2.71$
Residential Townhouse (DUs)	[ITE 230]	=	$\text{Ln}(T) = 0.87 * \text{Ln}(X) + 2.46$
RV Campground	[ITE 416]	=	$T = 3.7 (X)$ (not available - used PM peak x 10)
Golf Course (Holes)	[ITE 430]	=	$T = 35.74$ trips per hole
High School (Students)	[ITE 530]	=	$\text{Ln}(T) = 0.81 * \text{Ln}(X) + 1.86$ (X = Students)

AM Peak Hour Traffic

Office (SF)	[ITE 710]	=	$\text{Ln}(T) = 0.80 \text{Ln}(X/1000) + 1.55$ (88% in, 12% out)
Hotel (Rooms)	[ITE 310]	=	$T = 0.78 (X) - 29.8$ (58% in, 42% out)
Shopping Center (SF)	[ITE 820]	=	$\text{Ln}(T) = 0.59 * \text{Ln}(X/1000) + 2.32$ (61% in, 39% out)
Single-Family Residential (DUs)	[ITE 210]	=	$T = 0.70 (X) + 9.74$ (25% in, 75% out)
Residential Townhouse (DUs)	[ITE 230]	=	$\text{Ln}(T) = 0.80 * \text{Ln}(X) + 0.26$ (17% in, 83% out)
RV Campground	[ITE 416]	=	$T = 0.20 (X)$; (42% in, 58% out)
Golf Course (Holes)	[ITE 430]	=	$T = 2.23 (X)$ (79% in, 21% out)
High School (Students)	[ITE 530]	=	$T = 0.42 (X)$ (68% in, 32% out)

PM Peak Hour Traffic

Office (SF)	[ITE 710]	=	$T = 1.49(X/1000)$ (17% in, 83% out)
Hotel (Rooms)	[ITE 310]	=	$\text{Ln}(T) = 1.2 * \text{Ln}(X) - 1.55$ (49% in, 51% out)
Shopping Center (SF)	[ITE 820]	=	$\text{Ln}(T) = 0.67 * \text{Ln}(X/1000) + 3.37$ (49% in, 51% out)
Single-Family Residential (DUs)	[ITE 210]	=	$\text{Ln}(T) = 0.90 * \text{Ln}(X) + 0.51$ (63% in, 37% out)
Residential Townhouse (DUs)	[ITE 230]	=	$\text{Ln}(T) = 0.82 * \text{Ln}(X) + 0.32$ (67% in, 33% out)
RV Campground	[ITE 416]	=	$T = 0.37 (X)$; (69% in, 31% out)
Golf Course (Holes)	[ITE 430]	=	$T = 2.78 (X)$ (45% in, 55% out)
High School (Students)	[ITE 530]	=	$T = 0.13 (X)$ (47% in, 53% out)

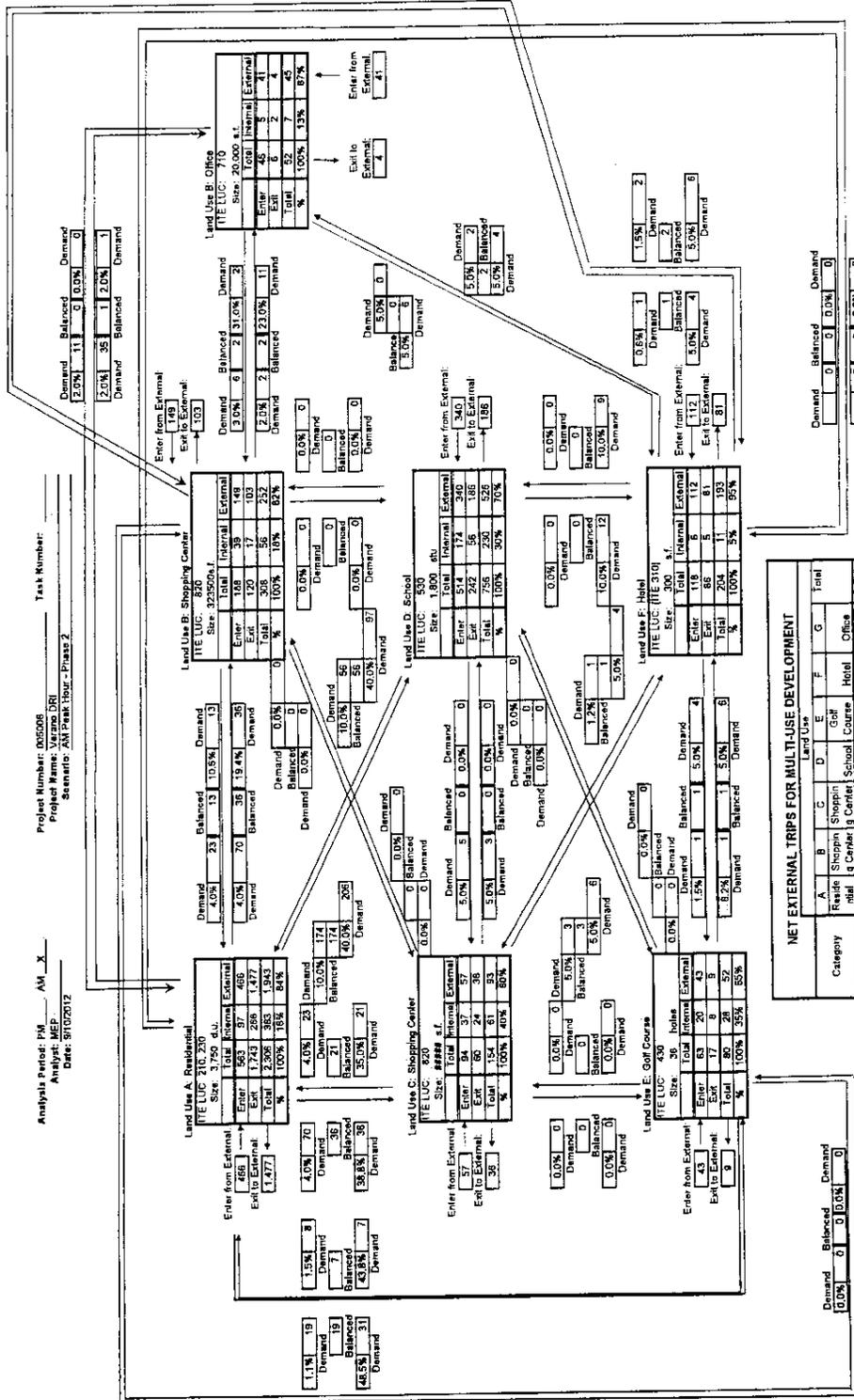
Pass By Rate

Shopping Center (SF)	[ITE 820]	=	16.7% Based on previous approved pass-by capture of large retail center only
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¹ Consistent with ITE Land Use 430, this land use may include accessory uses such as a driving range, clubhouse, pro shop, restaurant, lounge, and/or banquet facility
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ITE MULTI-USE PROJECT INTERNAL CAPTURE WORKSHEET

Project Number: 005006
 Project Name: Vazaro DRI
 Scenario: AM Peak Hour - Phase 2
 Analysis Period: PM AM_X
 Analyst: MEF
 Date: 9/10/2012
 Task Number:



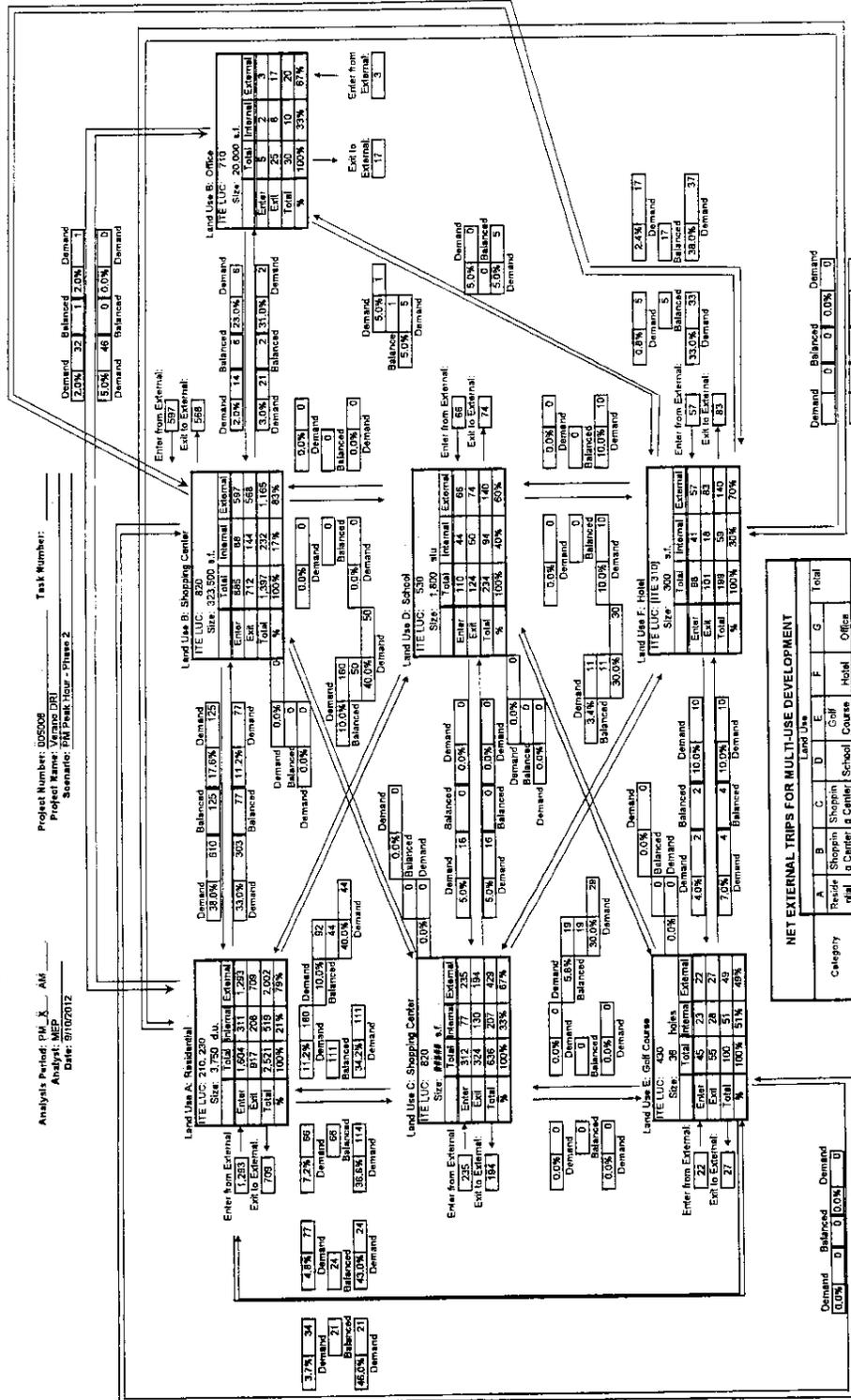
NET EXTERNAL TRIPS FOR MULTI-USE DEVELOPMENT

Category	Land Use							Total
	A	B	C	D	E	F	G	
Residential	465	149	57	340	43	112	41	1,208
Shopping Center	1,477	103	38	188	9	81	4	2,890
School	1,943	252	97	525	52	195	45	3,108
Golf Course	2,305	308	154	765	80	204	52	3,460
Hotel	112	6	112	112	6	112	6	440
Office	41	4	41	41	4	41	4	166
Total	7,328	859	383	2,030	217	654	135	12,507
Internal Capture	13.1%	18.2%	35.8%	30.4%	35.0%	5.4%	13.5%	18.4%

ITE MULTI-USE PROJECT INTERNAL CAPTURE WORKSHEET

Analysis Period: PM X AM
 Analyst: MEP
 Date: 9/10/2012

Task Number:
 Project Number: 005006
 Project Name: Varapio DRI
 Scenario: PM Peak Hour - Phase 2



NET EXTERNAL TRIPS FOR MULTI-USE DEVELOPMENT

Category	A	B	C	D	E	F	G	Total
Reside	1,293	597	235	66	22	57	3	2,273
Shop	1,709	568	194	74	27	83	17	1,672
Center	2,002	1,105	428	140	49	20	20	3,996
School	2,571	1,397	606	234	105	189	30	5,117
Hotel	2,034	1,018	384	107	109	189	30	3,866
Office	1,293	597	235	66	22	57	3	2,273
Total	10,932	5,997	2,145	626	225	311	73	19,209
Use LUC	20.5%	10.5%	39.2%	11.7%	4.2%	5.7%	1.3%	33.3%

Internal Capture = 22.8%

VERANO DRI
Cumulative - Phase 3 (Using ITE 8th Edition)

Land Use	Intensity		Daily Trips	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
Proposed									
Office	50,000	s.f.	782	108	95	13	75	13	62
Shopping Center	100,000	s.f.	6,791	154	94	60	636	312	324
Shopping Center	498,500	s.f.	19,294	397	242	155	1,866	914	952
Hotel	300	Rms	2,676	204	118	86	199	98	101
Single-Family Residential	4,416	d.u	33,913	3,101	775	2,326	3,177	2,002	1,175
Residential Townhouse	1,104	d.u	5,197	353	60	293	431	289	142
RV Campground	300	sites	1,110	60	25	35	111	77	34
High School	1,800	Stu	2,783	756	514	242	234	110	124
Golf Course ¹	36	holes	1,287	80	63	17	100	45	55
Subtotal			73,833	5,213	1,986	3,227	6,829	3,860	2,969
Internal Capture									
	Daily	PM							
Office				14	9	5	23	5	18
Shopping Center (100k)		37.4%		61	37	24	238	108	130
Shopping Center (498k)		17.0%		73	52	21	318	123	195
Residential		17.1%		450	130	320	618	354	264
Hotel		35.2%		14	7	7	70	49	21
High School		40.2%		292	206	86	94	44	50
Golf Course		51.0%		38	30	8	51	23	28
	20.7%	20.7%							
Subtotal			15,266	942	471	471	1,412	706	706
Pass-by									
	AM	PM							
Shopping Center	25%	16.7%		81	41	40	259	130	129
Subtotal			2,800	81	41	40	259	130	129
Driveway Volume			58,567	4,271	1,515	2,756	5,417	3,154	2,263
Net New External Trips			55,767	4,190	1,474	2,716	5,158	3,024	2,134

Note: Trip generation was calculated using the following data (ITE 8th Edition):

Daily Traffic

Office (SF)	[ITE 710]	=	$\text{Ln}(T) = 0.77 \text{Ln}(X/1000) + 3.65$
Hotel (Rooms)	[ITE 310]	=	$T = 8.92 (X)$
Shopping Center (SF)	[ITE 820]	=	$\text{Ln}(T) = 0.65 * \text{Ln}(X/1000) + 5.83$
Single-Family Residential (DUs)	[ITE 210]	=	$\text{Ln}(T) = 0.92 * \text{Ln}(X) + 2.71$
Residential Townhouse (DUs)	[ITE 230]	=	$\text{Ln}(T) = 0.87 * \text{Ln}(X) + 2.46$
RV Campground	[ITE 416]	=	$T = 3.7 (X)$ (not available - used PM peak x 10)
Golf Course (Holes)	[ITE 430]	=	$T = 35.74$ trips per hole
High School (Students)	[ITE 530]	=	$\text{Ln}(T) = 0.81 * \text{Ln}(X) + 1.86$ (X = Students)

AM Peak Hour Traffic

Office (SF)	[ITE 710]	=	$\text{Ln}(T) = 0.80 \text{Ln}(X/1000) + 1.55$ (88% in, 12% out)
Hotel (Rooms)	[ITE 310]	=	$T = 0.78 (X) - 29.8$ (58% in, 42% out)
Shopping Center (SF)	[ITE 820]	=	$\text{Ln}(T) = 0.59 * \text{Ln}(X/1000) + 2.32$ (61% in, 39% out)
Single-Family Residential (DUs)	[ITE 210]	=	$T = 0.70 (X) + 9.74$ (25% in, 75% out)
Residential Townhouse (DUs)	[ITE 230]	=	$\text{Ln}(T) = 0.80 * \text{Ln}(X) + 0.26$ (17% in, 83% out)
RV Campground	[ITE 416]	=	$T = 0.20 (X)$; (42% in, 58% out)
Golf Course (Holes)	[ITE 430]	=	$T = 2.23 (X)$ (79% in, 21% out)
High School (Students)	[ITE 530]	=	$T = 0.42 (X)$ (68% in, 32% out)

PM Peak Hour Traffic

Office (SF)	[ITE 710]	=	$T = 1.49(X/1000)$ (17% in, 83% out)
Hotel (Rooms)	[ITE 310]	=	$\text{Ln}(T) = 1.2 * \text{Ln}(X) - 1.55$ (49% in, 51% out)
Shopping Center (SF)	[ITE 820]	=	$\text{Ln}(T) = 0.67 * \text{Ln}(X/1000) + 3.37$ (49% in, 51% out)
Single-Family Residential (DUs)	[ITE 210]	=	$\text{Ln}(T) = 0.90 * \text{Ln}(X) + 0.51$ (63% in, 37% out)
Residential Townhouse (DUs)	[ITE 230]	=	$\text{Ln}(T) = 0.82 * \text{Ln}(X) + 0.32$ (67% in, 33% out)
RV Campground	[ITE 416]	=	$T = 0.37 (X)$; (69% in, 31% out)
Golf Course (Holes)	[ITE 430]	=	$T = 2.78 (X)$ (45% in, 55% out)
High School (Students)	[ITE 530]	=	$T = 0.13 (X)$ (47% in, 53% out)

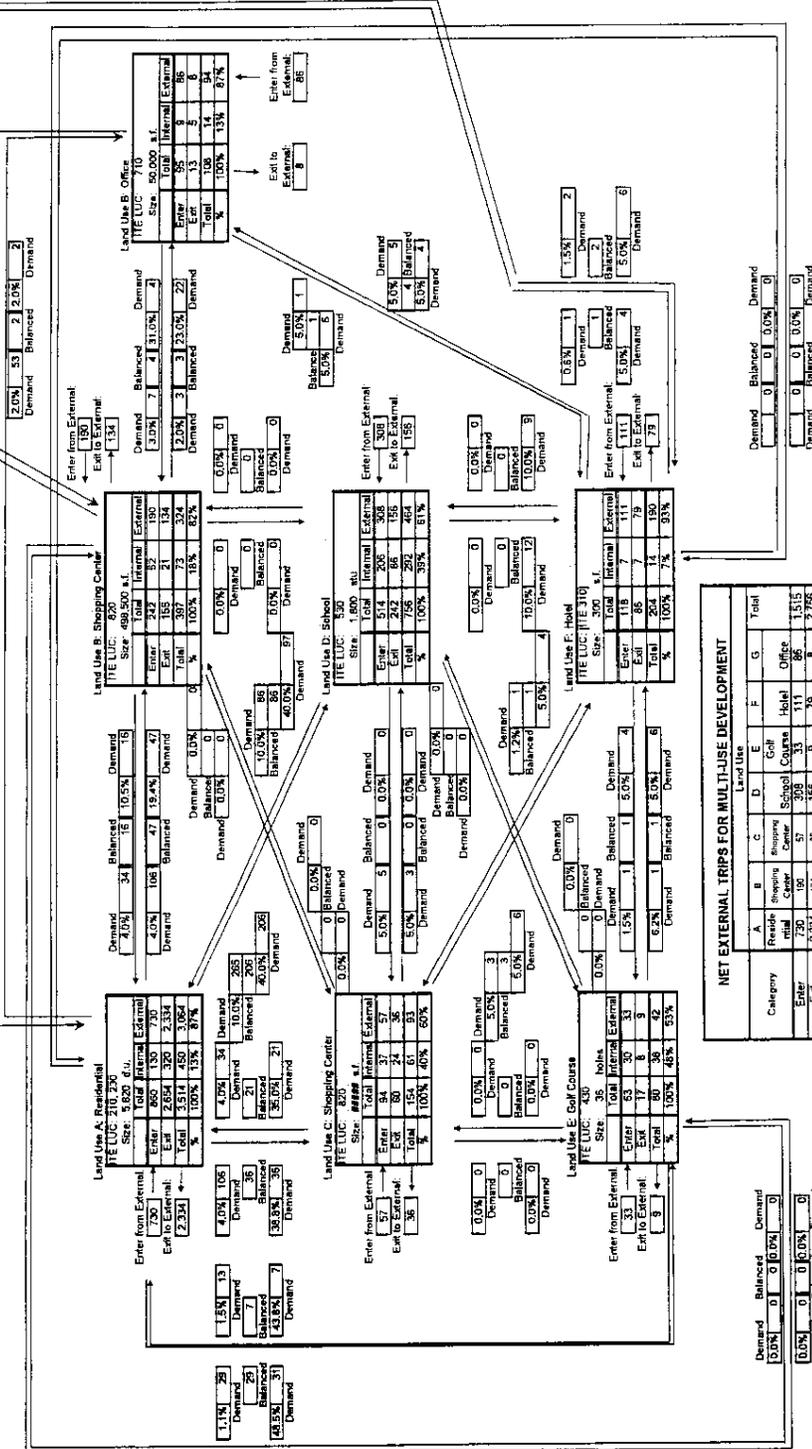
Pass By Rate

Shopping Center (SF)	[ITE 820]	=	16.7% Based on previous approved pass-by capture of large retail center only
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¹ Consistent with ITE Land Use 430, this land use may include accessory uses such as a driving range, clubhouse, pro shop, restaurant, lounge, and/or banquet facility
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ITE MULTI-USE PROJECT INTERNAL CAPTURE WORKSHEET

Analyst Period: FM AM X
 Project Number: 05506
 Scenario: AM Peak Hour - Phase 3
 Date: 8/10/2012
 Task Number:

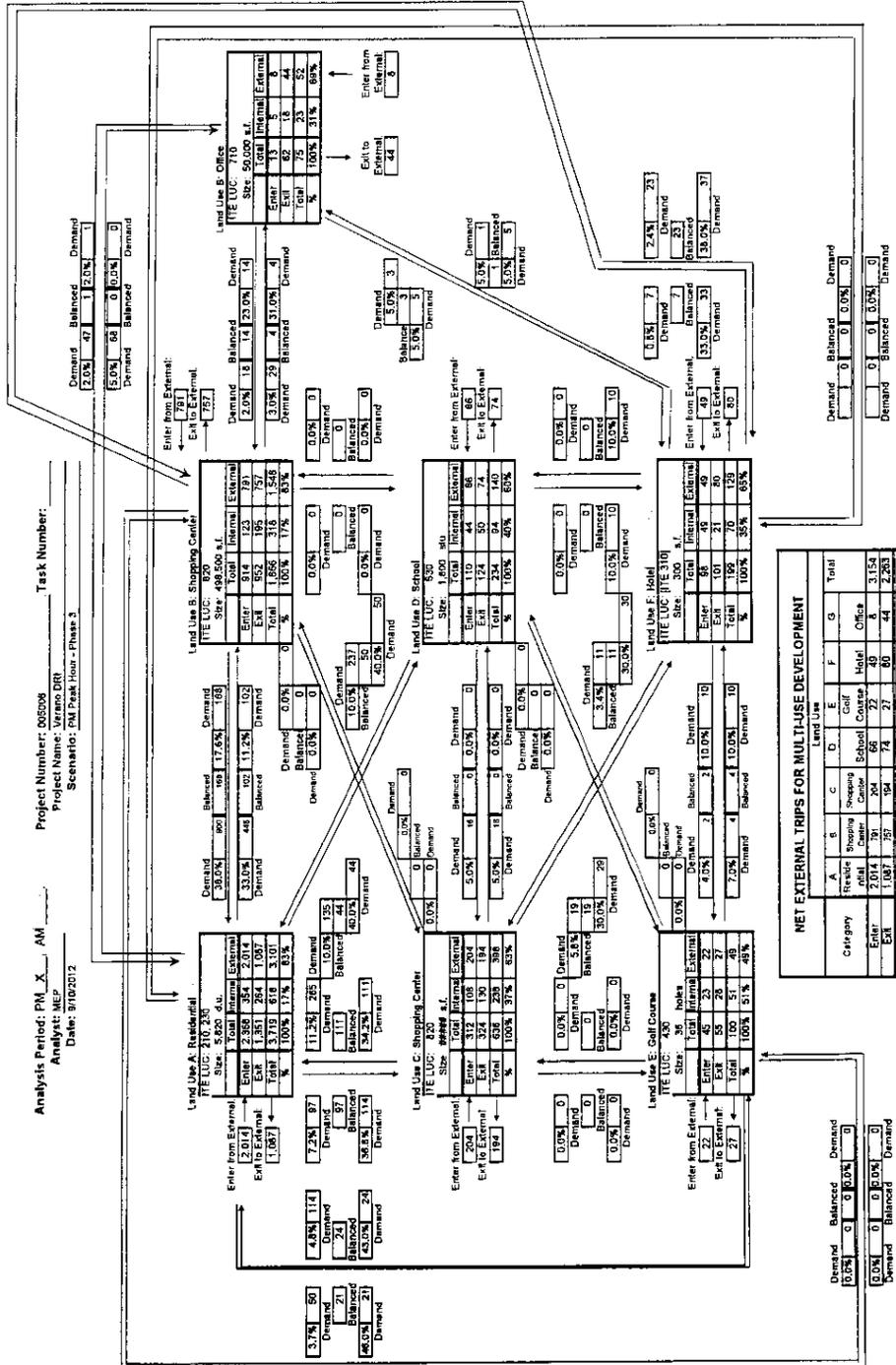


NET EXTERNAL TRIPS FOR MULTI-USE DEVELOPMENT

Category	A	B	C	D	E	F	G	Total
People	720	108	57	208	33	111	86	1,515
Enter	2,334	134	38	155	9	79	8	2,758
Exit	3,064	316	93	464	42	180	94	4,271
Single Use Trip Gen	3,374	397	154	762	89	204	108	5,213
Use LUC	17.8%	15.4%	3.6%	32.6%	4.7%	6.9%	13.0%	
Internal Capture =	18.1%							

ITE MULTI-USE PROJECT INTERNAL CAPTURE WORKSHEET

Analysis Period: PM, X, AM
 Analyst: MJP
 Date: 3/10/2012
 Project Number: 05056
 Project Name: Varco DRP
 Scenario: PM Peak Hour - Phase 3
 Task Number:



NET EXTERNAL TRIPS FOR MULTI-USE DEVELOPMENT

Category	Land Use							Total
	A	B	C	D	E	F	G	
Residential	1,087	0	0	0	0	0	0	1,087
Shopping Center	193	0	0	0	0	0	0	193
School	44	0	0	0	0	0	0	44
Golf Course	26	0	0	0	0	0	0	26
Hotel	49	0	0	0	0	0	0	49
Office	11	0	0	0	0	0	0	11
Total	1,310	0	0	0	0	0	0	1,310
Shop Use	3,719	1,806	636	234	100	189	75	6,423
Trip Gen.	16.6%	13.8%	4.9%	1.8%	0.8%	1.4%	0.6%	13.9%
Use I.C.	16.6%	13.8%	4.9%	1.8%	0.8%	1.4%	0.6%	13.9%
Internal Capture = 20.7%								

VERANO DRI
Buildout Cumulative - Phase 4 (Using ITE 8th Edition)

Land Use	Intensity		Daily Trips	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
Proposed									
Office	100,000	s.f.	1,334	188	165	23	149	25	124
Shopping Center	100,000	s.f.	6,791	154	94	60	636	312	324
Shopping Center	748,500	s.f.	25,128	505	308	197	2,451	1,201	1,250
Hotel	300	Rms	2,676	204	118	86	199	98	101
Single-Family Residential	5,760	d.u.	43,304	4,042	1,011	3,031	4,035	2,542	1,493
Residential Townhouse	1,440	d.u.	6,548	436	74	362	536	359	177
RV Campground	300	d.u.	1,110	60	25	35	111	77	34
Continuing Care Retirement Community	50	units	42	9	6	3	15	7	8
High School	1,800	Stu	2,783	756	514	242	234	110	124
Golf Course ⁴	36	holes	1,287	80	63	17	100	45	55
	Subtotal		91,003	6,434	2,378	4,056	8,466	4,776	3,690
Internal Capture									
	Daily	PM							
Office		26.8%		19	11	8	40	9	31
Shopping Center (100k)		40.1%		61	37	24	255	125	130
Shopping Center (748k)		17.4%		97	69	28	427	169	258
Residential		15.4%		482	146	336	721	407	314
Hotel		41.2%		16	8	8	82	58	24
High School		40.2%		303	206	97	94	44	50
Golf Course		51.0%		40	32	8	51	23	28
	19.7%	19.7%							
	Subtotal		17,951	1,018	509	509	1,670	835	835
Pass-by									
Shopping Center	25.0%	16.7%		102	51	51	338	169	169
	Subtotal		3,633	102	51	51	338	169	169
	Driveway Volume		73,052	5,416	1,869	3,547	6,796	3,941	2,855
	Net New External Trips		69,419	5,314	1,818	3,496	6,458	3,772	2,686

Note: Trip generation was calculated using the following data (ITE 8th Edition):

Daily Traffic

Office (SF)	[ITE 710]	=	$\ln(T) = 0.77 \ln(X/1000) + 3.65$
Hotel (Rooms)	[ITE 310]	=	$T = 8.92 (X)$
Shopping Center (SF)	[ITE 820]	=	$\ln(T) = 0.65 \ln(X/1000) + 5.83$
Single-Family Residential (DUs)	[ITE 210]	=	$\ln(T) = 0.92 \ln(X) + 2.71$
Residential Townhouse (DUs)	[ITE 230]	=	$\ln(T) = 0.87 \ln(X) + 2.46$
RV Campground	[ITE 416]	=	$T = 3.7 (X)$ (not available - used PM peak x 10)
Continuing Care Retirement Community	[ITE 255]	=	$T = 2.81 (X)$
Golf Course (Holes)	[ITE 430]	=	$T = 35.74$ trips per hole
High School (Students)	[ITE 530]	=	$\ln(T) = 0.81 \ln(X) + 1.86$ (X = Students)

AM Peak Hour Traffic

Office (SF)	[ITE 710]	=	$\ln(T) = 0.80 \ln(X/1000) + 1.55$ (88% in, 12% out)
Hotel (Rooms)	[ITE 310]	=	$T = 0.78 (X) - 29.8$ (58% in, 42% out)
Shopping Center (SF)	[ITE 820]	=	$\ln(T) = 0.59 \ln(X/1000) + 2.32$ (61% in, 39% out)
Single-Family Residential (DUs)	[ITE 210]	=	$T = 0.70 (X) + 9.74$ (25% in, 75% out)
Residential Townhouse (DUs)	[ITE 230]	=	$\ln(T) = 0.80 \ln(X) + 0.26$ (17% in, 83% out)
RV Campground	[ITE 416]	=	$T = 0.20 (X)$; (42% in, 58% out)
Continuing Care Retirement Community	[ITE 255]	=	$T = 0.18 (X)$; (64% in, 36% out)
Golf Course (Holes)	[ITE 430]	=	$T = 2.23 (X)$ (79% in, 21% out)
High School (Students)	[ITE 530]	=	$T = 0.42 (X)$ (68% in, 32% out)

PM Peak Hour Traffic

Office (SF)	[ITE 710]	=	$T = 1.49(X/1000)$ (17% in, 83% out)
Hotel (Rooms)	[ITE 310]	=	$\ln(T) = 1.2 \ln(X) - 1.55$ (49% in, 51% out)
Shopping Center (SF)	[ITE 820]	=	$\ln(T) = 0.67 \ln(X/1000) + 3.37$ (49% in, 51% out)
Single-Family Residential (DUs)	[ITE 210]	=	$\ln(T) = 0.90 \ln(X) + 0.51$ (63% in, 37% out)
Residential Townhouse (DUs)	[ITE 230]	=	$\ln(T) = 0.82 \ln(X) + 0.32$ (67% in, 33% out)
RV Campground	[ITE 416]	=	$T = 0.37 (X)$; (69% in, 31% out)
Continuing Care Retirement Community	[ITE 255]	=	$T = 0.29 (X)$; (48% in, 52% out)
Golf Course (Holes)	[ITE 430]	=	$T = 2.78 (X)$ (45% in, 55% out)
High School (Students)	[ITE 530]	=	$T = 0.13 (X)$ (47% in, 53% out)

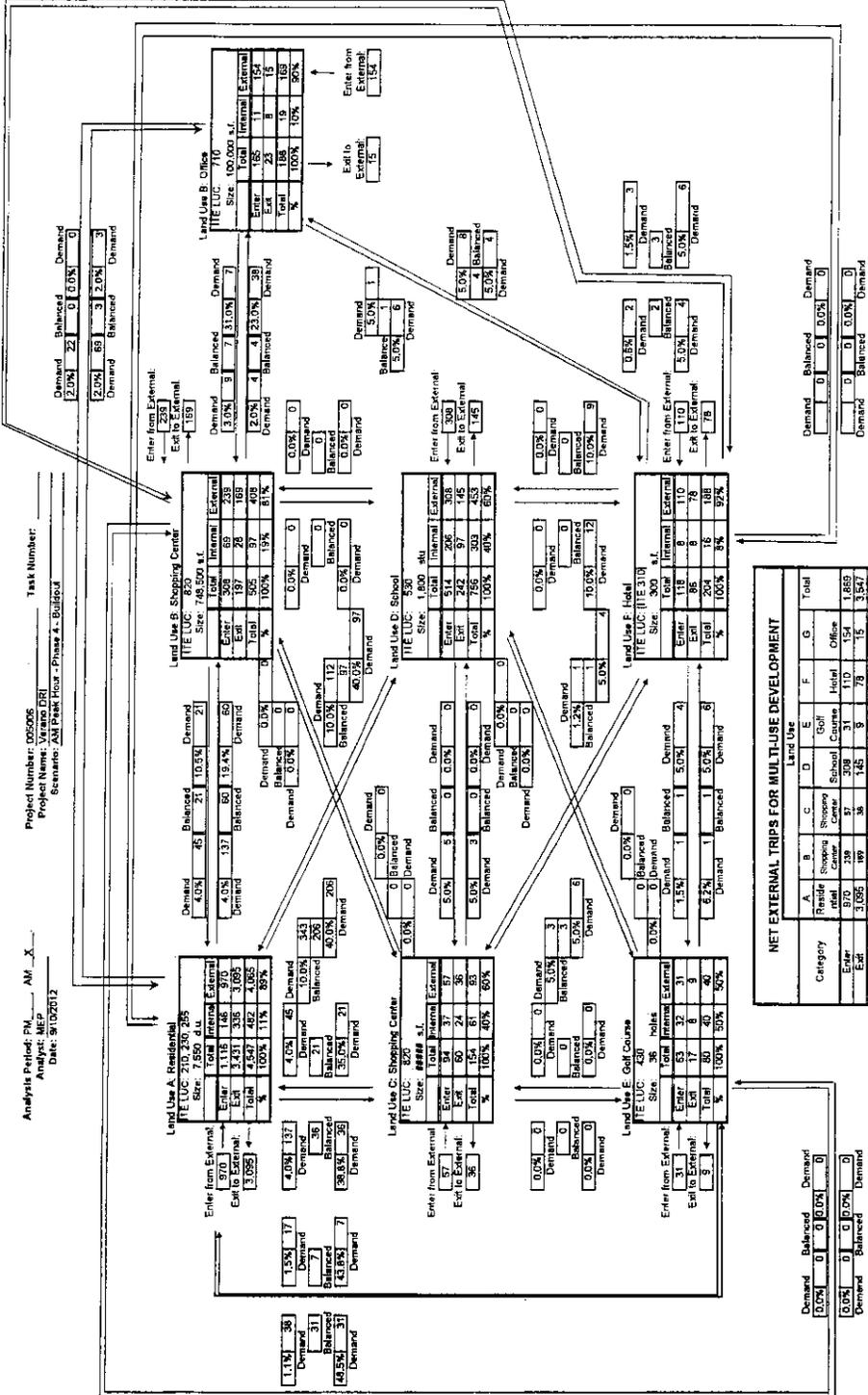
Pass By Rate

Shopping Center (SF)	[ITE 820]	=	16.7% Based on previous approved pass-by capture of large retail center only
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¹ Consistent with ITE Land Use 430, this land use may include accessory uses such as a driving range, clubhouse, pro shop, restaurant, lounge, and/or banquet facility
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ITE MULTI-USE PROJECT INTERNAL CAPTURE WORKSHEET

Analysis Period: PM, AM, X
 Analyst: MEP
 Date: 9/10/2012
 Project Number: 005006
 Project Name: Veneto DRI
 Scenario: AM Peak Hour - Phase 4 - Buildout
 Task Number:



NET EXTERNAL TRIPS FOR MULTI-USE DEVELOPMENT

Category	Land Use						Total
	A	B	C	D	E	F	
Residential	1,118	148	0	0	0	0	1,266
Office	185	11	0	0	0	0	196
Shopping Center	60	24	0	0	0	0	84
School	242	97	0	0	0	0	339
Golf Course	52	2	0	0	0	0	54
Hotel	10	10	0	0	0	0	20
Total	1,665	204	0	0	0	0	1,869
Single Use	4,547	506	154	755	80	204	5,746
Multi-Use	1,665	204	0	0	0	0	1,869
Internal Capture	1,665	204	0	0	0	0	1,869



Engineering & Planning, Inc.

10795 SW Civic Lane • Port Saint Lucie • Florida • 34987
(772) 345-1948 • www.mackenzieengineeringinc.com

To: Scott Morton
From: Shaun G. MacKenzie, P.E.
Date: August 17, 2012
Re: Verano DRI Improvements – St. Lucie West

INTRODUCTION

St. Lucie West Boulevard was examined in detail based on existing conditions and future condition with the buildout of the reduced Reserve DRI and proposed Verano DRI. The analysis performed was used determine needed improvements in the St. Lucie West corridor between Commerce Center Drive and Peacock Boulevard.

OBSERVATIONS AND DATA COLLECTION

Data were collected at all four intersections along the corridor and adjusted to peak season 2012 data.

ANALYSIS

2013

The 2013 analysis includes full build out of the decreased Reserve DRI and 40 percent of the proposed Verano DRI and an increase in background traffic of 1%. This is approximately a net traffic increase of 25 percent along the corridor. The analysis shows failures in 2013 if no improvements are made to the corridor. Various alternative improvements were tested. Based on the analysis, we recommend a second eastbound left-turn lane at the St. Lucie West Boulevard and Peacock Boulevard intersection. In addition, we recommend coordinating the two ramps intersections with the Peacock Boulevard intersection. This is anticipated to be especially beneficial as it relates to special event traffic coordination.

2023

The 2023 analysis includes full build out of the decreased Reserve DRI and proposed Verano DRI and increases background traffic one percent per year compounded annually from 2012 to 2023. The year 2023 was chosen because this was the DRI's original buildout date prior to legislative extensions. An analysis of the No Build alternative was not performed, but is expected to yield multiple failures in the corridor. Various alternative improvements were tested including:

- Ramp Improvements; or
- Add one eastbound lane from the Southbound ramps to the northbound ramps; or

- Add one westbound lanes from the northbound ramps to the southbound ramps

Based on the analysis, we recommend a second westbound lane on St. Lucie West Boulevard from the northbound ramps to the westbound to I-95 southbound loop ramp. The results of the analysis demonstrate that with the improvements the interchange, St. Lucie West Boulevard and all four intersections are projected to operate acceptably as shown in Table 1.

CONCLUSION

An analysis of St. Lucie Boulevard from Commerce Center Drive to Peacock Boulevard was performed. Analysis were performed AM and PM peak hour conditions in 2012 (existing), 2013, and 2023. Based on the analysis, the corridor requires the following improvements in order to provide acceptable operations:

Phase 1 (2013 Improvements)

- Add an eastbound left-turn lane at the Peacock Boulevard & St. Lucie West Boulevard intersection
- Coordinate the St. Lucie West ramp intersections with Peacock Boulevard

Phase 2 (2023 Improvements)

- Provide one additional westbound lane beginning from the St. Lucie West Blvd. westbound to I-95 northbound on-ramp to the St. Lucie West Blvd. westbound to I-95 southbound on-ramp

The proposed improvements are shown on the attached graphics. With the proposed improvements, the corridor and intersections are projected to operate acceptably.

TABLE 1

Intersection/Corridor	LEVEL OF SERVICE (LOS)							
	Existing (2012)		2013				2023	
			No Build		Build		Build	
	AM	PM	AM	PM	AM	PM	AM	PM
St. Lucie West Blvd & Commerce Center Drive	B	A	B	C	B	C	B	B
St. Lucie West Blvd & I-95 SB Ramps	B	B	B	C	B	B	B	B
St. Lucie West Blvd & I-95 NB Ramps	A	B	B	E	B	C	A	B
St. Lucie West Blvd & Peacock Blvd	C	B	C	E	B	D	C	D
Eastbound LOS	C	C	C	D	C	D	C	D
Westbound LOS	C	D	D	F	C	D	C	D

VERANO DRI
Buildout Cumulative - Phase 4 (Using ITE 8th Edition)

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour			
			Total	In	Out	Total	In	Out	
Proposed									
Office	100,000 s.f.	1,334	188	165	23	149	25	124	
Shopping Center	100,000 s.f.	6,791	154	94	60	636	312	324	
Shopping Center	748,500 s.f.	25,128	505	308	197	2,451	1,201	1,250	
Hotel	300 Rms	2,676	204	118	86	199	98	101	
Single-Family Residential	5,760 d.u.	43,304	4,042	1,011	3,031	4,035	2,542	1,493	
Residential Townhouse	1,440 d.u.	6,548	436	74	362	536	359	177	
RV Campground	300 d.u.	1,110	60	25	35	111	77	34	
Continuing Care Retirement Community	50 units	42	9	6	3	15	7	8	
High School	1,800 Stu	2,783	756	514	242	234	110	124	
Golf Course ⁴	36 holes	1,287	80	63	17	100	45	55	
Subtotal		91,003	6,434	2,378	4,056	8,466	4,776	3,690	
Internal Capture									
		Daily	PM						
Office		26.8%		19	11	8	40	9	31
Shopping Center (50k)		40.1%		61	37	24	255	125	130
Shopping Center (748k)		17.4%		97	69	28	427	169	258
Residential		15.8%		482	146	336	721	407	314
Hotel		41.2%		16	8	8	82	58	24
High School		40.2%		303	206	97	94	44	50
Golf Course		51.0%		40	32	8	51	23	28
		19.7%	19.7%						
Subtotal		17,951	1,018	509	509	1,670	835	835	
Pass-by									
Shopping Center		25.0%	16.7%						
				102	51	51	338	169	169
Subtotal		3,633	102	51	51	338	169	169	
Driveway Volume		73,052	5,416	1,869	3,547	6,796	3,941	2,855	
Net New External Trips		69,419	5,314	1,818	3,496	6,458	3,772	2,686	

Note: Trip generation was calculated using the following data (ITE 8th Edition):

Daily Traffic

Office (SF)	[ITE 710]	=	$\ln(T) = 0.77 \ln(X/1000) + 3.65$
Hotel (Rooms)	[ITE 310]	=	$T = 8.92 (X)$
Shopping Center (SF)	[ITE 820]	=	$\ln(T) = 0.65 \ln(X/1000) + 5.83$
Single-Family Residential (DUs)	[ITE 210]	=	$\ln(T) = 0.92 \ln(X) + 2.71$
Residential Townhouse (DUs)	[ITE 230]	=	$\ln(T) = 0.87 \ln(X) + 2.46$
RV Campground	[ITE 416]	=	$T = 3.7 (X)$ (not available - used PM peak x 10)
Continuing Care Retirement Community	[ITE 255]	=	$T = 2.81 (X)$
Golf Course (Holes)	[ITE 430]	=	$T = 35.74$ trips per hole
High School (Students)	[ITE 530]	=	$\ln(T) = 0.81 \ln(X) + 1.86$ (X = Students)

AM Peak Hour Traffic

Office (SF)	[ITE 710]	=	$\ln(T) = 0.80 \ln(X/1000) + 1.55$ (88% in, 12% out)
Hotel (Rooms)	[ITE 310]	=	$T = 0.78 (X) - 29.8$ (58% in, 42% out)
Shopping Center (SF)	[ITE 820]	=	$\ln(T) = 0.59 \ln(X/1000) + 2.32$ (61% in, 39% out)
Single-Family Residential (DUs)	[ITE 210]	=	$T = 0.70 (X) + 9.74$ (25% in, 75% out)
Residential Townhouse (DUs)	[ITE 230]	=	$\ln(T) = 0.80 \ln(X) + 0.26$ (17% in, 83% out)
RV Campground	[ITE 416]	=	$T = 0.20 (X)$; (42% in, 58% out)
Continuing Care Retirement Community	[ITE 255]	=	$T = 0.18 (X)$; (64% in, 36% out)
Golf Course (Holes)	[ITE 430]	=	$T = 2.23 (X)$ (79% in, 21% out)
High School (Students)	[ITE 530]	=	$T = 0.42 (X)$ (68% in, 32% out)

PM Peak Hour Traffic

Office (SF)	[ITE 710]	=	$T = 1.49(X/1000)$ (17% in, 83% out)
Hotel (Rooms)	[ITE 310]	=	$\ln(T) = 1.2 \ln(X) - 1.55$ (49% in, 51% out)
Shopping Center (SF)	[ITE 820]	=	$\ln(T) = 0.67 \ln(X/1000) + 3.37$ (49% in, 51% out)
Single-Family Residential (DUs)	[ITE 210]	=	$\ln(T) = 0.90 \ln(X) + 0.51$ (63% in, 37% out)
Residential Townhouse (DUs)	[ITE 230]	=	$\ln(T) = 0.82 \ln(X) + 0.32$ (67% in, 33% out)
RV Campground	[ITE 416]	=	$T = 0.37 (X)$; (69% in, 31% out)
Continuing Care Retirement Community	[ITE 255]	=	$T = 0.29 (X)$; (48% in, 52% out)
Golf Course (Holes)	[ITE 430]	=	$T = 2.78 (X)$ (45% in, 55% out)
High School (Students)	[ITE 530]	=	$T = 0.13 (X)$ (47% in, 53% out)

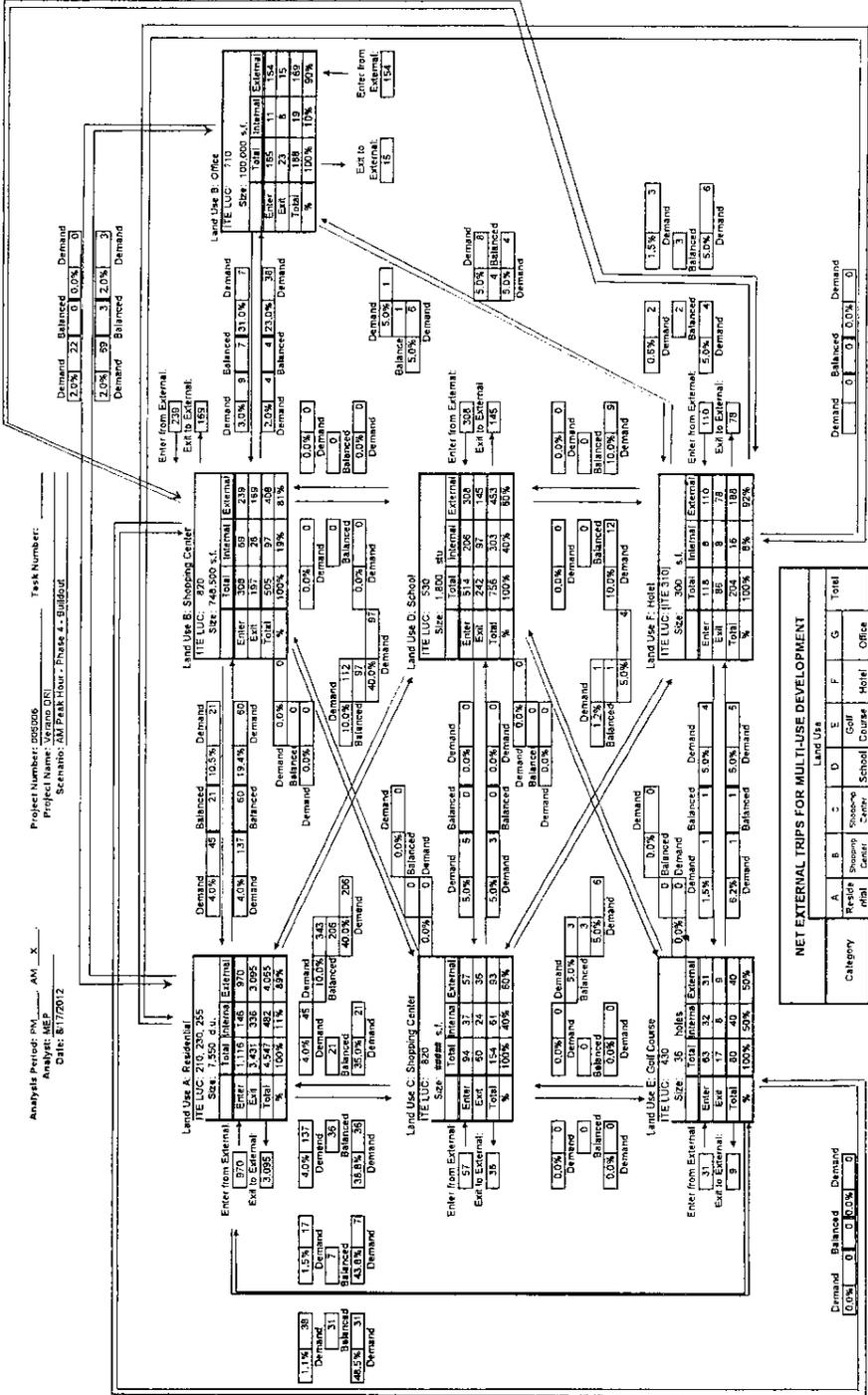
Pass By Rate

Shopping Center (SF)	[ITE 820]	=	16.7% Based on previous approved pass-by capture of large retail center only
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1 Consistent with ITE Land Use 430, this land use may include accessory uses such as a driving range, clubhouse, pro shop, restaurant, lounge, and/or banquet facility
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ITE MULTIPLE PROJECT INTERNAL CAPTURE WORKSHEET

Project Number: 020306
 Project Name: AMX-AMX
 Scenario: AMX Park/Floor - Phase 4 - Buildout
 Analysis Period: AM, X
 Date: 07/20/12
 Task Number:

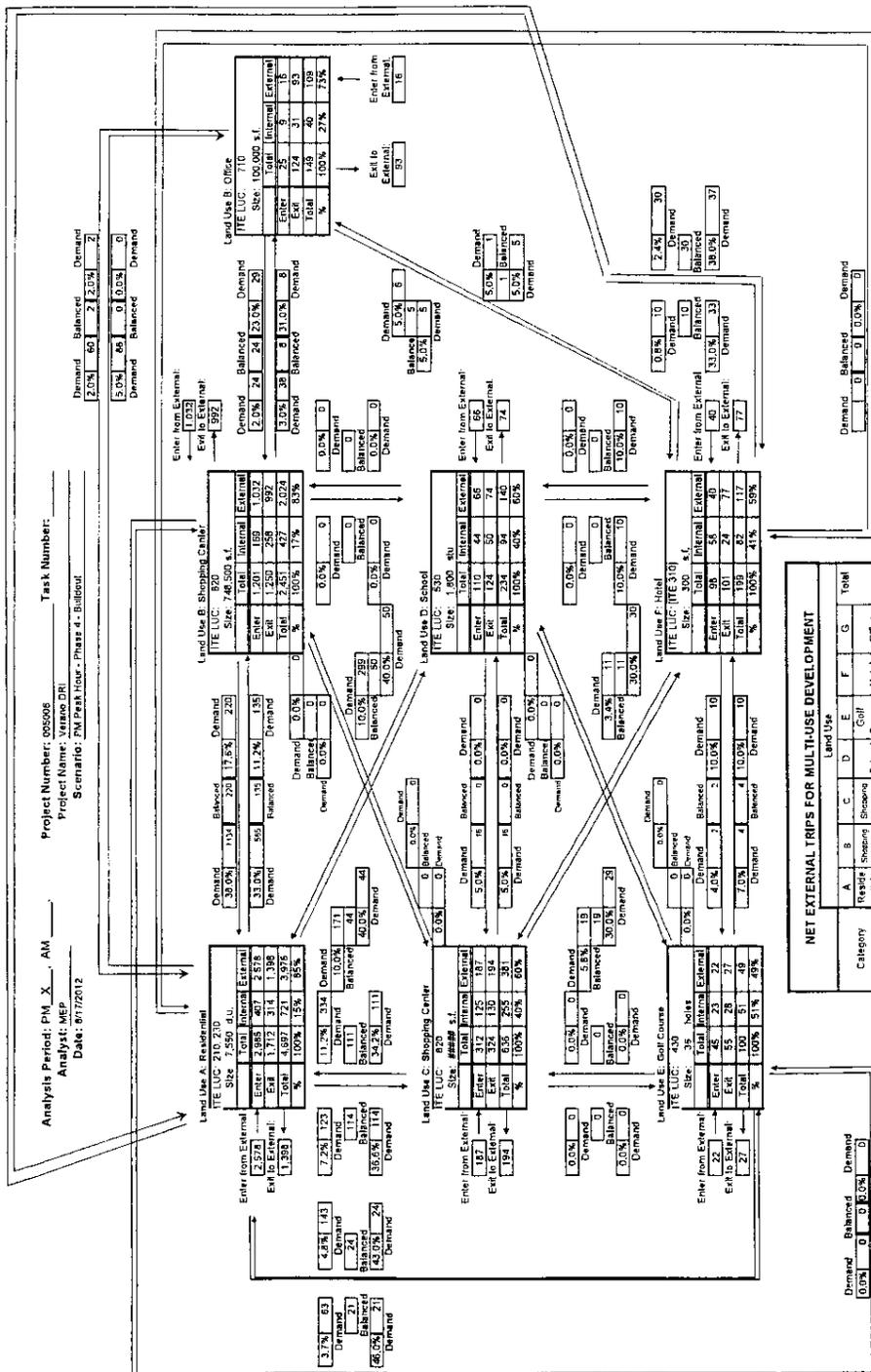


Category	Land Use						Total	
	A	B	C	D	E	F		
Residential	970	293	57	308	31	110	1,859	
Shopping Center	3,058	189	36	148	9	78	3,547	
School	4,055	48	33	453	40	138	5,117	
Golf Course	4,547	50	15	256	60	204	6,434	
Hotel	Use L.C.	10.6%	3.2%	3.6%	40.1%	50.0%	7.3%	10.1%

Internal Capture = 16.4%

ITE MULTIPLE USE PROJECT INTERNAL CAPTURE WORKSHEET

Analyst: MEP
 Date: 6/17/2012
 Project Number: 095096
 Project Name: Varano DRI
 Scenario: PM Peak Hour - Phase 4 - Buildout
 Task Number:



NET EXTERNAL TRIPS FOR MULTIPLE USE DEVELOPMENT

Category	Land Use							Total
	A	B	C	D	E	F	G	
Residential	2,230	1,032	192	56	22	40	16	3,241
Office	1,388	92	184	74	27	77	83	2,855
School	3,976	2,024	311	1,400	49	117	159	8,131
Golf Course	4,687	1,461	618	234	100	199	149	8,468
Hotel	17,424	17,424	40,124	40,234	91,034	41,234	26,934	193,714
Use Total	19,706	19,706	40,124	40,234	91,034	41,234	26,934	193,714

Internal Capture = 19.7%

**INTERSECTION VOLUME DEVELOPMENT
RESERVE DRI**

St. Lucie West Blvd & Commerce Center Drive

Intersection Growth Rate = 1.00%
 Peak Season Factor = 1.02
 Analysis Years = 2012 2013 2020 2023

PM Peak Hour

	Eastbound			Westbound			Northbound			Southbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Observed 01/20/2009	45	228	20	127	267	104	25	7	5	136	13	29
2012 Peak Season Volume	47	240	21	133	281	109	26	7	5	143	14	30
2013 Background Volume	47	242	21	134	284	110	26	7	5	144	14	30
2020 Background Volume	51	260	23	144	304	118	28	8	5	155	15	32
2023 Background Volume	52	268	23	148	314	122	29	8	6	160	16	33
Project Traffic Direction	out	out	out	in	in	in	in/out	in/out	out	out	out/in	in
Project Traffic % (Reserve DRI)	2.6%	13.7%	4.8%	2.0%	13.7%	16.3%	4.8%	17.3%	2.0%	49.4%	17.3%	2.6%
Reserve DRI Traffic	12	63	22	6	40	48	14	51	9	227	80	8
Verano Traffic %			2%	4%			2%	2%	4%		2%	0%
Verano Project Traffic	0	0	54	151	0	0	54	54	107	0	75	0
Total 2012 Volumes	47	240	21	133	281	109	26	7	5	143	14	30
Total 2013 Volumes	59	305	65	200	324	158	62	80	57	371	124	38
Total 2023 Volumes	64	331	99	305	354	170	97	113	122	387	171	41

**INTERSECTION VOLUME DEVELOPMENT
RESERVE DRI**

St. Lucie West Blvd & I-95 Southbound

Intersection Growth Rate = 1.00%

Peak Season Factor = 1.00

Analysis Years = 2012 2013 2020 2023

PM Peak Hour

	Eastbound			Westbound			Northbound			Southbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (1/24/2012)	0	315	89	0	373	665	0	0	0	485	0	49
2012 Peak Season Volume	0	315	89	0	373	665	0	0	0	485	0	49
2013 Background Volume	0	318	90	0	377	672	0	0	0	490	0	49
2020 Background Volume	0	341	96	0	404	720	0	0	0	525	0	53
2023 Background Volume	0	351	99	0	416	742	0	0	0	541	0	55
Project Traffic Direction		out	out		in	in						in
Project Traffic % (Reserve DRI)		49.7%	15.3%		50.1%	0%						14.9%
Reserve DRI Traffic	0	228	70	0	148	0	0	0	0	0	0	44
Verano Traffic %		4%	0%		4%	4%						0%
Verano Project Traffic	0	107	0	0	151	151	0	0	0	0	0	0
Total 2012 Volumes	0	315	89	0	373	665	0	0	0	485	0	49
		78%	22%		36%	64%						
Total 2013 Volumes	0	589	160	0	585	732	0	0	0	490	0	93
		79%	21%		44%	56%						
Total 2023 Volumes	0	686	169	0	715	893	0	0	0	541	0	99
		80%	20%		44%	56%						

**INTERSECTION VOLUME DEVELOPMENT
RESERVE DRI**

St. Lucie West Blvd & I-95 Northbound

Intersection Growth Rate = 1.00%
 Peak Season Factor = 1.00
 Analysis Years = 2012 2013 2020 2023

PM Peak Hour

	Eastbound			Westbound			Northbound			Southbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (1/24/2012)	39	735	0	0	923	313	115	0	725	0	0	0
2012 Peak Season Volume	39	735	0	0	923	313	115	0	725	0	0	0
2013 Background Volume	39	742	0	0	932	316	116	0	732	0	0	0
2020 Background Volume	42	796	0	0	999	339	125	0	785	0	0	0
2023 Background Volume	44	820	0	0	1,030	349	128	0	809	0	0	0
Project Traffic Direction	out	out	out	in	in	in	in		in	in		in
Project Traffic % (Reserve DRI)	14.9%	34.8%			34.8%		15.3%					
Reserve DRI Traffic	68	160	0	0	103	0	45	0	0	0	0	0
Verano Traffic %	0%	4%			8%	0%	0%		4%			
Verano Project Traffic	0	107	0	0	302	0	0	0	151	0	0	0
Total 2012 Volumes	39	735	0	0	923	313	115	0	725	0	0	0
	5%	95%			75%	25%						
Total 2013 Volumes	107	945	0	0	1,156	316	161	0	792	0	0	0
	10%	90%			79%	21%						
Total 2023 Volumes	112	1,087	0	0	1,435	349	173	0	960	0	0	0
	9%	91%			80%	20%						

**INTERSECTION VOLUME DEVELOPMENT
RESERVE DRI**

St. Lucie West Blvd & Peacock Boulevard

Intersection Growth Rate = 1.00%
 Peak Season Factor = 1.00
 Analysis Years = 2012 2013 2020 2023

PM Peak Hour

	Eastbound			Westbound			Northbound			Southbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (Peak 2011)	413	782	58	134	677	333	91	55	96	509	58	455
2012 Peak Season Volume	417	790	59	135	684	336	92	56	97	514	59	460
2013 Background Volume	421	798	60	136	691	339	93	57	98	519	60	465
2020 Background Volume	452	855	64	146	741	364	100	61	105	557	64	498
2023 Background Volume	465	881	66	151	763	375	103	62	108	573	66	513
Project Traffic Direction	out	out	out	in	in	in	in		in	in		in
Project Traffic % (Reserve DRI)	7.6%	25.0%	4.2%		25.0%		4.2%					7.6%
Reserve DRI Traffic	35	106	19	0	68	0	12	0	0	0	0	22
Verano Traffic %	3.5%	4.0%	0.5%		4.0%		0.5%					3.5%
Verano Project Traffic	94	107	13	0	151	0	19	0	0	0	0	132
Total 2012 Volumes	417	790	59	135	684	336	92	56	97	514	59	460
	33%	62%	5%									
Total 2013 Volumes	494	947	84	136	819	339	113	57	98	519	60	540
	32%	62%	6%									
Total 2023 Volumes	594	1,094	98	151	982	375	134	62	108	573	66	667
	33%	61%	5%									

**INTERSECTION VOLUME DEVELOPMENT
RESERVE DRI**

St. Lucie West Blvd & Commerce Center Drive

Intersection Growth Rate = 1.00%
 Peak Season Factor = 1.02
 Analysis Years = 2012 2013 2020 2023

AM Peak Hour

	Eastbound			Westbound			Northbound			Southbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
01/20/2009 (inverse of PM)	29	267	25	127	228	136	20	13	127	104	7	45
2012 Peak Season Volume	30	281	26	133	240	143	21	14	133	109	7	47
2013 Background Volume	30	284	26	134	242	144	21	14	134	110	7	47
2020 Background Volume	32	304	28	144	260	155	23	15	144	118	8	51
2023 Background Volume	33	314	29	148	268	160	23	16	148	122	8	52
Project Traffic Direction	out	out	out	in	in	in	in/out	in/out	out	out	out/in	in
Project Traffic % (Reserve DRI)	2.6%	13.7%	4.8%	2.0%	13.7%	16.3%	4.8%	17.3%	2.0%	49.4%	17.3%	2.6%
Reserve DRI Traffic	5	28	10	8	55	65	19	69	4	100	35	11
Verano Traffic %			2%	4%			2%	2%	4%		2%	0%
Verano Project Traffic	0	0	70	73	0	0	70	70	140	0	36	0
Total 2012 Volumes	30	281	26	133	240	143	21	14	133	109	7	47
Total 2013 Volumes	35	312	64	171	297	209	68	111	194	210	56	58
Total 2023 Volumes	38	342	109	229	323	225	112	155	292	222	79	63

**INTERSECTION VOLUME DEVELOPMENT
RESERVE DRI**

St. Lucie West Blvd & I-95 Southbound

Intersection Growth Rate = 1.00%
 Peak Season Factor = 1.00
 Analysis Years = 2012 2013 2020 2023

AM Peak Hour

	Eastbound			Westbound			Northbound			Southbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (1/24/2012)	0	248	98	0	243	435	0	0	0	313	0	26
2012 Peak Season Volume	0	248	98	0	243	435	0	0	0	313	0	26
2013 Background Volume	0	250	99	0	245	439	0	0	0	316	0	26
2020 Background Volume	0	269	106	0	263	471	0	0	0	339	0	28
2023 Background Volume	0	277	109	0	271	485	0	0	0	349	0	29
Project Traffic Direction		out	out		in	in						in
Project Traffic % (Reserve DRI)		49.7%	15.3%		50.1%	0%						14.9%
Reserve DRI Traffic	0	101	31	0	201	0	0	0	0	0	0	60
Verano Traffic %		4%	0%		4%	4%						0%
Verano Project Traffic	0	140	0	0	73	73	0	0	0	0	0	0
Total 2012 Volumes	0	248	98	0	243	435	0	0	0	313	0	26
		72%	28%		36%	64%						
Total 2013 Volumes	0	407	130	0	475	468	0	0	0	316	0	86
		76%	24%		50%	50%						
Total 2023 Volumes	0	518	140	0	545	558	0	0	0	349	0	89
		79%	21%		49%	51%						

**INTERSECTION VOLUME DEVELOPMENT
RESERVE DRI**

St. Lucie West Blvd & I-95 Northbound

Intersection Growth Rate = 1.00%
 Peak Season Factor = 1.00
 Analysis Years = 2012 2013 2020 2023

AM Peak Hour

	Eastbound			Westbound			Northbound			Southbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (1/24/2012)	38	569	0	0	601	367	77	0	727	0	0	0
2012 Peak Season Volume	38	569	0	0	601	367	77	0	727	0	0	0
2013 Background Volume	38	575	0	0	607	371	78	0	734	0	0	0
2020 Background Volume	41	616	0	0	651	397	83	0	787	0	0	0
2023 Background Volume	42	635	0	0	671	409	86	0	811	0	0	0
Project Traffic Direction	out	out	out	in	in	in	in		in	in		in
Project Traffic % (Reserve DRI)	14.9%	34.8%			34.8%		15.3%					
Reserve DRI Traffic	30	71	0	0	140	0	61	0	0	0	0	0
Verano Traffic %	0%	4%			8%		0%		4%			
Verano Project Traffic	0	140	0	0	145	0	0	0	73	0	0	0
Total 2012 Volumes	38	569	0	0	601	367	77	0	727	0	0	0
	6%	94%			62%	38%						
Total 2013 Volumes	68	702	0	0	805	371	139	0	763	0	0	0
	9%	91%			68%	32%						
Total 2023 Volumes	72	846	0	0	956	409	147	0	884	0	0	0
	8%	92%			70%	30%						

**INTERSECTION VOLUME DEVELOPMENT
RESERVE DRI**

St. Lucie West Blvd & Peacock Boulevard

Intersection Growth Rate = 1.00%
 Peak Season Factor = 1.00
 Analysis Years = 2012 2013 2020 2023

AM Peak Hour

	Eastbound			Westbound			Northbound			Southbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (Peak 2011)	490	763	17	83	620	375	103	67	79	159	33	236
2012 Peak Season Volume	495	771	17	84	626	379	104	68	80	161	33	238
2013 Background Volume	500	779	17	85	632	383	105	69	81	163	33	240
2020 Background Volume	536	835	18	91	678	410	113	74	87	174	36	258
2023 Background Volume	552	860	19	94	698	423	116	76	89	180	37	266
Project Traffic Direction	out	out	out	in	in	in	in		in	in		in
Project Traffic % (Reserve DRI)	7.6%	23.0%	4.2%		23.0%		4.2%					7.6%
Reserve DRI Traffic	15	47	9	0	92	0	17	0	0	0	0	30
Verano Traffic %	3.5%	4.0%	0.5%		4.0%		0.5%					3.5%
Verano Project Traffic	122	140	17	0	73	0	9	0	0	0	0	64
Total 2012 Volumes	495	771	17	84	626	379	104	68	80	161	33	238
	39%	60%	1%									
Total 2013 Volumes	564	882	33	85	753	383	126	69	81	163	33	296
	38%	60%	2%									
Total 2023 Volumes	689	1,047	45	94	863	423	142	76	89	180	37	360
	39%	59%	3%									

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NOTICE OF PUBLIC HEARINGS VERANO - DEVELOPMENT OF REGIONAL IMPACT NOTICE OF PROPOSED CHANGE RESOLUTION 12-R102

Public notice is hereby given by the CITY OF PORT ST. LUCIE of a PUBLIC HEARING for the following: A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PORT ST. LUCIE, FLORIDA, TO AMEND THE PGA VILLAGE DEVELOPMENT OF REGIONAL IMPACT (DRI) APPROVED BY RESOLUTION 03-R68 ON OCTOBER 27, 2003, INCLUDING THOSE AMENDMENTS APPROVED BY RESOLUTION 03-R96 ON DECEMBER 15, 2003, RESOLUTION 09-R49 ON APRIL 13, 2009, AND RESOLUTION 09-R138 ON OCTOBER 26, 2009, AND RESOLUTION NO. 10-R31 ON JUNE 14, 2010 IN ACCORDANCE WITH THE REQUIREMENTS OF CHAPTER 380, FLORIDA STATUTES; MAKING FINDINGS OF FACT AND CONCLUSIONS OF LAW PERTAINING TO THE VERANO DRI; AND CONSTITUTING THIS RESOLUTION AS THE AMENDED DEVELOPMENT ORDER FOR THE VERANO DRI IN COMPLIANCE WITH LAW; PROVIDING AN EFFECTIVE DATE; AND PROVIDING A TERMINATION DATE.

The proposed change is to the Verano Development of Regional Impact file number P11-123. This amendment provides for changes to the approved Development Order. The changes proposed include modifying Map "H", and the various conditions of the development order, including increasing development thresholds. The property is located west of Interstate 95, east of Glades Cut Off and Range Line Roads, north of Crosstown Parkway and the Tradition MPUD, and south of The Reserve.

The public hearing will be held at the October 22, 2012 meeting of the City Council at 7:00 PM in the City Hall Council Chambers, Building "A", 121 SW Port St. Lucie Blvd., Port St. Lucie. The proposed Resolution 12-R102, information on the report and the development of regional impact application may be reviewed between the hours of 8:00 AM and 5:00 PM at the City's Planning & Zoning Department, City Hall, Building "A", 121 SW Port St. Lucie Blvd., Port St. Lucie, Florida.

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

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

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



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

Planning & Zoning Dept Publish: October 8



NOTICE OF PUBLIC HEARINGS RESERVE - DEVELOPMENT OF REGIONAL IMPACT NOTICE OF PROPOSED CHANGE RESOLUTION 12-R101

Public notice is hereby given by the CITY OF PORT ST. LUCIE of a PUBLIC HEARING for the following: A RESOLUTION OF THE CITY COUNCIL OF PORT ST. LUCIE, FLORIDA AMENDING RESOLUTION 89-R268 INCLUDING THE PROVISIONS OF RESOLUTIONS 92-R1, 93-R38, 95-R61, 98-R64, AND 05-R09, 08-R79, AND 09-R135 APPROVING AN AMENDMENT TO THE AMENDED DEVELOPMENT ORDER FOR THE DEVELOPMENT OF REGIONAL IMPACT KNOWN AS THE RESERVE.

The proposed change is to the Reserve Development of Regional Impact file number P11-135. This amendment provides for changes to the approved Development Order. The request is to amend certain conditions of approval for the project regarding reducing the amount of office use by 105,400 square feet; decreasing residential units by 300 dwelling units; reducing the amount of retail and commercial service use by 140,000 square feet; increasing hotel rooms by 60 rooms; adding a four year extension to the termination date of the DRI, and amending the thresholds legend on the development map (Map H). The property is located west of Interstate 95, south of Glades Cut-Off Road and north of the C-24 Canal.

The public hearing will be held at the October 22, 2012 meeting of the City Council at 7:00 PM in the City Hall Council Chambers, Building "A", 121 SW Port St. Lucie Blvd., Port St. Lucie. The proposed Resolution 12-R101, information on the report and the development of regional impact application may be reviewed between the hours of 8:00 AM and 5:00 PM at the City's Planning & Zoning Department, City Hall, Building "A", 121 SW Port St. Lucie Blvd., Port St. Lucie, Florida.

In accordance with the Americans with Disabilities Act of 1990, persons needing special accommodation

to participate in this proceeding should contact the City Clerk's office at 772-871-5157 for assistance.

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

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



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

Planning & Zoning Dept Publish: Oct. 8, 2012



William E. Anspach, III, MD • William E. Carl
George J. Haas, MD • Nathaniel H. Hill,
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