lucido&associates

July 11, 2023 **VIA DIGITAL DELIVERY**

Planning and Zoning Department
City of Fort Pierce
100 North U.S. 1
Fort Pierce, FL 34950

Re: Sunrise Residential – Planned Development (PD) Application

On behalf of Walton Acquisitions FL, LLC and Sunrise Residential, LLC, we respectfully submit this Planned Development (PD) application package. The proposed PD includes general commercial, neighborhood commercial, and various residential lot types including, both attached and detached Single-Family lots and limited multi-Family lots (Townhomes, Apartment, Cluster, Horizontal Apartments.

Please find attached the following items in support of the application:

- Cover Letter
- Project Narrative
- Property Ownership Card
- Sunrise Residential PD
- Warranty Deeds
- Site Plan
- Plat/Boundary Survey
- Traffic Analysis
- Drainage Statement

Should you have any questions or need additional information, please feel free to contact me directly.

Sincerely,

Derrick E Phillips Jr
Project Manager

PROJECT NARRATIVE

lucido&associates

Kevin Freeman
Planning Director
City of Fort Pierce
100 N. US Hwy. 1
Fort Pierce FL, 34950

Re: Sunrise Residential– Project Narrative
Our Reference Number: 22-405

Dear Mr. Freeman,

Sunrise Residential is a proposed mixed-use development on approximately 516 acres of land lying immediately north of Midway Road, west of I-95, within the City of Fort Pierce. The project consists of two parcels of land that were recently annexed into the City of Fort Pierce. One of which is approximately 116 ac. and was recently annexed into the City, while the second parcel is approximately 400 ac. and was annexed into the City on July 19, 2010.

The intent of the proposed project is to provide the potential for sustainable and flexible development options for a variety of uses by utilizing the Planned Development zoning district. Uses within the proposed development include general commercial, neighborhood commercial, and various residential lot types including, both attached and detached Single-Family lots and limited multi-Family lots (Townhomes, Apartment, Cluster, Horizontal Apartments).

As proposed, approval of an overall Planned Development master plan and preliminary plat, along with Planned Development guidelines, which will provide for a cohesive project build-out, will provide the foundation for future tenants, developers, or builders to submit detailed development plan proposals for review and approval by the City. This affords all involved, including the city, developer and potential tenants, developers, or builders, a clear, agreed path to provide for the most efficient and flexible development of the subject parcels.

As contained in the Planned Development Guidelines, design and development parameters by lot type, such as, but not limited to: permitted and prohibited uses, applicable setbacks; allowable building area; street cross sections; landscaping, irrigation and signage standards have been provided for. A master Property Owners Association (POA) will be created to provide for continued and long term maintenance of common areas, such as parks, open spaces and preserve areas, as well as the master stormwater system, master irrigation system, common area signage, street lighting, and other common improvements and services.

We appreciate the opportunity to work with you in making this project become a reality and encourage any feedback and constructive dialogue you may have to lend. Should you have any questions, please do not hesitate to contact me directly.

Kindest Regards,

Derrick E Phillips Jr
Project Manager

JOSEPH E. SMITH, CLERK OF THE CIRCUIT COURT - SAINT LUCIE COUNTY
FILE # 4053777 OR BOOK 3730 PAGE 42, Recorded 03/30/2015 at 11:31 AM
Doc Tax: $210.00

RETURN TO:
First American Title Insurance Co.
400 South Rampart Drive, Suite 290
Las Vegas, NV 89145

Prepared By:

Walton Acquisitions FL, LLC
c/o Walton International Group (USA), Inc.
4800 N. Scottsdale Rd., Ste. 4000
Scottsdale, Arizona 85251
Attn: Wayne G. Souza

Tax Identification Nos.: 2334-340-0000-000-7
3303-210-0000-000-4
2334-410-0000-000-1

SPECIAL WARRANTY DEED

This Special Warranty Deed, made this _____ day of FEB 2 5 2015, 20__, between **WALTON ACQUISITIONS FL, LLC,** a Florida limited liability company ("***Grantor***"), whose address is c/o Walton International Group (USA), Inc., 4800 North Scottsdale Road, Suite 4000, Scottsdale, Arizona 85251, and **FONG, CHEE TAT,** Trustee of the **FONG, CHEE TAT Village at Midway Revocable Trust** ("***Grantee***"), whose address is c/o Walton International Group (USA), Inc., 4800 N. Scottsdale Road, Suite 4000, Scottsdale, AZ 85251.

P-WRR

CF83999-004

WITNESSETH:

That Grantor, for and in consideration of the sum of Ten and 00/100 Dollars ($10.00) and other good and valuable consideration to Grantor in hand paid by Grantee, the receipt whereof is hereby acknowledged, has granted, bargained, and sold to Grantee and Grantee's heirs, successors and assigns forever, a **Three/Two Thousand Four Hundredth (3/2400th)** undivided tenant-in-common interest in that certain real property in fee simple absolute situated in Sumter County, Florida (the "**Property**"):

See Schedule "A" attached hereto and made a part hereof

Together with all tenements, hereditaments and appurtenances thereto with every privilege, right, title, interest and estate, reversion, remainder and easement thereto belonging or in anywise appertaining.

To Have to the Hold, the same in fee simple forever.

And Grantor does hereby covenant with Grantee that Grantor lawfully seized the Property in fee simple; that Grantor has good right and lawful authority to sell and convey the Property, and Grantor hereby fully warrants the title to the Property and will defend the same against the lawful claims of all persons claiming by, through or under Grantor.

This conveyance is subject to: (i) taxes and assessments for the year 2014 and subsequent years and taxes or special assessments which are not shown as existing liens by the Public Records of Sumter County, (ii) all conditions, restrictions, reservations, easements, covenants, and limitations in the Public Records of Sumter County, without, by this reference intending to reimpose the same, (iii) all laws, ordinances, restrictions, prohibitions, regulations, and other requirements imposed by governmental authorities, (iv) the covenants contained in the Declaration of Covenants, Conditions and Restrictions recorded by Grantor prior to recording this Deed (the "**CC&R**"). The CC&R is incorporated herein by the foregoing reference thereto, and by acceptance of this Deed, Grantee hereby assumes the CC&R, agrees to all designations, appointments, assignments, waivers and authorizations therein, agrees to comply with all covenants, requirements and restrictions therein and acknowledges and agrees that the CC&R is in all respects binding upon Grantee and its successors and assigns and runs with the title to the Property ("**Permitted Encumbrances**").

RESERVATION OF MINERALS: Grantor specifically reserves for itself, its successors and assigns, any and all oil, gas and other mineral rights located within the boundaries of the land.

[SIGNATURE PAGE COMMENCES ON FOLLOWING PAGE]

In Witness Whereof, Grantor has executed this Special Warranty Deed as of the date written above.

Signed, Sealed and Delivered
in the presence of:

Print Name: Desiree Rodriguez
First Witness

Print Name: Mark Franco
Second Witness

WALTON ACQUISITIONS FL, LLC,
a Florida limited liability company

By: Walton International Group, Inc.,
a Nevada corporation,
its Manager

By: _____
Name: Ambre Boutin
Title: Authorized Signatory

By: _____
Name: Laura Gartner
Title: Authorized Signatory

STATE OF ARIZONA

COUNTY OF MARICOPA

ACKNOWLEDGED and subscribed before me this ____ day of FEB 25 2015, 20__, by Ambre Boutin and Laura Gartner, each an Authorized Signatory of Walton International Group, Inc., a Nevada corporation, the Manager of Walton Acquisitions FL, LLC, a Florida limited liability company, on behalf of the company. Both such persons are personally known to me.

NOTARY PUBLIC
STATE OF ARIZONA
Maricopa County
ELISE KELSHEIMER
My Commission Expires 10/11/16

[SEAL]

Notary Public, State of Arizona
Print Name: ELISE KELSHEIMER
Commission No.: 319327
My Commission Expires: OCT 11 2016

CF83999-004

SCHEDULE "A"

To the Special Warranty Deed

Legal Description of Property - Village at Midway

Parcel 1:

A PARCEL OF LAND LYING IN SECTIONS 2, 3, 34, AND 35 TOWNSHIP 35 SOUTH AND 36 SOUTH, RANGE 39 EAST IN ST. LUCIE COUNTY, FLORIDA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF SAID SECTION 3, THENCE N89°46'35"W ALONG THE NORTH LINE OF SAID SECTION 3 A DISTANCE OF 2622.04 FEET TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF N.S.L.R.W.C.D. CANAL NO. 93 (A 78 FEET WIDE RIGHT-OF-WAY) AND BEING THE POINT OF BEGINNING OF THE FOLLOWING DESCRIBED PARCEL; THENCE N00°20'10"E ALONG THE EAST RIGHT-OF-WAY LINE OF SAID N.S.L.R.W.C.D. CANAL NO. 93 A DISTANCE OF 1318.99 FEET TO A POINT ON THE SOUTH LINE OF THE WEST 1/2 OF THE NORTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 34 A NOT INCLUDED PARCEL; THENCE S89°46'53"E ALONG THE SOUTH LINE OF SAID PARCEL NOT INCLUDED A DISTANCE OF 624.96 FEET TO A POINT ON THE EAST LINE OF SAID PARCEL NOT INCLUDED; THENCE N00°16'46"E ALONG THE EAST LINE OF SAID PARCEL NOT INCLUDED A DISTANCE OF 1319.04 FEET TO A POINT ON THE 1/4 SECTION LINE OF SECTION 34, TOWNSHIP 35 SOUTH, RANGE 39 EAST; THENCE S89°47'10"E ALONG THE 1/4 SECTION LINE OF SAID SECTION 34 A DISTANCE OF 1987.99 FEET TO A POINT ON THE EAST LINE OF SECTION 34, THENCE S00°06'37"W ALONG THE EAST LINE OF SAID SECTION 34 A DISTANCE OF 49.00 FEET TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF N.S.L.R.W.C.D. CANAL NO. 101 (A 98.00 FEET WIDE CANAL RIGHT-OF-WAY); THENCE S89°59'09"E ALONG THE SOUTH RIGHT-OF-WAY LINE OF SAID N.S.L.R.W.C.D. CANAL NO. 101 A DISTANCE OF 2664.42 FEET TO A POINT ON THE 1/4 SECTION LINE OF SECTION 35, TOWNSHIP 35 SOUTH, RANGE 39 EAST; THENCE N00°12'25"E ALONG THE 1/4 SECTION OF SAID SECTION 35 A DISTANCE OF 2.00 FEET TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF N.S.L.R.W.C.D. CANAL NO. 101 (A 94.00 FEET WIDE CANAL RIGHT-OFWAY); THENCE S89°52'23"E ALONG THE SOUTH RIGHT-OF-WAY OF SAID N.S.L.R.W.C.D. CANAL NO. 101 A DISTANCE OF 1331.59 FEET; THENCE CONTINUE S89°52'23"E ALONG THE SOUTH RIGHT-OF-WAY LINE OF N.S.L.R.W.C.D. CANAL NO. 101 A DISTANCE OF 418.59 FEET TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF STATE ROAD NO. 9 (INTERSTATE HIGHWAY NO. 95) (WIDTH VARIES); THENCE S42°14'14"W ALONG THE WEST RIGHT-OF-WAY

OF SAID

STATE ROAD NO. 9 A DISTANCE OF 727.09 FEET TO THE BEGINNING OF A CURVE ALONG THE WEST RIGHT-OF-WAY OF SAID STATE ROAD NO. 9 CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 5903.58 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 402.05 FEET THROUGH A CENTRAL ANGLE OF 03°54'07"; TO THE BEGINNING OF A COMPOUND CURVE ALONG THE WEST RIGHT-OF-WAY OF SAID STATE ROAD NO. 9 CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 5903.58 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 597.06 FEET THROUGH A CENTRAL ANGLE OF 05°47'41"; TO THE BEGINNING OF A COMPOUND CURVE ALONG THE WEST RIGHT-OF-WAY OF SAID STATE ROAD NO. 9 CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 5903.58 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 999.10 FEET THROUGH A CENTRAL ANGLE OF 09°41'48"; THENCE CONTINUE ALONG SAID WEST RIGHT-OF-WAY LINE S22°50'38"W A DISTANCE OF 363.01 FEET TO THE NORTH RIGHT-OF-WAY LINE OF N.S.L.R.W.C.D. CANAL NO. 102 (A 85 FOOT WIDE CANAL RIGHT-OF-WAY); THENCE N89°48'50"W ALONG SAID NORTH RIGHT-OF-WAY LINE A DISTANCE OF 60.02 FEET; THENCE CONTINUE N89°53'51"W ALONG SAID NORTH RIGHT-OF-WAY LINE, A DISTANCE OF 900.00 FEET; THENCE CONTINUE ALONG SAID NORTH RIGHT-OF-WAY LINE N89°53'51"W A DISTANCE OF 430.07 FEET; THENCE CONTINUE ALONG SAID NORTH RIGHT-OF-WAY LINE N89°53'51"W A DISTANCE OF 1330.07 FEET TO THE WEST LINE OF THE SOUTHWEST 1/4 OF SAID SECTION 35; THENCE S00°06'37"W ALONG THE WEST LINE OF SAID SOUTHWEST 1/4 OF SECTION 35 A DISTANCE OF 42.50 FEET TO THE NORTHWEST CORNER OF THE NORTHWEST ¼ OF SAID SECTION 2; THENCE S00°06'35"W ALONG THE WEST LINE OF SAID NORTHWEST 1/4 OF SECTION 2, A DISTANCE OF 42.50 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF SAID N.S.L.R.W.C.D. CANAL NO. 102; THENCE S89°53'51"E ALONG SAID SOUTH RIGHT-OF-WAY LINE A DISTANCE OF 1330.04 FEET; THENCE CONTINUE S89°53'51"E ALONG SAID SOUTH RIGHT-OF-WAY LINE A DISTANCE OF 1300.04 FEET TO THE WEST RIGHT-OF-WAY LINE OF A 30 FOOT ROAD RIGHT-OF-WAY AS RECORDED IN DEED BOOK 116, AT PAGE 379 OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA; THENCE S00°03'15"W ALONG SAID RIGHT-OF-WAY LINE A DISTANCE OF 129.69 FEET RETURNING TO THE WEST RIGHT-OF-WAY LINE OF SAID STATE ROAD 9 (INTERSTATE 1-95); THENCE S22°50'38"W ALONG SAID RIGHT-OF-WAY LINE A DISTANCE OF 470.73 FEET; THENCE CONTINUE S26°50'37"W ALONG SAID RIGHT-OF-WAY LINE A DISTANCE OF 519.99 FEET; THENCE CONTINUE S32°49'14"W ALONG SAID RIGHT-OF-WAY LINE A DISTANCE OF 229.66 FEET; THENCE DEPARTING SAID STATE ROAD NO. 9 N56°07'55"W A DISTANCE OF 323.65 FEET; THENCE N27°59'51"E A DISTANCE OF 671.72 FEET; TO THE BEGINNING OF A CURVE CONCAVE TO THE SOUTHWEST HAVING A RADIUS OF 150.00 FEET; THENCE NORTHWESTERLY ALONG THE

ARC OF SAID CURVE A DISTANCE OF 308.52 FEET THROUGH A CENTRAL ANGLE OF 117°50'41"; THENCE N89°50'50"W A DISTANCE OF 1811.20 FEET; THENCE S00°00'00"E A DISTANCE OF 142.46 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE NORTHWEST HAVING A RADIUS OF 335.00 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 365.79 FEET THROUGH A CENTRAL ANGLE OF 62°33'43"; THENCE S62°33'43"W A DISTANCE OF 139.15 FEET; THENCE S01°56'01"W A DISTANCE OF 142.19 FEET; THENCE S53°57'44"W A DISTANCE OF 58.71 FEET; THENCE S85°17'03"W A DISTANCE OF 146.97 FEET; THENCE S02°37'14"W A DISTANCE OF 332.85 FEET; THENCE S31°56'28"W A DISTANCE OF 78.35 FEET; THENCE S61°15'41"W A DISTANCE OF 335.42 FEET TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF A 60 FEET WIDE FP&L EASEMENT AS RECORDED IN OFFICIAL RECORDS BOOK 119, PAGE 404; THENCE N32°18'17"W ALONG THE EAST RIGHT-OF-WAY LINE OF SAID 60 FEET WIDE FP&L EASEMENT A DISTANCE OF 1745.80 FEET TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF A 200 FEET WIDE FP&L EASEMENT AS RECORDED IN OFFICIAL RECORDS BOOK 377, PAGES 2069-2076; THENCE N89°46'35"W ALONG THE NORTH RIGHT-OF-WAY LINE OF SAID 200 FEET WIDE FP&L EASEMENT AND BEING PARALLEL TO THE NORTH LINE OF SAID SECTION 3 A DISTANCE OF 1026.62 FEET TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF N.S.L.R.W.C.D. CANAL NO. 93 (A 78 FEET WIDE RIGHT-OF-WAY); THENCE N00°02'49"E ALONG THE EAST RIGHT-OF-WAY LINE OF SAID N.S.L.R.W.C.D. CANAL NO. 93 A DISTANCE OF 52.50 FEET TO A POINT ON THE NORTH SECTION LINE OF SAID SECTION 3, TOWNSHIP 36 SOUTH, RANGE 39 EAST AND BEING THE POINT OF BEGINNING.

Containing 17,411,400 square feet or 399.71 acres, more or less.

Parcel 2:

Parcel A:

THE SOUTHEAST ¼ OF THE SOUTHWEST ¼ OF SECTION 34, TOWNSHIP 35 SOUTH, RANGE 39 EAST, LESS AND EXCEPT THE EAST 39.00 FEET FOR CANAL RIGHT-OF-WAY; SAID LANDS SITUATE, LYING AND BEING IN ST. LUCIE COUNTY, FLORIDA.

Containing 1,701,018 square feet or 39.05 acres, more or less.

Parcel B:

THE EAST ½ OF THE NORTHWEST ¼ OF SECTION 3, TOWNSHIP 36 SOUTH, RANGE 39 EAST, LESS AND EXCEPT THE EAST 39.00 FEET FOR CANAL RIGHT-OF-WAY AND LESS MIDWAY ROAD RIGHT-OF-WAY AS SET FORTH IN OFFICIAL

RECORDS BOOK 44, PAGE 447, OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA; SAID LANDS SITUATE, LYING AND BEING IN ST. LUCIE COUNTY, FLORIDA.

Containing 3,378,514 square feet or 77.56 acres, more or less.

This instrument was prepared by:

Richard G. Cherry, Esquire
Cherry, Edger & Smith, P.A.
8409 N. Military Trail, Suite 123
Palm Beach Gardens, FL 33410

Upon recording, this instrument should be returned to:

c/o Walton International Group (USA), Inc.
4800 North Scottsdale Road, Suite 4000
Scottsdale, Arizona 85251
Attn: Todd Hall, Esq.

JOSEPH E. SMITH, CLERK OF THE CIRCUIT COURT
SAINT LUCIE COUNTY
FILE # 3908898 12/19/2013 at 03:29 PM
OR BOOK 3589 PAGE 1086 - 1088 Doc Type: DEED
RECORDING: $27.00
D DOC STAMP COLLECTION: $9800.00

Property Control No.: 2334-340-0000-000-7
3303-210-0000-000-4

SPECIAL WARRANTY DEED

THIS INDENTURE is made this 19th day of December, 2013, between SB FLORIDA CRE HOLDINGS, LLC, a Florida limited liability company ("Grantor"), whose address is 5310 E SR 64, Bradenton, FL 34208, and WALTON ACQUISITIONS FL, LLC, a Florida limited liability company ("Grantee"), whose address is c/o Walton International Group (USA), Inc., 4800 North Scottsdale Road, Suite 4000, Scottsdale, Arizona 85251;

W I T N E S S E T H:

That the said Grantor, for and in consideration of the sum of Ten and No/100 Dollars ($10.00), to it in hand paid by the said Grantee, the receipt and sufficiency of which are hereby acknowledged, has granted, bargained and sold to the said Grantee, its heirs, legal representatives, successors and assigns forever, the following described land (the "Land"), situate, lying and being in the County of St. Lucie, State of Florida:

See Exhibit "A" attached hereto and by this reference made apart hereof.

together with all tenements, hereditament, and appurtenances of Grantor belonging or in any wise appertaining to the Land (collectively, the "Property"), subject to the following permitted encumbrances (the "Permitted Encumbrances"):

1. Real estate taxes for the current year and subsequent years;

2. Easements, covenants, conditions, restrictions and reservations of record, reference to which shall not operate to reimpose same;

3. Encroachments, overlaps, boundary line disputes, and any other matters which would be disclosed by an accurate survey and inspection of the premises, and

easements or claims of easements not shown by the public records;

4. Laws, codes, rules and regulations of any governmental authority having jurisdiction over the Property.

To have and to hold the Property in fee simple forever.

Except as set forth in the Permitted Encumbrances, the said Grantor does hereby fully warrant the title to said Property, and will defend the same against the lawful claims of all persons claiming by, through or under the Grantor, but against none other.

IN WITNESS WHEREOF, the said Grantor has caused this instrument to be executed in his/hers/its name, the day and year first above written.

Signed, sealed and delivered in the presence of:

Brenda Gallivan
Print Name Brenda Gallivan

Richard G. Cherry
Print Name Richard G. Cherry

SB FLORIDA CRE HOLDINGS, LLC, a Florida limited liability company

By: IB SPE Management, Inc., a Delaware corporation, its sole Manager

By: _____
Jason Block, Authorized Representative

STATE OF FLORIDA

COUNTY OF PALM BEACH

The foregoing instrument was acknowledged before me this 18 day of December, 2013, by Jason Block, the Authorized Representative of IB SPE Management, Inc., a Delaware corporation, in its capacity as the sole manager of SB FLORIDA CRE HOLDINGS, LLC, a Florida limited liability company, on behalf of the company and corporation. He (*check one*) ☒ is personally known to me, or ☐ has produced a valid driver's license as identification.

BRENDA J. GALLIVAN
MY COMMISSION # EE 060636
EXPIRES: January 31, 2015
Bonded Thru Notary Public Underwriters

Brenda J. Gallivan
Print Name: _____
Notary Public, State and County Aforesaid
My Commission Expires: _____
Commission Number: _____

Exhibit "A"

PARCEL 1:

THE SOUTHEAST ¼ OF THE SOUTHWEST ¼ OF SECTION 34, TOWNSHIP 35 SOUTH, RANGE 39 EAST, LESS AND EXCEPT THE EAST 39.00 FEET FOR CANAL RIGHT-OF-WAY; SAID LANDS SITUATE, LYING AND BEING IN ST. LUCIE COUNTY, FLORIDA.

PARCEL 2:

THE EAST ½ OF THE NORTHWEST ¼ OF SECTION 3, TOWNSHIP 36 SOUTH, RANGE 39 EAST, LESS AND EXCEPT THE EAST 39.00 FEET FOR CANAL RIGHT OF-WAY AND LESS MIDWAY ROAD RIGHT-OF-WAY AS SET FORTH IN OFFICIAL RECORDS BOOK 44, PAGE 447, OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA; SAID LANDS SITUATE, LYING AND BEING IN ST. LUCIE COUNTY, FLORIDA.

JOSEPH E. SMITH, CLERK OF THE CIRCUIT COURT - SAINT LUCIE COUNTY
FILE # 4053778 OR BOOK 3730 PAGE 49, Recorded 03/30/2015 at 11:32 AM
Doc Tax: $140.00

RETURN TO:
First American Title Insurance Co.
400 South Rampart Drive, Suite 290
Las Vegas, NV 89145

Prepared By:

Walton Acquisitions FL, LLC
c/o Walton International Group (USA), Inc.
4800 N. Scottsdale Rd., Ste. 4000
Scottsdale, Arizona 85251
Attn: Wayne G. Souza

Tax Identification Nos.: 2334-340-0000-000-7
3303-210-0000-000-4
2334-410-0000-000-1

SPECIAL WARRANTY DEED

This Special Warranty Deed, made this _____ day of MAR 0 3 2015, 20__, between **WALTON ACQUISITIONS FL, LLC,** a Florida limited liability company ("***Grantor***"), whose address is c/o Walton International Group (USA), Inc., 4800 North Scottsdale Road, Suite 4000, Scottsdale, Arizona 85251, and **FOO, John Fung Hai,** Trustee of the **FOO, John Fung Hai Village at Midway Revocable Trust** ("***Grantee***"), whose address is c/o Walton International Group (USA), Inc., 4800 N. Scottsdale Road, Suite 4000, Scottsdale, AZ 85251.

P-WRR

CF30777-010

WITNESSETH:

That Grantor, for and in consideration of the sum of Ten and 00/100 Dollars ($10.00) and other good and valuable consideration to Grantor in hand paid by Grantee, the receipt whereof is hereby acknowledged, has granted, bargained, and sold to Grantee and Grantee's heirs, successors and assigns forever, a **Two/Two Thousand Four Hundredth (2/2400th)** undivided tenant-in-common interest in that certain real property in fee simple absolute situated in Sumter County, Florida (the "**Property**"):

See Schedule "A" attached hereto and made a part hereof

Together with all tenements, hereditaments and appurtenances thereto with every privilege, right, title, interest and estate, reversion, remainder and easement thereto belonging or in anywise appertaining.

To Have to the Hold, the same in fee simple forever.

And Grantor does hereby covenant with Grantee that Grantor lawfully seized the Property in fee simple; that Grantor has good right and lawful authority to sell and convey the Property, and Grantor hereby fully warrants the title to the Property and will defend the same against the lawful claims of all persons claiming by, through or under Grantor.

This conveyance is subject to: (i) taxes and assessments for the year 2014 and subsequent years and taxes or special assessments which are not shown as existing liens by the Public Records of Sumter County, (ii) all conditions, restrictions, reservations, easements, covenants, and limitations in the Public Records of Sumter County, without, by this reference intending to reimpose the same, (iii) all laws, ordinances, restrictions, prohibitions, regulations, and other requirements imposed by governmental authorities, (iv) the covenants contained in the Declaration of Covenants, Conditions and Restrictions recorded by Grantor prior to recording this Deed (the "**CC&R**"). The CC&R is incorporated herein by the foregoing reference thereto, and by acceptance of this Deed, Grantee hereby assumes the CC&R, agrees to all designations, appointments, assignments, waivers and authorizations therein, agrees to comply with all covenants, requirements and restrictions therein and acknowledges and agrees that the CC&R is in all respects binding upon Grantee and its successors and assigns and runs with the title to the Property ("**Permitted Encumbrances**").

RESERVATION OF MINERALS: Grantor specifically reserves for itself, its successors and assigns, any and all oil, gas and other mineral rights located within the boundaries of the land.

[SIGNATURE PAGE COMMENCES ON FOLLOWING PAGE]

In Witness Whereof, Grantor has executed this Special Warranty Deed as of the date written above.

Signed, Sealed and Delivered
in the presence of:

Laura Gartner
Print Name: Laura Gartner
First Witness

Print Name: Cade Becher
Second Witness

WALTON ACQUISITIONS FL, LLC,
a Florida limited liability company

By: Walton International Group, Inc.,
a Nevada corporation,
its Manager

By: _____
Name: Elise Kelsheimer
Title: Authorized Signatory

By: _____
Name: Sasha Smith
Title: Authorized Signatory

STATE OF ARIZONA

COUNTY OF MARICOPA

ACKNOWLEDGED and subscribed before me this ____ day of MAR 0 3 2015, 20__, by ELISE KELSHEIMER and Sasha Smith, each an Authorized Signatory of Walton International Group, Inc., a Nevada corporation, the Manager of Walton Acquisitions FL, LLC, a Florida limited liability company, on behalf of the company. Both such persons are personally known to me.

NOTARY PUBLIC
STATE OF ARIZONA
Maricopa County
MARK A. FRANCO
My Commission Expires September 21, 2018

_____
Notary Public, State of Arizona
Print Name: Mark A. Franco
Commission No.: 334365
My Commission Expires: SEP 2 1 2018

[SEAL]

CF30777-010

CF30777-010
VM2972-2344, VM2972-2345

SCHEDULE "A"

To the Special Warranty Deed

Legal Description of Property - Village at Midway

Parcel 1:

A PARCEL OF LAND LYING IN SECTIONS 2, 3, 34, AND 35 TOWNSHIP 35 SOUTH AND 36 SOUTH, RANGE 39 EAST IN ST. LUCIE COUNTY, FLORIDA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF SAID SECTION 3, THENCE N89°46'35"W ALONG THE NORTH LINE OF SAID SECTION 3 A DISTANCE OF 2622.04 FEET TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF N.S.L.R.W.C.D. CANAL NO. 93 (A 78 FEET WIDE RIGHT-OF-WAY) AND BEING THE POINT OF BEGINNING OF THE FOLLOWING DESCRIBED PARCEL; THENCE N00°20'10"E ALONG THE EAST RIGHT-OF-WAY LINE OF SAID N.S.L.R.W.C.D. CANAL NO. 93 A DISTANCE OF 1318.99 FEET TO A POINT ON THE SOUTH LINE OF THE WEST 1/2 OF THE NORTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 34 A NOT INCLUDED PARCEL; THENCE S89°46'53"E ALONG THE SOUTH LINE OF SAID PARCEL NOT INCLUDED A DISTANCE OF 624.96 FEET TO A POINT ON THE EAST LINE OF SAID PARCEL NOT INCLUDED; THENCE N00°16'46"E ALONG THE EAST LINE OF SAID PARCEL NOT INCLUDED A DISTANCE OF 1319.04 FEET TO A POINT ON THE 1/4 SECTION LINE OF SECTION 34, TOWNSHIP 35 SOUTH, RANGE 39 EAST; THENCE S89°47'10"E ALONG THE 1/4 SECTION LINE OF SAID SECTION 34 A DISTANCE OF 1987.99 FEET TO A POINT ON THE EAST LINE OF SECTION 34, THENCE S00°06'37"W ALONG THE EAST LINE OF SAID SECTION 34 A DISTANCE OF 49.00 FEET TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF N.S.L.R.W.C.D. CANAL NO. 101 (A 98.00 FEET WIDE CANAL RIGHT-OF-WAY); THENCE S89°59'09"E ALONG THE SOUTH RIGHT-OF-WAY LINE OF SAID N.S.L.R.W.C.D. CANAL NO. 101 A DISTANCE OF 2664.42 FEET TO A POINT ON THE 1/4 SECTION LINE OF SECTION 35, TOWNSHIP 35 SOUTH, RANGE 39 EAST; THENCE N00°12'25"E ALONG THE 1/4 SECTION OF SAID SECTION 35 A DISTANCE OF 2.00 FEET TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF N.S.L.R.W.C.D. CANAL NO. 101 (A 94.00 FEET WIDE CANAL RIGHT-OFWAY); THENCE S89°52'23"E ALONG THE SOUTH RIGHT-OF-WAY OF SAID N.S.L.R.W.C.D. CANAL NO. 101 A DISTANCE OF 1331.59 FEET; THENCE CONTINUE S89°52'23"E ALONG THE SOUTH RIGHT-OF-WAY LINE OF N.S.L.R.W.C.D. CANAL NO. 101 A DISTANCE OF 418.59 FEET TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF STATE ROAD NO. 9 (INTERSTATE HIGHWAY NO. 95) (WIDTH VARIES); THENCE S42°14'14"W ALONG THE WEST RIGHT-OF-WAY

OF SAID

STATE ROAD NO. 9 A DISTANCE OF 727.09 FEET TO THE BEGINNING OF A CURVE ALONG THE WEST RIGHT-OF-WAY OF SAID STATE ROAD NO. 9 CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 5903.58 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 402.05 FEET THROUGH A CENTRAL ANGLE OF 03°54'07"; TO THE BEGINNING OF A COMPOUND CURVE ALONG THE WEST RIGHT-OF-WAY OF SAID STATE ROAD NO. 9 CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 5903.58 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 597.06 FEET THROUGH A CENTRAL ANGLE OF 05°47'41"; TO THE BEGINNING OF A COMPOUND CURVE ALONG THE WEST RIGHT-OF-WAY OF SAID STATE ROAD NO. 9 CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 5903.58 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 999.10 FEET THROUGH A CENTRAL ANGLE OF 09°41'48"; THENCE CONTINUE ALONG SAID WEST RIGHT-OF-WAY LINE S22°50'38"W A DISTANCE OF 363.01 FEET TO THE NORTH RIGHT-OF-WAY LINE OF N.S.L.R.W.C.D. CANAL NO. 102 (A 85 FOOT WIDE CANAL RIGHT-OF-WAY); THENCE N89°48'50"W ALONG SAID NORTH RIGHT-OF-WAY LINE A DISTANCE OF 60.02 FEET; THENCE CONTINUE N89°53'51"W ALONG SAID NORTH RIGHT-OF-WAY LINE, A DISTANCE OF 900.00 FEET; THENCE CONTINUE ALONG SAID NORTH RIGHT-OF-WAY LINE N89°53'51"W A DISTANCE OF 430.07 FEET; THENCE CONTINUE ALONG SAID NORTH RIGHT-OF-WAY LINE N89°53'51"W A DISTANCE OF 1330.07 FEET TO THE WEST LINE OF THE SOUTHWEST 1/4 OF SAID SECTION 35; THENCE S00°06'37"W ALONG THE WEST LINE OF SAID SOUTHWEST 1/4 OF SECTION 35 A DISTANCE OF 42.50 FEET TO THE NORTHWEST CORNER OF THE NORTHWEST ¼ OF SAID SECTION 2; THENCE S00°06'35"W ALONG THE WEST LINE OF SAID NORTHWEST 1/4 OF SECTION 2, A DISTANCE OF 42.50 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF SAID N.S.L.R.W.C.D. CANAL NO. 102; THENCE S89°53'51"E ALONG SAID SOUTH RIGHT-OF-WAY LINE A DISTANCE OF 1330.04 FEET; THENCE CONTINUE S89°53'51"E ALONG SAID SOUTH RIGHT-OF-WAY LINE A DISTANCE OF 1300.04 FEET TO THE WEST RIGHT-OF-WAY LINE OF A 30 FOOT ROAD RIGHT-OF-WAY AS RECORDED IN DEED BOOK 116, AT PAGE 379 OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA; THENCE S00°03'15"W ALONG SAID RIGHT-OF-WAY LINE A DISTANCE OF 129.69 FEET RETURNING TO THE WEST RIGHT-OF-WAY LINE OF SAID STATE ROAD 9 (INTERSTATE 1-95); THENCE S22°50'38"W ALONG SAID RIGHT-OF-WAY LINE A DISTANCE OF 470.73 FEET; THENCE CONTINUE S26°50'37"W ALONG SAID RIGHT-OF-WAY LINE A DISTANCE OF 519.99 FEET; THENCE CONTINUE S32°49'14"W ALONG SAID RIGHT-OF-WAY LINE A DISTANCE OF 229.66 FEET; THENCE DEPARTING SAID STATE ROAD NO. 9 N56°07'55"W A DISTANCE OF 323.65 FEET; THENCE N27°59'51"E A DISTANCE OF 671.72 FEET; TO THE BEGINNING OF A CURVE CONCAVE TO THE SOUTHWEST HAVING A RADIUS OF 150.00 FEET; THENCE NORTHWESTERLY ALONG THE

ARC OF SAID CURVE A DISTANCE OF 308.52 FEET THROUGH A CENTRAL ANGLE OF 117°50'41"; THENCE N89°50'50"W A DISTANCE OF 1811.20 FEET; THENCE S00°00'00"E A DISTANCE OF 142.46 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE NORTHWEST HAVING A RADIUS OF 335.00 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 365.79 FEET THROUGH A CENTRAL ANGLE OF 62°33'43"; THENCE S62°33'43"W A DISTANCE OF 139.15 FEET; THENCE S01°56'01"W A DISTANCE OF 142.19 FEET; THENCE S53°57'44"W A DISTANCE OF 58.71 FEET; THENCE S85°17'03"W A DISTANCE OF 146.97 FEET; THENCE S02°37'14"W A DISTANCE OF 332.85 FEET; THENCE S31°56'28"W A DISTANCE OF 78.35 FEET; THENCE S61°15'41"W A DISTANCE OF 335.42 FEET TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF A 60 FEET WIDE FP&L EASEMENT AS RECORDED IN OFFICIAL RECORDS BOOK 119, PAGE 404; THENCE N32°18'17"W ALONG THE EAST RIGHT-OF-WAY LINE OF SAID 60 FEET WIDE FP&L EASEMENT A DISTANCE OF 1745.80 FEET TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF A 200 FEET WIDE FP&L EASEMENT AS RECORDED IN OFFICIAL RECORDS BOOK 377, PAGES 2069-2076; THENCE N89°46'35"W ALONG THE NORTH RIGHT-OF-WAY LINE OF SAID 200 FEET WIDE FP&L EASEMENT AND BEING PARALLEL TO THE NORTH LINE OF SAID SECTION 3 A DISTANCE OF 1026.62 FEET TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF N.S.L.R.W.C.D. CANAL NO. 93 (A 78 FEET WIDE RIGHT-OF-WAY); THENCE N00°02'49"E ALONG THE EAST RIGHT-OF-WAY LINE OF SAID N.S.L.R.W.C.D. CANAL NO. 93 A DISTANCE OF 52.50 FEET TO A POINT ON THE NORTH SECTION LINE OF SAID SECTION 3, TOWNSHIP 36 SOUTH, RANGE 39 EAST AND BEING THE POINT OF BEGINNING.

Containing 17,411,400 square feet or 399.71 acres, more or less.

Parcel 2:

Parcel A:

THE SOUTHEAST ¼ OF THE SOUTHWEST ¼ OF SECTION 34, TOWNSHIP 35 SOUTH, RANGE 39 EAST, LESS AND EXCEPT THE EAST 39.00 FEET FOR CANAL RIGHT-OF-WAY; SAID LANDS SITUATE, LYING AND BEING IN ST. LUCIE COUNTY, FLORIDA.

Containing 1,701,018 square feet or 39.05 acres, more or less.

Parcel B:

THE EAST ½ OF THE NORTHWEST ¼ OF SECTION 3, TOWNSHIP 36 SOUTH, RANGE 39 EAST, LESS AND EXCEPT THE EAST 39.00 FEET FOR CANAL RIGHT-OF-WAY AND LESS MIDWAY ROAD RIGHT-OF-WAY AS SET FORTH IN OFFICIAL

RECORDS BOOK 44, PAGE 447, OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA; SAID LANDS SITUATE, LYING AND BEING IN ST. LUCIE COUNTY, FLORIDA.

Containing 3,378,514 square feet or 77.56 acres, more or less.

Property Identification

Site Address: 9850 MIDWAY RD
Sec/Town/Range: 34/35S/39E
Map ID: 23/34S
Zoning: AG-2

Parcel ID: 2334-340-0000-000-7
Account #: 14561
Use Type: 6000
Jurisdiction: Saint Lucie County

Ownership

Walton Acquisitions FL LLC
Maki Asai (TR)
Tan H Ngan (TR)

PO Box 2249
Cumming, GA 30028

Legal Description

34 35 39 SE 1/4 OF SW 1/4-LESS E 39 FT FOR CANAL R/W- AND E 1/2 OF NW 1/4 OF 3 36 39- LESS RD R/W AS IN OR 44-447 AND LESS E 39 FT FOR CANAL R/W- (116.61 AC - 5,079,532 SF) (OR 3589-1086: 3629- 630 thru 750, 858 thru 1164, 1904 thru 2270: 2345 thru 2997; 3630-1 thru 235, 317 thru 479; 485 thru 587; 593 thru 695; 701 thru 1206; 1212 thru 1452; 1500 thru 1590; 3633-2001thru 2295; 3634-614 thru 956; OR 3640 954 thru 1470; 2509 thru 2581; 2593 thru 2977 ; 3641- 899 thru 1205; 1605 thru 2859; 3642-2688 thru 2916; 3643-77 thru 251; 3645-1347 thru 1485; 1768 thru 1876 ; 2132 thru 2396 ; 3647-2082, thru 2196 ; 3648 - 360 thru 456 ; 3655-808 thru 910 ; 1000 thru 1072 ; 1168 thru 1174,1180 thru 1288 ; 1302 thru 1344 ; 1490 thru 1616 ; 3661-1515 thru 1605 ; 3664-916 thru 922 thru 988 ; 1032 thru 1122 ; 3670-2079 thru 2163 ; 3672 - 962 thru 1016 ; 3672 - 1037 ; 3681-1069 thru 1081: 3730-35 : 3730-42 ; 3730-49)

Total Areas

Land Size (acres):	116.61
Land Size (SF):	5,079,532

Current Values

Just/Market Value:	$1,154,439
Assessed Value:	$32,068
Exemptions:	$0
Taxable Value:	$32,068

Taxes for this parcel: SLC Tax Collector's Office

Land Information

Total Area: 5,079,532 SF / 116.61 acres

Sequence Number	Number/Type of Units	Depth for Front Feet
1	116.61 Market Acres	0
Sequence Number	**Number/Type of Units**	**Depth for Front Feet**
2	116.61 Class Acres	0

Special Features and Yard Items

Type	Qty	Units	Year Blt

Permits

Number	Date	Description	Amount	Fee

Notice: This does not necessarily represent all the permits for this property.

Property Identification

Site Address: TBD
Sec/Town/Range: 34/35S/39E
Map ID: 23/34S
Zoning: AG-2

Parcel ID: 2334-410-0000-000-1
Account #: 14562
Use Type: 6000
Jurisdiction: Fort Pierce

Ownership

Juni Jusuf (TR)

% Walton International Group (USA) INC
4800 N Scottsdale Road Ste 4000
Scottsdale, AZ 85251

Legal Description

34/35 35 39 AND 2/3 36 39 FROM NW COR OF SEC 3-36-39 RUN N 89 46 35 W ALG N LI OF SEC 2622.04 FT TO E R/W LI OF NSLRWCD CANAL NO. 93 AND POB,TH N 00 20 10 E ALG E R/W LI 1318.99 FT TO S LI OF W 1/2 OF NW 1/4 OF SE 1/4 OF SEC 34-35-39,TH S 89 46 53 E ALG S LI 624.96 FT,TH N 00 16 46 E 1319.04 FT TO 1/4 SEC LI OF SEC 34,TH S 89 47 10 E ALG 1/4 SEC LI 1987.99 FT TO E LI OF SEC,TH S 00 06 37 W ALG E LI 49 FT TO S R/W LI OF NSLRWCD CANAL NO. 101,TH S 89 59 09 E ALG S R/W LI 2664.42 FT TO 1/4 SEC LI OF SEC 35,TH N 00 12 25 E ALG 1/4 SEC LI 2.00 FT,TH S 89 52 23 E 1750.18 FT TO W R/W LI OF I-95,TH S 42 14 14 W ALG W R/W LI 727.09 FT TO CURVE CONC SE,R OF 5903.58 FT,TH SWLY ALG ARC 1998.21 FT,TH S 22 50 38 W 363.01 FT TO N R/W LI OF NSLRWCD CANAL NO. 102,TH N 89 48 50 W 60.02 FT,TH N 89 53 51 W 1760.14 FT TO W LI OF SW 1/4 OF SEC 35,TH S 00 04 39 W ALG W LI 42.50 FT TO NW COR OF NW 1/4 OF SEC 2-36-39,TH S 00 06 35 W ALG W LI 42.50 FT TO S R/W LI OF NSLRWCD CANAL NO. 102,TH S 89 53 51 ALG S R/W LI 2630.08 FT TO W R/W LI OF 30 FT RD R/W,TH S 00 03 15 W ALG R/W LI 129.69 FT,TH S 22 50 38 W 470.73 FT,TH S 26 50 37 W 519.99 FT,TH S 32 49 14 W 230.02 FT,TH N 56 07 55 W 323.59 FT,TH N 27 59 51E 671.72 FT TO CURVE CONC SW,R OF 150 FT,TH NWLY ALG ARC 308.52 FT,TH N 89 50 50 W 1811.20 FT,TH S 00 00 00 E 142.46 FT TO CURVE CONC NW,R OF 335 FT,TH SWLY ALG ARC 365.79 FT,TH S 62 33 43 W 139.15 FT,TH S 01 56 01 W 142.19 FT,TH S 53 57 44 W 58.71 FT,TH S 85 17 03 W 146.97 FT,TH S 02 37 14 W 332.85 FT,TH S 31 56 28 W 78.35 FT,TH S 61 15 41 W 335.12 FT TO E R/W LI OF 60 FT FP&L ESMT,TH N 32 18 17 W ALG E R/W LI 1746.02 FT TO N R/W LI OF 200 FT FP&L ESMT,TH N 89 46 35 W ALG N R/W LI 1026.62 FT TO E R/W LI OF NSLRWCD CANAL NO. 93 ,TH N 00 02 49 E ALG E R/W LI 52.50 FT TO N SEC LI OF SEC 3 AND POB-(402.69 AC) (OR 3589-1086: 3629- 630 thru 750, 858 thru 1164, 1904 thru 2270: 2345 thru 2997; 3630-1 thru 235, 317 thru 479; 485 thru 587; 593 thru 695; 701 thru 1206; 1212 thru 1452; 1500 thru 1590; 3633-2001thru 2295; 3634-614 thru 956; OR 3640 954 thru 1470; 2509 thru 2977; 3641- 899 thru 1205; 1605 thru 1887 ; 2092 thru 2392 ; 2577 thru 2859 ; 3642-2688 thru 2916 ; 3643- 77 thru 251; 3647-1347 thru 1485 ; 1768 thru 1876 ; 2132 thru 2396 ; 3647-2082 thru 2196 ; 3648 - 360 thru 456 ; 3655-808 thru 910 ; 1000 thru 1072 ; 1168 thru 1174,1180 thru 1288 ; 1302 thru 1344 ; 1490 thru 1616 ; 3661-1515 thru 1605 ; 3064 - 916 thru 922,928 thru 988 ; 1032 thru 1122 ; 3670 - 2079 thru 2163 ; 3672-962 thru 1016 ; 3672-1037 ; 3681-1069 thru 1081 : 3730-35 ; 3730-42 : 3730-49)

Total Areas

Land Size (acres):	402.69
Land Size (SF):	17,541,176

Current Values

Just/Market Value:	$3,543,672
Assessed Value:	$110,740
Exemptions:	$0
Taxable Value:	$110,740

Taxes for this parcel: SLC Tax Collector's Office

Land Information

Total Area: 17,541,176 SF / 402.69 acres

ALTA/ACSM LAND TITLE SURVEY
VILLAGE AT MIDWAY
LYING IN A PORTION OF SECTIONS 34 AND 35, TOWNSHIP 35 SOUTH, RANGE 39 EAST AND SECTIONS 2 AND 3, TOWNSHIP 36 SOUTH, RANGE 39 EAST
SAINT LUCIE COUNTY, FLORIDA

LEGAL DESCRIPTION:

WALTON PARCEL (399.71 ACRES)

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE COUNTY OF ST. LUCIE, STATE OF FLORIDA, AND IS DESCRIBED AS FOLLOWS:

FEE PARCEL:

A PARCEL OF LAND LYING IN SECTIONS 2, 3, 34, AND 35 TOWNSHIP 35 SOUTH AND 36 SOUTH, RANGE 39 EAST IN ST. LUCIE COUNTY, FLORIDA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF SAID SECTION 3, THENCE N89°46'35"W ALONG THE NORTH LINE OF SAID SECTION 3 A DISTANCE OF 2622.04 FEET TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF N.S.L.R.W.C.D. CANAL NO. 93 (A 78 FEET WIDE RIGHT-OF-WAY) AND BEING THE POINT OF BEGINNING OF THE FOLLOWING DESCRIBED PARCEL; THENCE N00°20'10"E ALONG THE EAST RIGHT-OF-WAY LINE OF SAID N.S.L.R.W.C.D. 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CONTAINING 17,412,284 SQUARE FEET OR 399.73 ACRES, MORE OR LESS.

BEING ALSO DESCRIBED AS FOLLOWS:
A PARCEL OF LAND LYING IN SECTIONS 2, 3, 34, AND 35 TOWNSHIP 35 SOUTH AND 36 SOUTH, RANGE 39 EAST IN ST. LUCIE COUNTY, FLORIDA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF SAID SECTION 3, THENCE N89°46'35"W ALONG THE NORTH LINE OF SAID SECTION 3 A DISTANCE OF 2622.04 FEET TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF N.S.L.R.W.C.D. CANAL NO. 93 (A 78 FEET WIDE RIGHT-OF-WAY) AND BEING THE POINT OF BEGINNING OF THE FOLLOWING DESCRIBED PARCEL; THENCE N00°20'10"E ALONG THE EAST RIGHT-OF-WAY LINE OF SAID N.S.L.R.W.C.D. CANAL NO. 93 A DISTANCE OF 1318.99 FEET TO A POINT ON THE SOUTH LINE OF THE WEST 1/2 OF THE NORTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 34 A NOT INCLUDED PARCEL; THENCE S89°46'53"E ALONG THE SOUTH LINE OF SAID PARCEL NOT INCLUDED A DISTANCE OF 624.96 FEET TO A POINT ON THE EAST LINE OF SAID PARCEL NOT INCLUDED; THENCE N00°16'46"E ALONG THE EAST LINE OF SAID PARCEL NOT INCLUDED A DISTANCE OF 1319.04 FEET TO A POINT ON THE 1/4 SECTION LINE OF SECTION 34, TOWNSHIP 35 SOUTH, RANGE 39 EAST; THENCE S89°47'10"E ALONG THE 1/4 SECTION LINE OF SAID SECTION 34 A DISTANCE OF 1987.99 FEET TO A POINT ON THE EAST LINE OF SECTION 34, THENCE S00°06'37"W ALONG THE EAST LINE OF SAID SECTION 34 A DISTANCE OF 49.00 FEET TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF N.S.L.R.W.C.D. CANAL NO. 101 (A 98.00 FEET WIDE CANAL RIGHT-OF-WAY); THENCE S89°59'09"E ALONG THE SOUTH RIGHT-OF-WAY LINE OF SAID N.S.L.R.W.C.D. CANAL NO. 101 A DISTANCE OF 2664.42 FEET TO A POINT ON THE 1/4 SECTION LINE OF SECTION 35, TOWNSHIP 35 SOUTH, RANGE 39 EAST; THENCE N00°12'25"E ALONG THE 1/4 SECTION OF SAID SECTION 35 A DISTANCE OF 2.00 FEET TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF N.S.L.R.W.C.D. CANAL NO. 101 (A 94.00 FEET WIDE CANAL RIGHT-OF-WAY); THENCE S89°52'23"E ALONG THE SOUTH RIGHT-OF-WAY OF SAID N.S.L.R.W.C.D. CANAL NO. 101 A DISTANCE OF 1331.59 FEET; THENCE CONTINUE S89°52'23"E ALONG THE SOUTH RIGHT-OF-WAY LINE OF N.S.L.R.W.C.D. CANAL NO. 101 A DISTANCE OF 418.59 FEET TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF STATE ROAD NO. 9 (INTERSTATE HIGHWAY NO. 95) (WIDTH VARIES); THENCE S42°14'14"W ALONG THE WEST RIGHT-OFWAY OF SAID STATE ROAD NO. 9 A DISTANCE OF 727.09 FEET TO THE BEGINNING OF A CURVE ALONG THE WEST RIGHT-OF-WAY OF SAID STATE ROAD NO. 9 CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 5903.58 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 402.05 FEET THROUGH A CENTRAL ANGLE OF 03°54'07"; TO THE BEGINNING OF A COMPOUND CURVE ALONG THE WEST RIGHT-OF-WAY OF SAID STATE ROAD NO. 9 CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 5903.58 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 597.06 FEET THROUGH A CENTRAL ANGLE OF 05°47'41"; TO THE BEGINNING OF A COMPOUND CURVE ALONG THE WEST RIGHT-OF-WAY OF SAID STATE ROAD NO. 9 CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 5903.58 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 999.10 FEET THROUGH A CENTRAL ANGLE OF 09°41'48"; THENCE CONTINUE ALONG SAID WEST RIGHT-OF-WAY LINE S22°50'38"W A DISTANCE OF 363.01 FEET TO THE NORTH RIGHT-OF-WAY LINE OF N.S.L.R.W.C.D. CANAL NO. 102 (A 85 FOOT WIDE CANAL RIGHT-OF-WAY); THENCE N89°48'50"W ALONG SAID NORTH RIGHT-OF-WAY LINE A DISTANCE OF 60.02 FEET; THENCE CONTINUE N89°53'51"W ALONG SAID NORTH RIGHT-OF-WAY LINE, A DISTANCE OF 900.00 FEET; THENCE CONTINUE ALONG SAID NORTH RIGHT-OF-WAY LINE N89°53'51"W A DISTANCE OF 430.07 FEET;THENCE CONTINUE ALONG SAID NORTH RIGHT-OF-WAY LINE N89°53'51"W A DISTANCE OF 1330.07 FEET TO THE WEST LINE OF THE SOUTHWEST 1/4 OF SAID SECTION 35; THENCE S00°06.37"W ALONG THE WEST LINE OF SAID SOUTHWEST 1/4 OF SECTION 35 A DISTANCE OF 42.50 FEET TO THE NORTHWEST CORNER OF THE NORTHWEST ¼ OF SAID SECTION 2; THENCE S00°06'35"W ALONG THE WEST LINE OF SAID NORTHWEST 1/4 OF SECTION 2, A DISTANCE OF 42.50 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF SAID N.S.L.R.W.C.D. CANAL NO. 102; THENCE S89°53'51"E ALONG SAID SOUTH RIGHT-OF-WAY LINE A DISTANCE OF 1330.04 FEET; THENCE CONTINUE S89°53'51"E ALONG SAID SOUTH RIGHT-OF-WAY LINE A DISTANCE OF 1300.04 FEET TO THE WEST RIGHT-OF-WAY LINE OF A 30 FOOT ROAD RIGHT-OF-WAY AS RECORDED IN DEED BOOK 116, AT PAGE 379 OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA; THENCE S00°03'15"W ALONG SAID RIGHT-OF-WAY LINE A DISTANCE OF 129.69 FEET RETURNING TO THE WEST RIGHT-OF-WAY LINE OF SAID STATE ROAD 9 (INTERSTATE 1-95); THENCE S22°50'38"W ALONG SAID RIGHT-OF-WAY LINE A DISTANCE OF 470.73 FEET; THENCE CONTINUE S26°50'37"W ALONG SAID RIGHT-OF-WAY LINE A DISTANCE OF 519.99 FEET; THENCE CONTINUE S32°49'14"W ALONG SAID RIGHT-OF-WAY LINE A DISTANCE OF 229.66 FEET; THENCE DEPARTING SAID STATE ROAD NO. 9 N56°07'55"W A DISTANCE OF 323.65 FEET; THENCE N27°59'51"E A DISTANCE OF 671.72 FEET; TO THE BEGINNING OF A CURVE CONCAVE TO THE SOUTHWEST HAVING A RADIUS OF 150.00 FEET; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 308.52 FEET THROUGH A CENTRAL ANGLE OF 117°50.41"; THENCE N89°50'50"W A DISTANCE OF 1811.20 FEET; THENCE S00°00'00"E A DISTANCE OF 142.46 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE NORTHWEST HAVING A RADIUS OF 335.00 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 365.79 FEET THROUGH A CENTRAL ANGLE OF 62°33'43"; THENCE S62°33'43"W A DISTANCE OF 139.15 FEET; THENCE S01°56'01"W A DISTANCE OF 142.19 FEET; THENCE S53°57'44"W A DISTANCE OF 58.71 FEET; THENCE S85°17'03"W A DISTANCE OF 146.97 FEET; THENCE S02°37'14"W A DISTANCE OF 332.85 FEET; THENCE S31°56'28"W A DISTANCE OF 78.35 FEET; THENCE S61°15'41"W A DISTANCE OF 335.42 FEET TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF A 60 FEET WIDE FP&L EASEMENT AS RECORDED IN OFFICIAL RECORDS BOOK 119, PAGE 404; THENCE N32°18'17"W ALONG THE EAST RIGHT-OF-WAY LINE OF SAID 60 FEET WIDE FP&L EASEMENT A DISTANCE OF 1745.80 FEET TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF A 200 FEET WIDE FP&L EASEMENT AS RECORDED IN OFFICIAL RECORDS BOOK 377, PAGES 2069-2076; THENCE N89°46'35"W ALONG THE NORTH RIGHT-OF-WAY LINE OF SAID 200 FEET WIDE FP&L EASEMENT AND BEING PARALLEL TO THE NORTH LINE OF SAID SECTION 3 A DISTANCE OF 1026.62 FEET TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF N.S.L.R.W.C.D. CANAL NO. 93 (A 78 FEET WIDE RIGHT-OF-WAY); THENCE N00°02'49"E ALONG THE EAST RIGHT-OF-WAY LINE OF SAID N.S.L.R.W.C.D. CANAL NO. 93 A DISTANCE OF 52.50 FEET TO A POINT ON THE NORTH SECTION LINE OF SAID SECTION 3, TOWNSHIP 36 SOUTH, RANGE 39 EAST AND BEING THE POINT OF BEGINNING.

CONTAINING 17,411,399 SQUARE FEET OR 399.71 ACRES, MORE OR LESS.

EASEMENT PARCELS:

EASEMENT 1:

TOGETHER WITH THE EASEMENT RIGHTS OF MIDWAY PROPERTIES, LLC, A FLORIDA LIMITED LIABILITY COMPANY, UPON, ACROSS AND OVER THE .EASEMENT PROPERTY. AS SET FORTH IN THE TEMPORARY EASEMENT AGREEMENT DATED JULY 30, 2004, BY AND BETWEEN MIDWAY PROPERTIES, LLC, A FLORIDA LIMITED LIABILITY COMPANY, AND WILLOW LAKES, LLC, A FLORIDA LIMITED LIABILITY COMPANY, RECORDED IN OFFICIAL RECORDS BOOK 2035, PAGE 1456, OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA.

EASEMENT 2:

TOGETHER WITH THE EASEMENT RIGHTS IN FAVOR OF THE FEE PARCEL DESCRIBED ABOVE AS SET FORTH IN THAT CERTAIN EASEMENT AGREEMENT DATED JULY 30, 2004, BY AND AMONG MIDWAY PROPERTIES LLC, A FLORIDA LIMITED LIABILITY COMPANY, WILLOW LAKES, LLC, A FLORIDA LIMITED LIABILITY COMPANY, HYMAN B. HENDLER AND ALVIN D. SCHWARTZ, AS CO-TRUSTEES UNDER THE PROVISIONS OF AN UNRECORDED TRUST AGREEMENT KNOWN AS THE RESTATED AND AMENDED AND REVOCABLE LAND TRUST AGREEMENT FOR HHHP ASSOCIATES, DATED THE 2ND DAY OF JANUARY, 1995, AND REPECHAGE DEVELOPMENT, INC., A FLORIDA CORPORATION, RECORDED IN OFFICIAL RECORDS BOOK 2035, PAGE 1430, OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA.

TOGETHER WITH:

IBERIA PARCEL: (116.61 ACRES)

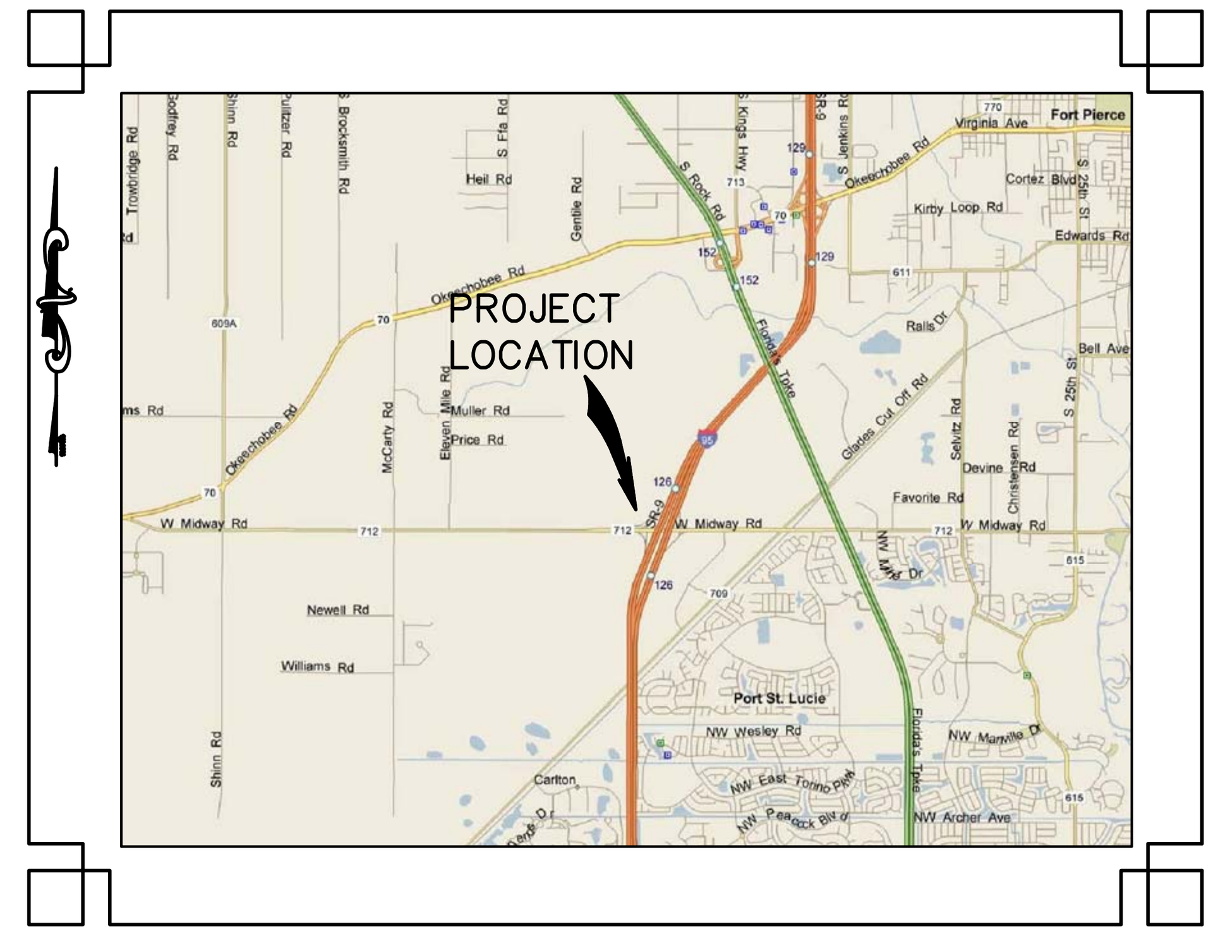
THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE COUNTY OF ST. LUCIE, STATE OF FLORIDA, AND IS DESCRIBED AS FOLLOWS:

PARCEL 1:
THE SOUTHEAST ¼ OF THE SOUTHWEST ¼ OF SECTION 34, TOWNSHIP 35 SOUTH, RANGE 39 EAST, LESS AND EXCEPT THE EAST 39.00 FEET FOR CANAL RIGHT-OF-WAY; SAID LANDS SITUATE, LYING AND BEING IN ST. LUCIE COUNTY, FLORIDA.

CONTAINING 1,701,018 SQUARE FEET OR 39.05 ACRES, MORE OR LESS.

PARCEL 2:
THE EAST ½ OF THE NORTHWEST ¼ OF SECTION 3, TOWNSHIP 36 SOUTH, RANGE 39 EAST, LESS AND EXCEPT THE EAST 39.00 FEET FOR CANAL RIGHT-OF-WAY AND LESS MIDWAY ROAD RIGHT-OF-WAY AS SET FORTH IN OFFICIAL RECORDS BOOK 44, PAGE 447, OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA; SAID LANDS SITUATE, LYING AND BEING IN ST. LUCIE COUNTY, FLORIDA.

CONTAINING 3,378,514 SQUARE FEET OR 77.56 ACRES, MORE OR LESS.



LOCATION MAP
NOT TO SCALE

LEGEND

A = ARC LENGTH
A.P.U. = APPARENT PHYSICAL USE
ALTA = AMERICAN LAND TITLE ASSOCIATION
ACSM = AMERICAN CONGRESS ON SURVEYING AND MAPPING
(C) = CALCULATED DATA
CCR = CERTIFIED CORNER RECORD
C.R. = COUNTY ROAD
(D) = DEED DATA
D.B. = DEED BOOK
F.D.O.T. = FLORIDA DEPARTMENT OF TRANSPORTATION
FL. = FLORIDA
FPL = FLORIDA POWER AND LIGHT
FT. PIERCE = FORT PIERCE
G.P.S. = GLOBAL POSITIONING SYSTEM
I.D. = IDENTIFICATION
INC. = INCORPORATED
LB = LICENSED BUSINESS
LTD = LIMITED
NSPS = NATIONAL SOCIETY OF PROFESSIONAL SURVEYORS
NO. = NUMBER
# = NUMBER
N.S.L.R.W.C.D. = NORTH ST. LUCIE RIVER WATER MANAGEMENT DISTRICT
O.R.B. = OFFICIAL RECORDS BOOK
PCN = PARCEL CONTROL NUMBER
PG. = PAGE
R = RADIUS
R.T.K. = REAL TIME KINEMATICS
R/W = RIGHT-OF-WAY
SFWMD = SOUTH FLORIDA WATER MANAGEMENT DISTRICT
U.S. = UNITED STATES
34-T35S-R39E = SECTION-TOWNSHIP-RANGE
△ = CENTRAL ANGLE
= FENCE
= BOLLARD
~10~ = CONTOUR ELEVATION
= CONCRETE POWER POLE
= FIRE HYDRANT
= WATER VALVE
= WELL
= WOOD POWER POLE
—OHUL— = OVERHEAD UTILITY LINE
= GUY ANCHOR
= FOUND 4X4 CONCRETE MONUMENT
= FOUND IRON ROD
= CABBAGE PALM TREE
= OAK TREE

SHEET INDEX

SURVEYOR'S NOTES:

1. THIS IS A BOUNDARY AND TOPOGRAPHIC SURVEY AS DEFINED IN CHAPTER 5J-17, FLORIDA ADMINISTRATIVE CODE. SAID SURVEY MEETS THE "STANDARDS OF PRACTICE" FOR SURVEYING AND MAPPING, AS SET FORTH BY THE FLORIDA BOARD OF PROFESSIONAL SURVEYORS AND MAPPERS IN CHAPTER 5J-17, FLORIDA ADMINISTRATIVE CODE, (F.A.C.) PURSUANT TO SECTION 472.027, FLORIDA STATUTES.

THE BOUNDARY SURVEY SHOWN ON SHEET 3 WAS PERFORMED IN ACCORDANCE WITH THE 2011 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/ACSM LAND TITLE SURVEYS AND INCLUDES ITEMS 1, 3, 4, 6A, 11B, 13, 14, 19, 20A AND 21 OF TABLE "A" AND WAS PERFORMED IN ACCORDANCE WITH THE "MEASUREMENT STANDARDS FOR LAND TITLE SURVEYS", AS ADOPTED BY THE AMERICAN CONGRESS ON SURVEYING AND MAPPING, THE NATIONAL SOCIETY OF PROFESSIONAL SURVEYORS, AND THE AMERICAN LAND TITLE ASSOCIATION. SAID BOUNDARY SURVEY WAS PREPARED UTILIZING FIRST AMERICAN TITLE INSURANCE COMPANY COMMITMENT NO. 5011612-NCS-635627-PHX1, EFFECTIVE DATE OCTOBER 11, 2013, AMENDED DECEMBER 16, 2013, FOR THE WALTON PARCEL AND FIRST AMERICAN TITLE INSURANCE COMPANY COMMITMENT NO. 5011612-NCS-641890-PHX1, EFFECTIVE DATE DECEMBER 19, 2013, FOR THE IBERIA PARCEL. NO SEARCH OF THE PUBLIC RECORDS WAS PERFORMED BY THIS OFFICE.

2. THE BEARINGS SHOWN HEREON ARE DEED BEARINGS, RELATIVE TO THE NORTH LINE OF THE NORTHEAST 1/4 OF SECTION 3, TOWNSHIP 36 SOUTH, RANGE 39 EAST, BEING NORTH 89°46'35" WEST.

3. THIS SURVEY WAS PERFORMED UTILIZING G.P.S.-R.T.K. AND TRADITIONAL SURVEY PROCEDURES WITH REDUNDANT MEASUREMENTS, AND HAS A HORIZONTAL POSITIONAL TOLERANCE OF 0.10 FEET.

4. THE LANDS BOUND BY THIS SURVEY ARE LOCATED IN FLOOD ZONE "X", PER FLOOD INSURANCE RATE MAPS NUMBER 12111C0169J,AND 12111C0170J, BOTH DATED FEBRUARY 16, 2012.

5. THE EXPECTED USE OF THE LANDS BOUND BY THIS SURVEY, AS CLASSIFIED IN THE "MINIMUM STANDARD DETAIL REQUIREMENTS" IS "COMMERCIAL/HIGH RISK" WITH THE MINIMUM LINEAR CLOSURE FOR THIS TYPE OF BOUNDARY SURVEY TO BE 1 FOOT IN 10,000 FEET (1:10,000). THE ACCURACY OBTAINED BY MEASUREMENT, OBSERVATION AND CALCULATION OF THE CLOSED GEOMETRIC FIGURE FOR THIS SURVEY WAS DETERMINED TO MEET SAID REQUIREMENT.

6. SUBSURFACE OR UNDERGROUND UTILITIES AND FOUNDATIONS HAVE NOT BEEN LOCATED AND ARE NOT A PART OF THIS SURVEY.

7. THE ZONING OF THIS PROPERTY IS "AG", BUILDING SETBACKS PER ST. LUCIE COUNTY ARE:
FRONT : 50' FROM PROPERTY LINE
SIDE: 20' FROM PROPERTY LINE
REAR: 30' FROM PROPERTY LINE

8. ALL DISTANCES SHOWN HEREON ARE IN U.S. SURVEY FEET AND DECIMALS THEREOF.

9. APPARENT PHYSICAL USES:
ABOVE GROUND UTILITIES AND FENCES MEANDER THE PROPERTY LINE. FENCE OWNERSHIP IS NOT DETERMINED.

IBERIA PARCEL:
1) A) 4' BARBED WIRE FENCE MEANDERS 1.4' EAST OF PROPERTY LINE.
B) 4' BARBED WIRE FENCE MEANDERS 2.0' EAST OF PROPERTY LINE.
C) 4' BARBED WIRE FENCE MEANDERS 4.0' EAST OF PROPERTY LINE.
2) A) 8' WIDE TRAIL CENTERLINE 13' EAST OF PROPERTY LINE. APPEARS TO BE INGRESS/ EGRESS FOR SUBJECT PROPERTY.
B) 8' WIDE TRAIL CENTERLINE 13' WEST OF PROPERTY LINE. APPEARS TO BE INGRESS/ EGRESS FOR SUBJECT PROPERTY.

WALTON PARCEL:
3) DOWN GUY ANCHORS ALONG EAST RIGHT-OF-WAY LINE OF CANAL NO. 93 LIE OUTSIDE EASEMENT AREA.
4) RIGHTS OF OTHERS IN AND TO THE USE OF THE TRAILS TRAVERSING THROUGH OUT THE SUBJECT PROPERTY WITH NO APPARENT EASEMENT.
5) FENCES MEANDER THE PROPERTY LINE. FENCE OWNERSHIP IS NOT DETERMINED.
6) RIGHTS OF OTHERS IN AND TO THE USE OF THE LAKE ALONG THE SOUTHEAST PORTION OF THE SUBJECT PROPERTY WITH NO APPARENT EASEMENT.
7) CULVERTS LOCATED ALONG NORTHERN BOUNDARY LINE WITH NO APPARENT EASEMENT.

10. THE RIGHT-OF-WAY LINES SHOWN HEREON FOR STATE ROAD NO. 9 (INTERSTATE HIGHWAY NO. 95) ARE BASED UPON RIGHT-OF-WAY MAP SECTION 94001-2414 PROVIDED BY THE FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT 4, 3400 WEST COMMERCIAL BOULEVARD, FORT LAUDERDALE, FLORIDA 33309-3421.

11. ADDITIONS OR DELETIONS TO THIS SURVEY MAP OR REPORT BY OTHER THAN THE SIGNING PARTY OR PARTIES IS PROHIBITED WITHOUT WRITTEN CONSENT OF THE SIGNING PART OR PARTIES.

12. THE WETLANDS SHOWN HEREON ARE AS DEPICTED WITHIN THE SOUTH FLORIDA WATER MANAGEMENT DISTRICT ENVIRONMENTAL RESOURCE PERMIT, NO. 56-02538-P.

13. CANAL RIGHT-OF-WAYS SHOWN HEREON ARE BASED UPON THE LEGAL DESCRIPTION AND SUPPORTED BY THE "GENERALIZED CANAL ELEVATIONS MAP FOR THE NORTH ST. LUCIE RIVER WATER CONTROL DISTRICT" FOUND ON THE NORTH ST. LUCIE RIVER WATER MANAGEMENT DISTRICT WEBSITE: nslrwcd.org.

SURVEYOR'S CERTIFICATION:

TO: WALTON ACQUISITION FL, LLC, A FLORIDA LIMITED LIABILITY COMPANY
WALTON INTERNATIONAL GROUP (USA), INC., AN ARIZONA CORPORATION

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2011 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/ACSM LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS AND INCLUDES 1, 3, 4, 6A, 11B, 13, 14, 19, 20A AND 21 THEREOF. PURSUANT TO THE MEASUREMENT STANDARDS AS ADOPTED BY ALTA AND NSPS AND IN EFFECT ON THE DATE OF THIS CERTIFICATION, UNDERSIGNED FURTHER CERTIFIES THAT PROPER FIELD PROCEDURES, INSTRUMENTATION AND ADEQUATE SURVEY PERSONNEL WERE EMPLOYED IN ORDER TO ACHIEVE RESULTS COMPARABLE TO THOSE OUTLINED.

ALSO

I FURTHER CERTIFY THAT THIS "ALTA/ACSM LAND TITLE SURVEY" MEETS THE STANDARDS OF PRACTICE SET FORTH IN RULE 5J-17 OF THE FLORIDA ADMINISTRATIVE CODE.

NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.

STEVEN N. BRICKLEY
FLORIDA SURVEYOR AND MAPPER
REGISTRATION No. 6841

MARCH 2, 2015
DATE OF LAST FIELDWORK

BOWMAN CONSULTING GROUP, LTD., INC.
FLORIDA CERTIFICATE OF AUTHORIZATION NUMBER 8030
(LB 8030 = LICENSED BUSINESS NUMBER 8030)

Bowman CONSULTING
PROFESSIONAL SURVEYORS AND MAPPERS, CERTIFICATE NO. LB. 8030
BOARD OR PROFESSIONAL ENGINEERS, CERTIFICATE OF AUTHORIZATION NO. 30462

Bowman Consulting Group, Ltd., Inc.
301 SW Ocean Blvd., Suite 301
Stuart, FL 34994
Phone: (772) 283-1413
Fax: (772) 220-7881
www.bowmanconsulting.com

VILLAGE AT MIDWAY
ALTA BOUNDARY & TOPOGRAPHIC SURVEY
ST. LUCIE COUNTY FLORIDA

PROJECT NO
010230–01–003

PLAN STATUS

DATE	DESCRIPTION

FIELD BOOK PAGE
13–115 19–28, 30–39
13–116 47–48
14–124,129,130
15–131

D.J.I., D.A.L. DRAWN | S.N.B. CHKD

SCALE H: N.T.S. V: N.T.S.

JOB No. 010230–01–003

DATE MARCH 2, 2015

FILE No. 010230 W-1 BNDY TOPO 2015

Cad file name: P:\010230 – Village at Midway\010230-01-001 (SUR)\Survey\ALL POINTS CONTOURS 2014\010230 W-I BNDY TOPO 2015_.dwg 8/3/2015

ALTA/ACSM LAND TITLE SURVEY
VILLAGE AT MIDWAY
LYING IN A PORTION OF SECTIONS 34 AND 35, TOWNSHIP 35 SOUTH, RANGE 39 EAST AND SECTIONS 2 AND 3, TOWNSHIP 36 SOUTH, RANGE 39 EAST
SAINT LUCIE COUNTY, FLORIDA

ALTA COMMITMENT - WALTON PARCEL
FIRST AMERICAN TITLE INSURANCE COMPANY
SCHEDULE B - SECTION II

TITLE COMMITMENT: FILE NO. 5011612-NCS-635627-PHX1, EFFECTIVE DATE: OCTOBER 11TH, 2013, AMENDED DECEMBER 16, 2013.

Schedule B of the policy or policies to be issued will contain exceptions to the following matters unless the same are disposed of to the satisfaction of the Company:

1. Defects, liens, encumbrances, adverse claims or other matters, if any, created, first appearing in the Public Records or attaching subsequent to the Effective Date but prior to the date the proposed Insured acquires for value of record the estate or interest or mortgage thereon covered by this Commitment.
NOT A SURVEY ITEM.

2. Any rights, interests, or claims of parties in possession of the land not shown by the public records.
NONE APPARENT.

3. Any encroachment, encumbrance, violation, variation or adverse circumstance affecting the Title that would be disclosed by an accurate and complete land survey of the land.
SEE EXCEPTION #24.

4. Any lien, for services, labor, or materials in connection with improvements, repairs or renovations provided before, on, or after Date of Policy, not shown by the public records.
NOT A SURVEY ITEM.

5. Any dispute as to the boundaries caused by a change in the location of any water body within or adjacent to the land prior to Date of Policy, and any adverse claim to all or part of the land that is, at Date of Policy, or was previously under water.
THIS PARCEL DOES ABUT ANY NAVIGABLE RIVERS OR STREAMS. THERE ARE DRAINAGE CANALS ADJACENT TO THE PROPERTY BOUNDARY.

6. Taxes or special assessments not shown as liens in the public records or in the records of the local tax collecting authority, at Date of Policy.
NOT A SURVEY ITEM.

7. This item has been intentionally deleted.

8. The lien of the taxes for the year 2013 and all subsequent years, which are not yet due and payable.
NOT A SURVEY ITEM.

9. 110' Right of Way Easement Agreement granted to Florida Power & Light Company recorded in Deed Book 234, Page 7; as affected by Modification of Right of Way Agreement increasing the width to 170' recorded in Deed Book 235, Page 356, as affected by Right of Way Agreements recorded in OR Book 119, Page 404, OR Book 119, Page 407, OR Book 119, Page 410, OR Book 119, Page 413, OR Book 119, Page 416, OR Book 119, page 419, OR Book 119, page 422, and OR Book 119, page 425; and further affected by Supplement to Right of Way Agreement recorded in OR Book 249, Page 389.
AFFECTS PROPERTY AS SHOWN.

10. 170' Right of Way Easement Agreements granted to Florida Power & Light Company recorded in OR Book 119, Page 405, OR Book 119, Page 408, OR Book 119, Page 411, OR Book 119, Page 414, OR Book 119, Page 417, OR Book 119, Page 420, OR Book 119, Page 423 and OR Book 119, page 426.
AFFECTS PROPERTY AS SHOWN.

11. Order of Taking granting an Easement to Florida Power & Light Company recorded in Official Records Book 377, Page 2069.
THIS IS A FLORIDA POWER & LIGHT COMPANY EASEMENT - NO BUILDINGS OR STRUCTURES ALLOWED. AFFECTS PROPERTY AS SHOWN.

12. 110' Right of Way Easement granted to Southern Bell and Telegraph Company recorded in Official Records Book 587, Page 235.
THIS IS A 10 FOOT RIGHT OF WAY EASEMENT, ADJACENT TO THE WESTERLY RIGHT OF WAY OF I-95. AFFECTS THE PROPERTY AS SHOWN.

13. Terms, conditions and other provisions contained in Ordinance No. 95-039 recorded in Official Records Book 981, Page 1615, and duplicate recorded in Official Records Book 992, Page 2862; as affected by Amended Ordinance No. 00-002 recorded in Official Records Book 1301, Page 2302.
THESE ORDINANCES CREATE AND AMEND ST. LUCIE COUNTY LIBRARY IMPACT FEES. NOT A SURVEY ITEM.

14. This item has been intentionally deleted.

15. The terms, provisions and conditions contained in that certain Easement Agreement recorded in Official Records Book 2035, Page 1430; Amending, Modifying and Restating the Easements Terms contained in Deed recorded in Official Records Book 1324, Page 936, as corrected by Deed recorded in Official Records Book 1330, Page 2972, Dedication of Easements recorded in Official Records Book 1333, Page 1940, as affected by Scrivener's Affidavit recorded in Official Records Book 1375, Page 1674.
THIS IS AN EASEMENT AGREEMENT BETWEEN MIDWAY PROPERTIES, WILLOW LAKES, AND HHHP ASSOCIATES WHICH AMENDS THE EASEMENTS REFERENCED ABOVE, BUT SPECIFICALLY DOES NOT EXTINGUISH THEM. IT CREATES A 60 FOOT ACCESS, UTILITY, DRAINAGE, AND BILLBOARD EASEMENT ACROSS THIS PROPERTY AND THE PROPERTIES TO THE ABUTTING TO THE NORTH AND SOUTH. IN ADDITION, IT STATES THE OWNERSHIP OF THE INCOME FOR THE BILLBOARD LEASES AND THEIR CONTINUANCE IN THE EVENT OF LAND TITLE TRANSFER.

16. This item has been intentionally deleted.

17. The terms, provisions and conditions contained in that certain Temporary Easement Agreement recorded in Official Records Book 2035, Page 1456.
THIS IS A TEMPORARY INGRESS-EGRESS EASEMENT BETWEEN MIDWAY PROPERTIES, LLC AND WILLOW LAKES, LLC THAT RUNS FROM MIDWAY ROAD AND CONNECTS TO THE SOUTHERLY PROPERTY LINE OF THIS PARCEL, IT TERMINATES ONLY WHEN AN AN ALTERNATE LOCATION IS AGREED UPON BETWEEN THE TWO PARTIES AND RECORDED. AFFECTS PROPERTY AS SHOWN.

18. The terms, provisions and conditions contained in that certain Provences Developer's Agreement recorded in Official Records Book 2956, Page 2462.
THIS IS AN AGREEMENT BETWEEN MIDWAY PROPERTIES, RED RIVER, AND WILLOW LAKES WHICH DISCUSSES THE COSTS, DEDICATION OF LANDS AND ALSO CONVEYANCE OF ANY PROPERTIES.. HOWEVER, THE LEGAL DESCRIPTIONS ARE NOT COMPLETE AND THE LANDS IT AFFECTS CANNOT BE PLOTTED.

19. Terms, provisions and other conditions contained in Ordinance No. L-127 by the City Commission of the City of Fort Pierce, Florida, recorded in Official Records Book 3214, Page 1254.
THIS IS AN ORDINANCE THAT ANNEXES THIS PARCEL OF LAND INTO THE CITY OF FT. PIERCE.

20. Terms and conditions of any existing unrecorded lease(s), and all rights of lessee(s) and any parties claiming through the lessee(s) under the lease(s).
SEE EXCEPTION # 23 FOR UNRECORDED CATTLE GRAZING LEASE.

21. 170' Right of Way Easement Agreement granted to Florida Power & Light Company recorded in OR Book 96, Page 58, re-recorded in OR Book 97, Page 174.
AFFECTS THE PROPERTY AS SHOWN.

22. 10' and 15' Easement granted to Florida Power & Light Company recorded in OR Book 547, Page 1431.
AFFECTS THE PROPERTY AS SHOWN.

23. An unrecorded Cattle Grazing Lease dated April 9, 2010, executed by City National Bank as lessor and Mr. Clyde Crouch as lessee, as disclosed to the Company.
AFFECTS THE PROPERTY AS SHOWN.

24. Any facts, rights, interests or claims that may exist or arise by reason of the following matters disclosed by an ALTA/ACSM survey made by Patrick B. Meeds of Creech Engineers, Inc. on November 7, 2013, designated Job Number 13184.00:
SEE SURVEYOR'S NOTE #9.

ALTA COMMITMENT - IBERIA PARCEL
FIRST AMERICAN TITLE INSURANCE COMPANY
SCHEDULE B - SECTION II
TITLE COMMITMENT: FILE NO. 5011612-NCS-641890-PHX1, EFFECTIVE DATE: DECEMBER 19TH, 2013.

Schedule B of the policy or policies to be issued will contain exceptions to the following matters unless the same are disposed of to the satisfaction of the Company:

1. Defects, liens, encumbrances, adverse claims or other matters, if any, created, first appearing in the Public Records or attaching subsequent to the Effective Date but prior to the date the proposed insured acquires for value of record the estate or interest or mortgage thereon covered by this Commitment.
NOT A SURVEY ITEM.

2. Any rights, interests, or claims of parties in possession of the land not shown by the public records.
NONE APPARENT.

3. Any encroachment, encumbrance, violation, variation or adverse circumstance affecting the Title that would be disclosed by an accurate and complete land survey of the land.
SEE SURVEY NOTE #9.

4. Any lien, for services, labor, or materials in connection with improvements, repairs or renovations provided before, on, or after Date of Policy, not shown by the public records.
NOT A SURVEY ITEM.

5. Any dispute as to the boundaries caused by a change in the location of any water body within or adjacent to the land prior to Date of Policy, and any adverse claim to all or part of the land that is, at Date of Policy, or was previously under water.
THIS PARCEL OF LAND DOES NOT ABUT ANY NAVIGABLE RIVERS OR STREAMS. THERE ARE DRAINAGE CANALS ADJACENT TO THE PROPERTY BOUNDARY.

6. Taxes or special assessments not shown as liens in the public records or in the records of the local tax collecting authority, at Date of Policy.
NOT A SURVEY ITEM.

7. Any minerals or mineral rights leased, granted or retained by current or prior owners.
NOT A SURVEY ITEM.

8. Taxes and assessments for the year 2013, which are not yet due and payable, but not yet delinquent.
NOT A SURVEY ITEM.

9. 200-foot easement in favor of Florida Power & Light Company as described in that certain Order of Taking recorded in Book 377, Page 2069 as affected by Book 564, Page 15 and Stipulated Judgment - Parcel 49 recorded in Book 582, Page 2901 and Book 616, Page 1590.
THIS IS A FLORIDA POWER & LIGHT COMPANY EASEMENT - NO BUILDINGS OR STRUCTURES ALLOWED. AFFECTS THE PROPERTY AS SHOWN.

10. The terms, provisions and conditions contained in that certain Ordinance No. 95-039 establishing a "Library Impact Fee" recorded in Book 981, Page 1615; Book 992, Page 2862, and as amended in Book 1301, Page 2302.
THESE ORDINANCES CREATE AND AMEND ST. LUCIE COUNTY LIBRARY IMPACT FEES. THIS IS NOT A SURVEY MATTER.

11. The terms, provisions and conditions contained in that certain Resolution 01-012 regarding granting a preliminary planned nonresidential development recorded in Book 1389, Page 1236, and amended in Book 1403, Page 2281.
THIS IS A RESOLUTION GRANTING A PRELIMINARY PLANNED NONRESIDENTIAL DEVELOPMENT AND CHANGE OF ZONING. AFFECTS PARCEL 1 AND PARCEL 2 AS SHOWN.

12. The terms, provisions and conditions contained in that certain Preliminary Development Agreement for the Provences Development of Regional Impact recorded in Book 2399, Page 1777.
THIS IS AN AGREEMENT BETWEEN WILLOW LAKE LLC, RED RIVER PROPERTIES LLC AND THE DEPARTMENT OF COMMUNITY AFFAIRS (STATE OF FLORIDA) WHICH DISCUSSES DEVELOPMENT PLANS FOR PARCEL 2. AFFECTS PARCEL 2 AS SHOWN.

13. The terms, provisions and conditions contained in that certain Provences Developer's Agreement recorded in Book 2956, Page 2462.
THIS IS AN AGREEMENT BETWEEN MIDWAY PROPERTIES, RED RIVER, AND WILLOW LAKES WHICH DISCUSSES THE COSTS, DEDICATION OF LANDS, AND ALSO CONVEYANCE OF ANY PROPERTIES. HOWEVER, THE LEGAL DESCRIPTIONS ARE NOT COMPLETE AND THE LANDS IT AFFECTS CANNOT BE PLOTTED.

14. The terms, provisions and conditions contained in that certain Lease as referenced by that certain Lease for Grazing of Cattle recorded in Book _____, Page _____.
AFFECTS PARCEL 1 AND PARCEL 2 AS SHOWN.

15. Terms and conditions of any existing unrecorded lease(s), and all rights of lessee(s) and any parties claiming through the lessee(s) under the lease(s).
SEE TITLE EXCEPTION #14.

16. Any facts, rights, interests or claims that may exist or arise by reason of the following matters disclosed by an ALTA/ACSM survey made by Creech Engineers, Inc. on December 4, 2013, designated Job Number 13184.00:
Overhead utilities along West boundary line without an apparent easement thereto.

Cad file name: P:\010230 – Village at Midway\010230-01-001 (SUR)\Survey\ALL POINTS CONTOURS 2014\010230 W-I BNDY TOPO 2015_.dwg 8/3/2015

Bowman CONSULTING
PROFESSIONAL SURVEYORS AND MAPPERS, CERTIFICATE NO. LB. 8050
BOARD OR PROFESSIONAL ENGINEERS, CERTIFICATE OF AUTHORIZATION NO. 30462

Bowman Consulting Group, Ltd., Inc.
301 SW Ocean Blvd., Suite 301
Stuart, FL 34994
Phone: (772) 283-1413
Fax: (772) 220-7881
www.bowmanconsulting.com

VILLAGE AT MIDWAY
ALTA BOUNDARY & TOPOGRAPHIC SURVEY
ST. LUCIE COUNTY FLORIDA

PROJECT NO
010230-01-003

PLAN STATUS

DATE	DESCRIPTION

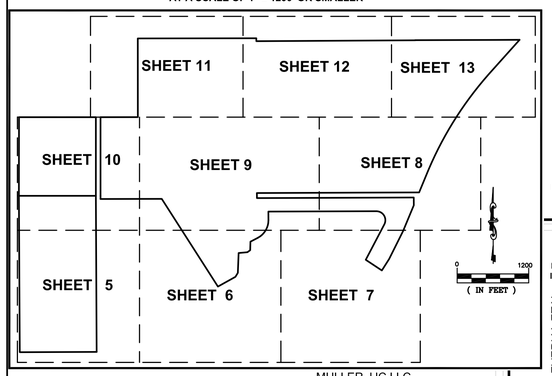
FIELD BOOK	PAGE
13-115	19-28, 30-39, 47-48
13-116	
14-124,129,130	
15-131	

D.J.I., D.A.L. DRAWN	S.N.B. CHKD

SCALE H: N.T.S. V: N.T.S.
JOB No. 010230-01-003
DATE MARCH 2, 2015
FILE No. 010230 W-1 BNDY TOPO 2015

ALTA/ACSM LAND TITLE SURVEY
VILLAGE AT MIDWAY
LYING IN A PORTION OF SECTIONS 34 AND 35, TOWNSHIP 35 SOUTH, RANGE 39 EAST AND SECTIONS 2 AND 3, TOWNSHIP 36 SOUTH, RANGE 39 EAST
SAINT LUCIE COUNTY, FLORIDA

KEY MAP
THIS MAP IS INTENDED TO BE DISPLAYED AT A SCALE OF 1" = 1200' OR SMALLER



GRAPHIC SCALE
300 0 150 300
(IN FEET)
1 inch = 300 ft.
THIS MAP IS INTENDED TO BE DISPLAYED AT A SCALE OF 1" = 300' OR SMALLER

SFWMD
PCN: 2326-231-0001-000-4

RESERVOIR

FOUND 5/8" IRON ROD AND CAP STAMPED "C & T LB 4286"

A.P.U. #7 CULVERT (SEE NOTE #9)

N.S.L.R.W.C.D. CANAL NO. 101 (63.00' R/W)

S89°47'10"E (D) 1987.99' (D)

A.P.U. #7 CULVERT (SEE NOTE #9)

FOUND 1" IRON PIPE (NO ID.)

S00°06'37"W (D) 49.00' (D)

49.00'

N.S.L.R.W.C.D. CANAL NO. 101 (98.00' R/W)

A.P.U. #5 4' BARBED WIRE FENCE (SEE NOTE #9)

N00°12'25"E (D) 2.00'(D)

FOUND 5/8" IRON ROD AND CAP STAMPED "C & T LB 4286"

N.S.L.R.W.C.D. CANAL NO. 101 (94.00' R/W)

47.00'

NORTH LINE OF THE SE 1/4 OF SECTION 35

FOUND 5/8" IRON ROD (NO ID.)

GATE (COMBINATION LOCK)

EAST LINE OF NOT INCLUDED PARCEL

1/4 SECTION LINE OF SECTION 34

FOUND 5/8" IRON ROD (NO ID.)

A.P.U. #5 4' BARBED WIRE FENCE (SEE NOTE #9)

SOUTH R/W LINE OF N.S.L.R.W.C.D. CANAL NO. 101

NORTH LINE OF THE SW 1/4 OF SECTION 35

S89°59'09"E (D) 2664.42' (D)

S89°52'23"E (D) 1331.59' (D)

S89°52'23"E (D) 418.59'(D)

FOUND 5/8" IRON ROD (NO ID.)

SEE DETAIL "A"

FOUND 5/8" IRON ROD AND CAP STAMPED "C & T LB 4286"

CULVERTS SEE WALTON TITLE EXCEPTION #24 F

BILLBOARD SEE WALTON TITLE EXCEPTION #15

8' WIDE TRAIL SEE WALTON TITLE EXCEPTION #24 C

WEST R/W LINE OF STATE ROAD NO. 9 (INTERSTATE HIGHWAY NO. 95)

S42°14'14"W(D) 727.09'(D)

4' HOG WIRE FENCE

A.P.U. #4 TRAILS BEING USED BY OTHERS (SEE NOTE #9)

CITY NATIONAL BANK OF FL
PCN: 2334-410-0000-000-1
399.71 ACRES, MORE OR LESS

RONALD L. EVERLY, ETAL
TAMMY S. EVERLY
PCN: 2334-422-0000-000-8

1319.04' (D)

A.P.U. #5 4' BARBED WIRE FENCE (SEE NOTE #9)

N00°16'46"E (D)

8' WIDE TRAIL

EAST LINE OF SECTION 34

WALTON ACQUISITIONS FL LLC, ETAL
PCN: 2334-410-0000-000-1

1/4 SECTION LINE OF SECTION 35

SEE SHEET 4 FOR WETLAND INFORMATION. SEE SHEETS 5-13 FOR ADDITIONAL TOPOGRAPHIC INFORMATION, APPARENT PHYSICAL USE AND EASEMENT DETAILS

10' S.B.T.&T. RIGHT OF WAY UTILITY EASEMENT O.R.B. 587, PG. 235 SEE WALTON TITLE EXCEPTION #12

OVERHEAD UTILITY LINE MEANDERS PROPERTY LINE

FOUND 5/8" IRON ROD AND CAP STAMPED "C & T LB 4286"

R = 5903.58'
Δ = 05°47'41"
A = 597.06' (D)

R = 5903.58'
Δ = 05°54'07"
A = 462.05' (D)

STATE ROAD NO. 9 (INTERSTATE HIGHWAY NO. 95)
R/W WIDTH VARIES
PER F.D.O.T. RIGHT-OF-WAY MAP, SECTION 94001-2414

SE 1/4 OF SECTION 35-T35S-R39E

FOUND 5/8" IRON ROD AND CAP STAMPED "C & T LB 4286" FOUND 4" X 4" CONCRETE MONUMENT (NO I.D.) N 0.20', E 0.20'

FOUND 5/8" IRON ROD AND CAP STAMPED "C & T LB 4286" FOUND 4" X 4" CONCRETE MONUMENT (NO I.D.) S 0.87', E 0.23'

FOUND 5/8" IRON ROD AND CAP STAMPED "C & T LB 4286"

A.P.U. #1A GUY ANCHORS (SEE NOTE #9)

S89°40'53"E (C) 1288.94' (C)

S89°46'53"E (D) 624.96'(D)

FOUND 5/8" IRON ROD AND CAP STAMPED "C & T LB 4286" FOUND 4" X 4" CONCRETE MONUMENT (NO I.D.) S 0.12', W 6.31'

4' BARBED WIRE FENCE

SE 1/4 OF SECTION 34-T35S-R39E

SOUTH LINE OF THE W 1/2 OF NW 1/4 OF SE 1/4 OF SECTION 34 AND NORTH LINE OF SW 1/4 OF SE 1/4

ACTIVE PASTURE

UN-RECORDED CATTLE GRAZING LEASE SEE WALTON TITLE EXCEPTION #23

SW 1/4 OF SECTION 35-T35S-R39E

WEST LINE OF THE SW 1/4 OF SECTION 35

MULLER JJC LLC
PCN: 2334-311-0000-000-7

MULLER JJS LLC
PCN: 2334-322-0002-000-5

WEST TOP OF BANK MEANDERS WEST PROPERTY LINE

WEST LINE OF THE SE 1/4 OF THE SW 1/4 OF SECTION 34-T35S-R39E

RESOLUTION 01-012 O.R.B. 1389, PG. 1236 SEE IBERIA TITLE EXCEPTION #11

LEASE FOR GRAZING OF CATTLE SEE IBERIA TITLE EXCEPTION #14

A.P.U. #1C 4' BARBED WIRE FENCE 4.0' EAST (SEE NOTE #9)

PARCEL 1
SE 1/4 OF THE SW 1/4 OF 34-T35S-R39E
WALTON ACQUISITIONS FL LLC, ETAL
PCN: 2334-340-0000-000-7
39.05 ACRES, MORE OR LESS

POND

N00°24'17"E (C) 1318.47' (C)

EAST LINE OF THE SE 1/4 OF THE SW 1/4 OF SECTION 34-T35S-R39E

N.S.L.R.W.C.D. CANAL NO. 93 (78.00' R/W)

N00°02'10"E (C)

N00°20'10"E (D) 1318.99' (D)

A.P.U. #3 GUY ANCHORS (SEE NOTE #9 AND SHEET 10)

4' BARBED WIRE FENCE

EAST R/W LINE OF N.S.L.R.W.C.D. CANAL NO. 93

FOUND 5/8" IRON ROD AND CAP STAMPED "C & T LB 4286" FOUND 4" X 4" CONCRETE MONUMENT (NO I.D.) 15.33' NORTH AND 1.18' EAST OF SECTION LINE

POINT OF COMMENCEMENT WALTON PARCEL NE CORNER OF SECTION 3-T36S-R39E FOUND 1 1/4" IRON PIPE AND CAP STAMPED "CREECH INC LB 6705" CCR 10513

GATE (NO LOCK)

APPARENT N.S.L.R.W.C.D. CROSSING PERMIT TO FPL, NOT PROVIDED

N.S.L.R.W.C.D. CANAL NO. 102 (85.00' R/W)

S00°04'39"W (D) S00°06'37"W (M) 42.50' (D)

4' BARBED WIRE FENCE

N89°53'51"W(D)

42.50'

1330.07' (D)

N89°53'51"W (D) 430.07'(D)

170' FPL R/W O.R.B. 119, PAGES 405, 408, 411, 414, 417, 420, 423, AND 426 SEE WALTON TITLE EXCEPTION #10

SOUTH LINE OF THE SW 1/4 OF SECTION 35

FOUND 5/8" IRON ROD AND CAP STAMPED "C & T LB 4286"

GATE (NO LOCK)

FOUND 4" X 4" CONCRETE MONUMENT (NO I.D.)

N89°53'51"W (D) 900.00'(D)

EASEMENT 2: 60' ACCESS, UTILITY, DRAINAGE, & BILLBOARD EASEMENT O.R.B. 2035, PG. 1430 SEE WALTON TITLE EXCEPTION #15

FOUND 5/8" IRON ROD AND CAP STAMPED "C & T LB 4286"

N89°48'50"W 60.02'

FOUND 1/2" IRON ROD (NO ID.)

S22°50'38"W (D) 363.07'(D)

POINT OF COMMENCEMENT 10' AND 15' FPL EASEMENT O.R.B. 547, PAGE 1431 INTERSECTION OF NORTH R/W OF CANAL 102 AND WESTERLY R/W OF I-95 (POINT "A") SEE WALTON TITLE EXCEPTION #22

DETAIL "A"
NOT TO SCALE

N.S.L.R.W.C.D. (98.00' R/W)

49'

47'

CANAL NO. 101 (94.00' R/W)

FOUND 5/8" IRON ROD AND CAP STAMPED "C & T LB 4286"

5.17'

2.75'

FOUND 4" X 4" CONCRETE MONUMENT (NO I.D.)

SEE DETAIL "B"

N89°39'34"E (C) 1290.52' (C)

POINT OF BEGINNING NW CORNER OF THE NE 1/4 OF SECTION 3-T36S-R39E

TOWNSHIP 35 SOUTH, RANGE 39 EAST

TOWNSHIP 36 SOUTH, RANGE 39 EAST

N00°02'49"E 52.50'

CATTLE GATE (NO LOCK)

200' FPL EASEMENT O.R.B. 377, PG. 2069 SEE IBERIA TITLE EXCEPTION #9

APPARENT N.S.L.R.W.C.D. CROSSING PERMIT TO FPL, NOT PROVIDED

NORTH LINE OF THE NW 1/4 OF SECTION 3-T36S-R39E

RESOLUTION 01-012 O.R.B. 1389, PG. 1236 SEE IBERIA TITLE EXCEPTION #11

PRELIMINARY DEVELOPER'S AGREEMENT O.R.B. 2399, PG. 1729 SEE IBERIA TITLE EXCEPTION #12

LEASE FOR GRAZING OF CATTLE SEE IBERIA TITLE EXCEPTION #14

WEST LINE OF THE E 1/2 OF THE NW 1/4 OF SECTION 3-T36S-R39E

EAST LINE OF THE E 1/2 OF THE NW 1/4 OF SECTION 3-T36S-R39E

A.P.U. #1B 4' BARBED WIRE FENCE 2.0' EAST (SEE NOTE #9)

CATTLE GATE (NO LOCK)

POND

PARCEL 2
E 1/2 OF NW 1/4 OF 3-T36S-R39E
WALTON ACQUISITIONS FL LLC, ETAL
PCN: 2334-340-0000-000-7
77.56 ACRES, MORE OR LESS

N00°00'33"E (C) 2622.25' (C)

N00°02'49"E (C) 2617.42' (C)

A.P.U. #2B 8' WIDE TRAIL (SEE NOTE #9)

UTILITIES SEE IBERIA TITLE EXCEPTION #16

A.P.U. #1A 4' BARBED WIRE FENCE 1.4' EAST (SEE NOTE #9)

A.P.U. #2A 8' WIDE TRAIL (SEE NOTE #9)

SOUTH LINE OF THE NW 1/4 OF 3-T36S-R39E

N89°52'26"W (C) 1288.78' (C)

GATE (LOCKED)

FOUND 5/8" IRON ROD AND CAP STAMPED "C & T LB 4286"

4' BARBED WIRE FENCE

W. MIDWAY ROAD (C.R. 712)

NORTH EDGE OF PAVEMENT MIDWAY ROAD

LESS AND EXCEPT R/W (VARYING WIDTH) O.R.B. 64, PG. 447

70' R/W

N89°46'35"W (M) (BEARING BASE) 2622.04' (M)

NORTH LINE OF SECTION 3

FOUND 5/8" IRON ROD AND CAP STAMPED "C & T LB 4286"

N89°46'35"W (D) 1026.62' (D)

PARCEL 49

PARCEL 50A

8' WIDE TRAIL

N00°06'35"W (D) 42.50'(D)

200' FPL EASEMENT O.R.B. 377, PG. 2069 SEE WALTON TITLE EXCEPTION #11

60' FPL EASEMENT O.R.B. 119, PAGES 404, 407, 410, 413, 416, 419, 422, AND 425 SEE WALTON TITLE EXCEPTION #9

FOUND 5/8" IRON ROD AND CAP STAMPED "C & T LB 4286" FOUND 4" X 4" CONCRETE MONUMENT (NO I.D.) 43.13' SOUTH AND 37.24' EAST OF SECTION LINE

N89°50'50"W (D) 1811.20' (D)

A.P.U. #6 TOP OF BANK MEANDERS ALONG PROPERTY LINE (SEE NOTE #9)

R = 150.00'
Δ = 117°50'41"
A = 308.52' (D)

FOUND 5/8" IRON ROD AND CAP STAMPED "C & T LB 4286"

GATE (NO LOCK)

FOUND 1/2" IRON ROD (NO ID.)

WEST R/W LINE OF STATE ROAD NO. 9 (INTERSTATE HIGHWAY NO. 95)

EASEMENT 2: 60' ACCESS, UTILITY, DRAINAGE, & BILLBOARD EASEMENT O.R.B. 2035, PG. 1430 SEE WALTON TITLE EXCEPTION #15

S00°00'00"E (D) 142.46' (D)

FOUND 5/8" IRON ROD AND CAP STAMPED "C & T LB 4286"

R = 335.00'
Δ = 62°33'43"
A = 365.79' (D)

S62°33'43"W(D) 139.15'(D)

FOUND 5/8" IRON ROD AND CAP STAMPED "C & T LB 4286"

S01°56'01"W (D) 142.19' (D)

170' FPL EASEMENT O.R.B. 96, PG. 58, O.R.B. 97, PAGE 174 SEE WALTON TITLE EXCEPTION #21

S85°17'03"W(D) 146.97' (D)

FOUND 5/8" IRON ROD AND CAP STAMPED "C & T LB 4286"

S53°57'44"W(D) 58.71' (D)

FOUND 5/8" IRON ROD AND CAP STAMPED "C & T LB 4286" N 0.33', E 0.14'

LAKE A.P.U. #6 (SEE NOTE #9)

N27°59'51"E (D) 671.72' (D)

FOUND 5/8" IRON ROD (NO ID.)

N56°07'55"W (D) 323.59' (D) 323.65' (M)

S26°50'37"W(D) 519.99' (D)

S32°49'14"W (D) 230.02' (D) 229.06' (M)

FOUND 1/2" IRON ROD (NO ID.)

FOUND 5/8" IRON ROD AND CAP STAMPED "C & T LB 4286"

4' HOG WIRE FENCE WITH BARBED WIRE

GATE (NO LOCK)

8' WIDE DIRT ROAD

SHELL ROCK ROAD

70' ACCESS R/W PER F.D.O.T. RIGHT-OF-WAY MAP, SECTION 94001-2414

15' FPL EASEMENT O.R.B. 547, PG. 1431 SEE WALTON TITLE EXCEPTION #22

ASPHALT ROAD (GORDY EXD)

NE 1/4 OF SECTION 2-T36S-R39E

15' FPL EASEMENT O.R.B. 547, PG. 1431 SEE WALTON TITLE EXCEPTION #22

S00°03'15"W(D) 129.69'(D)

FOUND 5/8" IRON ROD AND CAP STAMPED "CREECH INC LB 6705"

S22°50'38"W(D) 470.73'(D)

FOUND 5/8" IRON ROD AND CAP STAMPED "C & T LB 4286"

S00°06'37"W (M) 42.50' (D)

FOUND 5/8" IRON ROD AND CAP STAMPED "C & T LB 4286"

S89°53'51"E (D) 1330.04' (D)

S89°53'51"E 1300.04' (D)

FOUND 5/8" IRON ROD AND CAP STAMPED "C & T LB 4286"

FOUND 4" X 4" CONCRETE MONUMENT (NO I.D.) S 0.16', E 0.17'

WEST R/W LINE OF 30' ROAD PER D.B. 116, PAGE 379

FOUND 5/8" IRON ROD (NO ID.)

S02°37'14"W (D) 332.85' (D)

S31°56'28"W 78.35'

FOUND 5/8" IRON ROD AND CAP STAMPED "C & T LB 4286".

S61°15'41"W (D) 335.12' (D) 335.42' (M)

N32°18'17"W(D)

1746.02' (D)

1745.90'(M)

8' WIDE TRAIL

EAST R/W LINE OF FPL EASEMENT PER O.R.B. 97, PAGES 169A

PARCEL 50A

NW 1/4 OF SECTION 2-T36S-R39E

SOUTH LINE OF NORTH 1/2 OF NW 1/4 OF SECTION 2

NORTH LINE OF SW 1/4 OF NW 1/4 OF SECTION 2

WILLOW LAKES, LLC
PCN: 3302-212-0001-000-4

WILLOW LAKES PARCEL 1

WEST LINE OF THE NW 1/4 OF SECTION 2

170' FPL EASEMENT O.R.B. 119, PAGES 405, 408, 411, 414, 417,420,423 AND 426 SEE WALTON TITLE EXCEPTION #10

WILLOW LAKES, LLC
PCN: 3302-212-0001-000-4

1435.79'

200'

500'

EASEMENT 1: 100' TEMPORARY INGRESS & EGRESS EASEMENT O.R.B. 2035, PG. 1456 SEE WALTON TITLE EXCEPTION #17

PARCEL 50C

PARCEL 50B

CATTLE GATES (COMBINATION LOCK)

N.S.L.R.W.C.D. CANAL NO. 93 (78.00' R/W)

FOUND 5/8" IRON ROD AND CAP STAMPED "C & T LB 4286"

POINT OF BEGINNING D.B. 249, PAGE 389 SEE WALTON TITLE EXCEPTION #9

82' 100'±(D)

S.E. CORNER OF NE 1/4 OF SECTION 3

ASPHALT ROAD W. MIDWAY ROAD (C.R. 712) R/W WIDTH VARIES PER F.D.O.T. RIGHT-OF-WAY MAP, SECTION 94001-2414

CLYDE C THOMPSON JR
PCN: 3303-224-0006-000-9

CLYDE C THOMPSON JR
PCN: 3303-231-0001-000-6

MULLER JJS LLC
PCN: 3303-221-0000-000-8

APPROXIMATE PROPERTY LINE

4' BARBED WIRE FENCE

POINT OF BEGINNING O.R.B. 377, PAGE 2069

APPROXIMATE PROPERTY LINE

DETAIL "B"

(IN FEET)
1 inch = 30 ft.
THIS MAP IS INTENDED TO BE DISPLAYED AT A SCALE OF 1" = 30' OR SMALLER

POINT OF COMMENCEMENT PARCELS AND O.R.B. 377, PAGE 2069 NW CORNER OF THE NE 1/4 OF SECTION 3-T36S-R39E

FOUND 5/8" IRON ROD AND CAP STAMPED "C & T LB 4286" 0.07' S., 0.25' E.

FOUND 5/8" IRON ROD AND CAP STAMPED "PLS 2391" 0.05' S., 0.3' E.

N.S.L.R.W.C.D. CANAL NO. 93 (78.00' R/W)

EAST LINE OF THE SE 1/4 OF THE SW 1/4 OF SECTION 34-T35S-R39

POINT OF BEGINNING WALTON PARCEL FOUND 4" X 4" CONCRETE MONUMENT (NO I.D.)

N89°46'35"W 2622.04' (M)

N89°46'35"W, 39.00'

S89°46'35"E 39.00'

FOUND 5/8" IRON ROD AND CAP STAMPED "C & T LB 4286"

NW CORNER OF NW 1/4 OF SECTION 2-T36S-R39S FOUND 1 1/4" IRON PIPE AND CAP STAMPED "CREECH INC LB 6705" CCR 105131

THIS DOCUMENT, TOGETHER WITH THE CONCEPTS AND DESIGNS PRESENTED HEREIN, AS AN INSTRUMENT OF SERVICE, IS INTENDED ONLY FOR THE SPECIFIC PURPOSE AND CLIENT FOR WHICH IT WAS PREPARED. REUSE OF AND IMPROPER RELIANCE ON THIS DOCUMENT WITHOUT WRITTEN AUTHORIZATION AND ADAPTATION BY BOWMAN CONSULTING GROUP, LTD SHALL BE WITHOUT LIABILITY TO BOWMAN CONSULTING GROUP, LTD.

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PROFESSIONAL SURVEYORS AND MAPPERS, CERTIFICATE NO. LB 6939
BOARD OF PROFESSIONAL ENGINEERS, CERTIFICATE OF AUTHORIZATION NO. 30462

VILLAGE AT MIDWAY
ALTA BOUNDARY & TOPOGRAPHIC SURVEY
ST. LUCIE COUNTY FLORIDA

PROJECT NO
010230-01-003

PLAN STATUS

DATE	DESCRIPTION

FIELD BOOK	PAGE
13–115	19–26
13–116	30–39
14–124,129,130	47–48
15–131	

D.J.I., D.A.L. DRAWN | S.N.B. CHKD

SCALE H: 1" = 300' V: N/A

JOB No. 010230–01–003

DATE MARCH 2, 2015

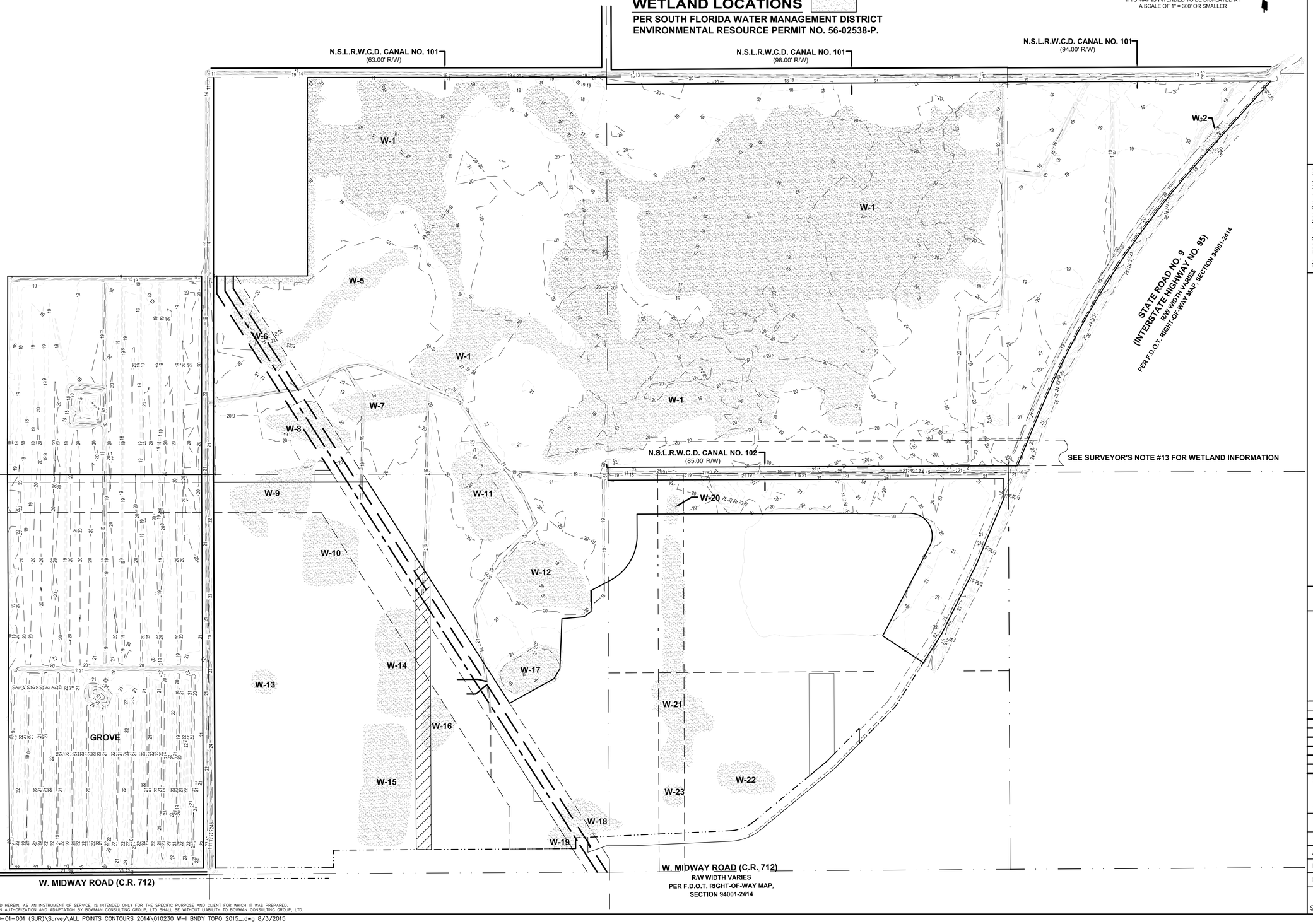
FILE No. 010230 W-I BNDY TOPO 2015

SHEET 3 OF 13

ALTA/ACSM LAND TITLE SURVEY
VILLAGE AT MIDWAY
LYING IN A PORTION OF SECTIONS 34 AND 35, TOWNSHIP 35 SOUTH, RANGE 39 EAST AND SECTIONS 2 AND 3, TOWNSHIP 36 SOUTH, RANGE 39 EAST SAINT LUCIE COUNTY, FLORIDA

GRAPHIC SCALE
(IN FEET)
1 inch = 300 ft.
THIS MAP IS INTENDED TO BE DISPLAYED AT A SCALE OF 1" = 300' OR SMALLER

WETLAND LOCATIONS
PER SOUTH FLORIDA WATER MANAGEMENT DISTRICT ENVIRONMENTAL RESOURCE PERMIT NO. 56-02538-P.



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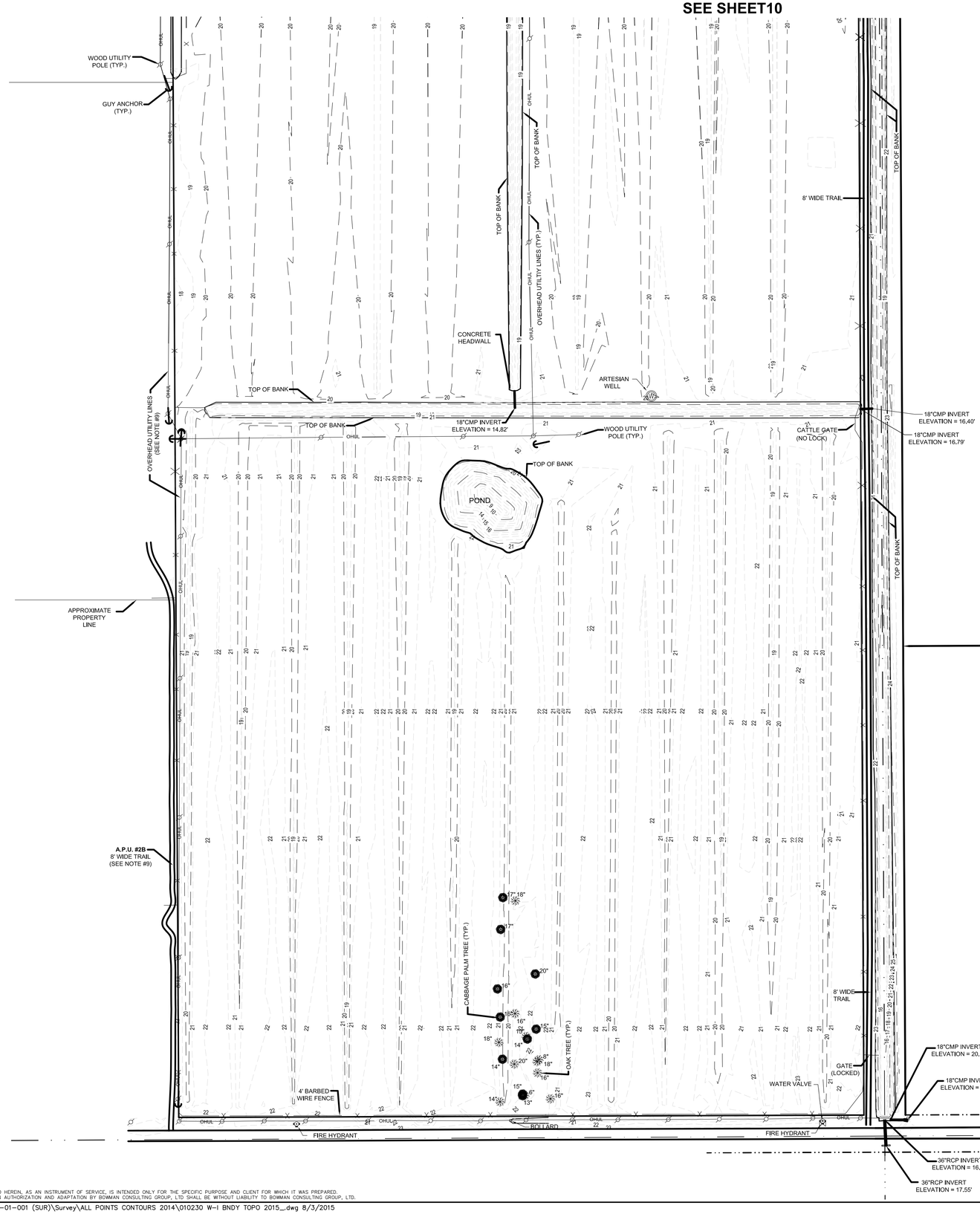
DATE	DESCRIPTION

FIELD BOOK: 13-115 (PAGE 19-28, 30-39); 13-116, 14-124,129,130, 15-131 (PAGE 47-48)
D.J.I., D.A.L. DRAWN | S.N.B. CHKD
SCALE H: 1" = 300' V: N/A
JOB No. 010230-01-003
DATE MARCH 2, 2015
FILE No. 010230 W-I BNDY TOPO 2015

SHEET 4 OF 13

SEE SHEET10



GRAPHIC SCALE

10 0 5 10

(IN FEET)

1 inch = 100 ft.

THIS MAP IS INTENDED TO BE DISPLAYED AT A SCALE OF 1" = 100' OR SMALLER

NE 1/4 OF SECTION 3-T36S-R39E

SEE SHEET 6

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DATE	DESCRIPTION

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	30-39
13-116	47-48
14-124,129,130	
15-131	

D.J.I., D.A.L. DRAWN | S.N.B. CHKD

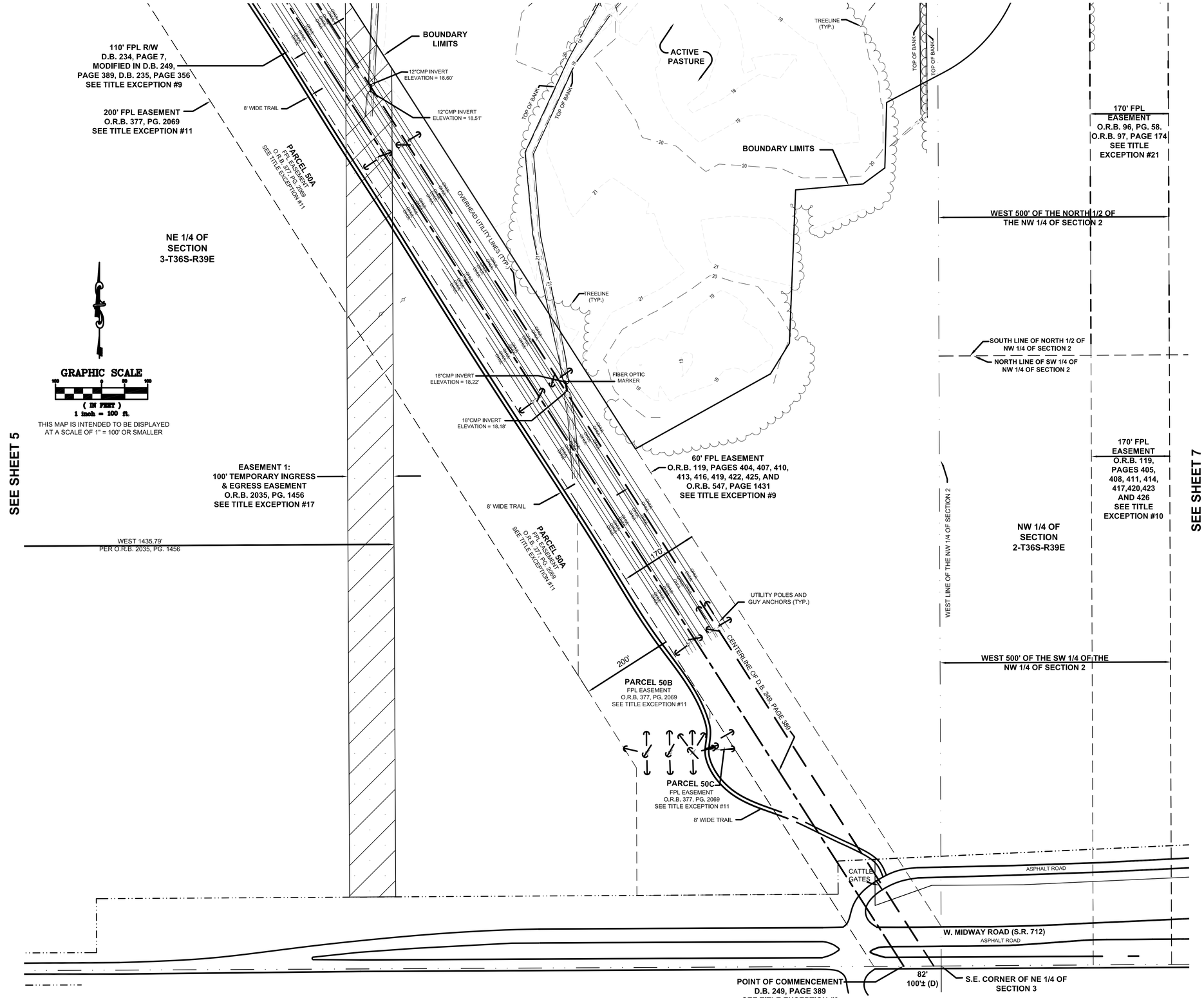
SCALE H: 1" = 100' V: N/A

JOB No. 010230-01-003

DATE MARCH 2, 2015

FILE No. 010230 W-I BNDY TOPO 2015

SEE SHEET 9



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SCALE H: 1" = 100' V: N/A

JOB No. 010230-01-003

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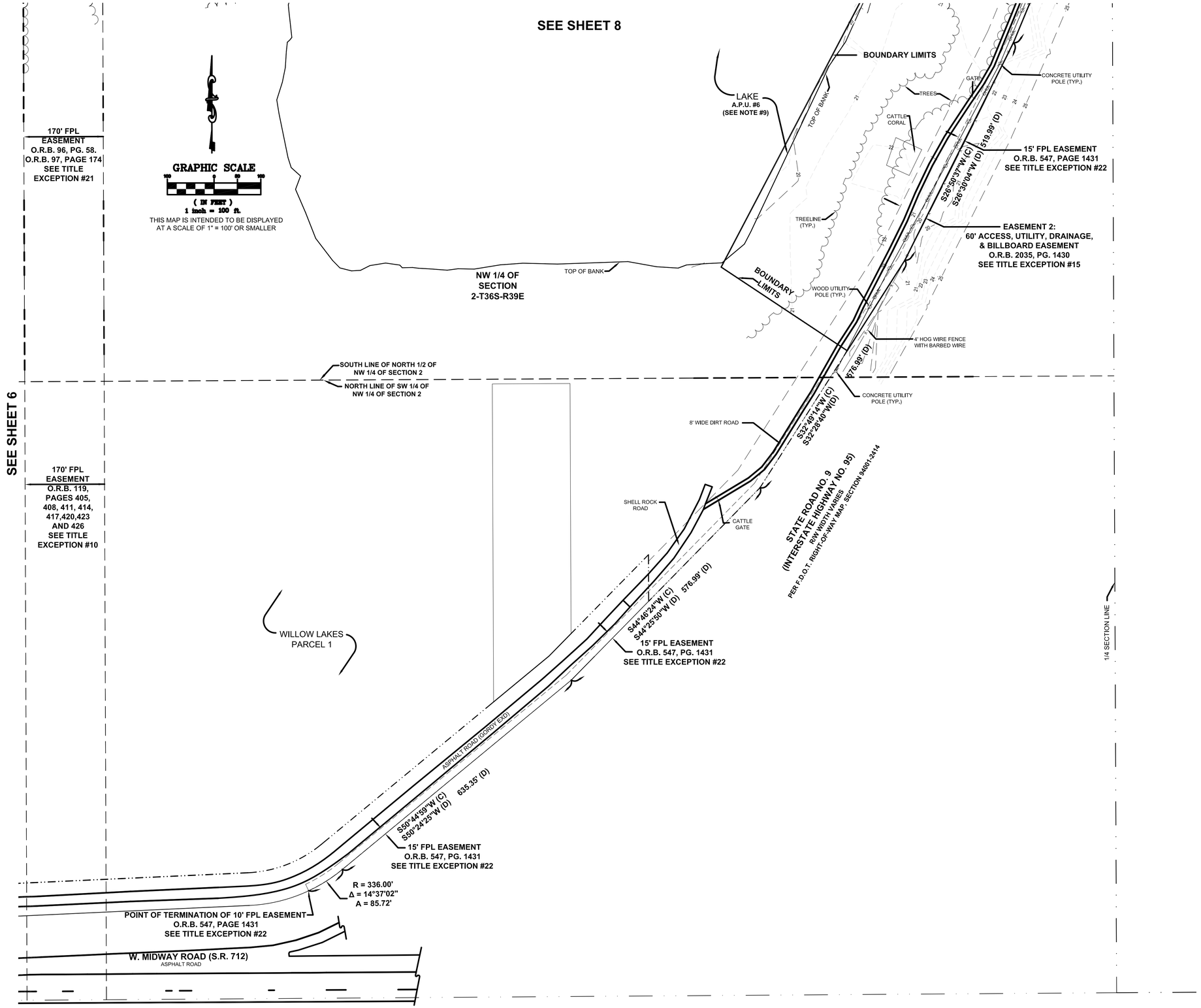

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D.J.I., D.A.L.	S.N.B.
DRAWN	CHKD

SCALE H: 1" = 100'
V: N/A

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FILE No. 010230 W-I BNDY TOPO 2015

SHEET 7 OF 13

SEE SHEET 13

SW 1/4 OF
SECTION
35-T35S-R39E

ACTIVE PASTURE

SEE SHEET 9

170' FPL R/W
O.R.B. 119, PAGES 405, 408, 411,
414, 417, 420, 423, AND 426
SEE TITLE EXCEPTION #10

WELL

TREELINE (TYP.)

TOP OF BANK

OVERHEAD UTILITY LINE
MEANDERS PROPERTY LINE

WARNING
UNDERGROUND
CABLE SIGN

4' BARBED WIRE
FENCE MEANDERS
PROPERTY LINE

BILLBOARD
SEE TITLE
EXCEPTION #15

GUY ANCHOR
(TYP.)

WOOD UTILITY
POLE (TYP.)

USED COWS
FOR SALE SIGN

EASEMENT 2:
60' ACCESS, UTILITY, DRAINAGE,
& BILLBOARD EASEMENT
O.R.B. 2035, PG. 1436
SEE TITLE EXCEPTION #15

8' WIDE TRAIL

WARNING
UNDERGROUND
CABLE SIGN

SEE DETAIL "C"
AT RIGHT

STATE ROAD NO. 9
(INTERSTATE HIGHWAY NO. 95)
R/W WIDTH VARIES
PER F.D.O.T. RIGHT-OF-WAY MAP, SECTION 94001-2414

WESTERLY R/W
OF I-95

SE 1/4 OF
SECTION
35-T35S-R39E

4' BARBED WIRE FENCE
MEANDERS PROPERTY LINE

170'

212.5

BOUNDARY LIMITS

N.S.L.R.W.C.D. CANAL NO. 101

42.50'

42.50'

NORTH R/W LINE OF N.S.L.R.W.C.D. CANAL NO. 102

SOUTH LINE OF THE SW 1/4 OF SECTION 35

SOUTH R/W LINE OF N.S.L.R.W.C.D. CANAL NO. 102

TOP OF BANK

6'X6' BOX CULVERT INVERT
ELEVATION = 13.51'

6'X6' BOX CULVERT INVERT
ELEVATION = 13.15'

18" CMP INVERT
ELEVATION = 16.47'

18" CMP INVERT
ELEVATION = 17.25'

N.S.L.R.W.C.D. CANAL NO. 102
(85.00' R/W)

BOUNDARY LIMITS

WEST R/W LINE OF 30' ROAD
PER D.B. 116, PAGE 379

WOOD UTILITY
POLE (TYP.)

OVERHEAD UTILITY LINE
MEANDERS PROPERTY LINE

15' FPL EASEMENT
O.R.B. 547, PAGE 1431
SEE TITLE EXCEPTION #22

TREES

BOUNDARY LIMITS

TOP OF CMP
ELEVATION = 19.67'
(COULD NOT DETERMINE
SIZE OR INVERT ELEVATION)

TOP OF CMP
ELEVATION = 18.88'
(COULD NOT DETERMINE
SIZE OR INVERT ELEVATION)

NW 1/4 OF
SECTION
2-T36S-R39E

LAKE
A.P.U. #6
(SEE NOTE #9)

8' WIDE TRAIL

S22°30'38"W (C)
S22°30'04"W (D)
608.76' (D)

TREES

NE 1/4 OF
SECTION
2-T36S-R39E

SEE SHEET 7

GRAPHIC SCALE

THIS MAP IS INTENDED TO BE DISPLAYED
AT A SCALE OF 1" = 100' OR SMALLER

DETAIL "C"

THIS MAP IS INTENDED TO BE DISPLAYED
AT A SCALE OF 1" = 200' OR SMALLER

POINT OF
TERMINATION
N00°05'07"E (C)
N00°14'14"W (D)
65.00' (D)

10' FPL EASEMENT
O.R.B. 547, PAGE 1431
SEE TITLE EXCEPTION #22

POINT OF
TERMINATION
25.00'

N89°53'51"W (C)
S89°45'46"W (D)
301.08'

TOP OF BANK

8' WIDE TRAIL

POINT "B"

10" PVC INVERT
ELEVATION = 18.51'

10" PVC INVERT
ELEVATION = 18.56'

S22°30'38"W (C)
N22°30'04"E (D)

POINT OF COMMENCEMENT
10' AND 15' FPL EASEMENT
O.R.B. 547, PAGE 1431
INTERSECTION OF NORTH R/W
OF CANAL 102 AND WESTERLY
R/W OF I-95 (POINT "A")
SEE TITLE EXCEPTION #22

WARNING
UNDERGROUND CABLE
SIGNS

6'X6' BOX CULVERT
INVERT
ELEVATION = 13.51'

S22°30'04"W 92.10' (D)
S22°50'38"W 94.67' (C)

48" CMP INVERT
ELEVATION = 15.94'

48" CMP INVERT
ELEVATION = 15.63'

POINT OF BEGINNING
10' FPL EASEMENT
O.R.B. 547, PAGE 1431
SEE TITLE EXCEPTION #22

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D.J.I., D.A.L.	S.N.B.
DRAWN	CHKD

SCALE H: 1" = 100'
V: N/A

JOB No. 010230-01-003

DATE MARCH 2, 2015

FILE No. 010230 W-I BNDY TOPO 2015

SHEET 8 OF 13

Cad file name: P:\010230 – Village at Midway\010230-01-001 (SUR)\Survey\ALL POINTS CONTOURS 2014\010230 W-I BNDY TOPO 2015_.dwg 8/3/2015

SEE SHEET 11

SEE SHEET 12

GRAPHIC SCALE
100 0 50 100
(IN FEET)
1 inch = 100 ft.

THIS MAP IS INTENDED TO BE DISPLAYED AT A SCALE OF 1" = 100' OR SMALLER

SE 1/4 OF SECTION 34-T35S-R39E

SEE SHEET 10

TOP OF BANK

ACTIVE PASTURE

200' FPL EASEMENT O.R.B. 377, PG. 2069 SEE TITLE EXCEPTION #11

FIBER OPTIC MARKER

12"CMP INVERT ELEVATION = 19.01'

12"CMP INVERT ELEVATION = 19.07'

60' FPL EASEMENT O.R.B. 119, PAGES 404, 407, 410, 413, 416, 419, 422, 425, AND O.R.B. 547, PAGE 1431 SEE TITLE EXCEPTION #9

8' WIDE TRAIL

UTILITY POLES AND GUY ANCHORS (TYP.)

NORTH LINE OF SECTION 3

NE 1/4 OF SECTION 3-T36S-R39E

WEST LINE OF THE SW 1/4 OF SECTION 35

SEE SHEET 8

170' FPL R/W O.R.B. 119, PAGES 405, 408, 411, 414, 417, 420, 423, AND 426 SEE TITLE EXCEPTION #10

TREELINE (TYP.)

4' BARBED WIRE FENCE MEANDERS PROPERTY LINE

170'

12"CMP INVERT ELEVATION = 17.67'

4' BARBED WIRE FENCE

12"CMP INVERT ELEVATION = 17.36'

N.S.L.R.W.C.D. CANAL NO. 101 (85.00' R/W)

42.50'

42.50'

36"CMP INVERT ELEVATION = 15.76'

36"CMP INVERT ELEVATION = 15.79'

BOUNDARY LIMITS

BOUNDARY LIMITS

170' FPL EASEMENT O.R.B. 96, PG. 58; O.R.B. 97, PAGE 174 SEE TITLE EXCEPTION #21

LAKE A.P.U. #6 (SEE NOTE #9)

ACTIVE PASTURE

TREELINE

SEE SHEET 6

SEE SHEET 7

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DATE	DESCRIPTION

FIELD BOOK: 13-115; 13-116; 14-124,129,130; 15-131
PAGE: 19-28; 30-39; 47-48

D.J.I., D.A.L. DRAWN | S.N.B. CHKD

SCALE H: 1" = 100' V: N/A

JOB No. 010230-01-003

DATE MARCH 2, 2015

FILE No. 010230 W-1 BNDY TOPO 2015

SHEET 9 OF 13

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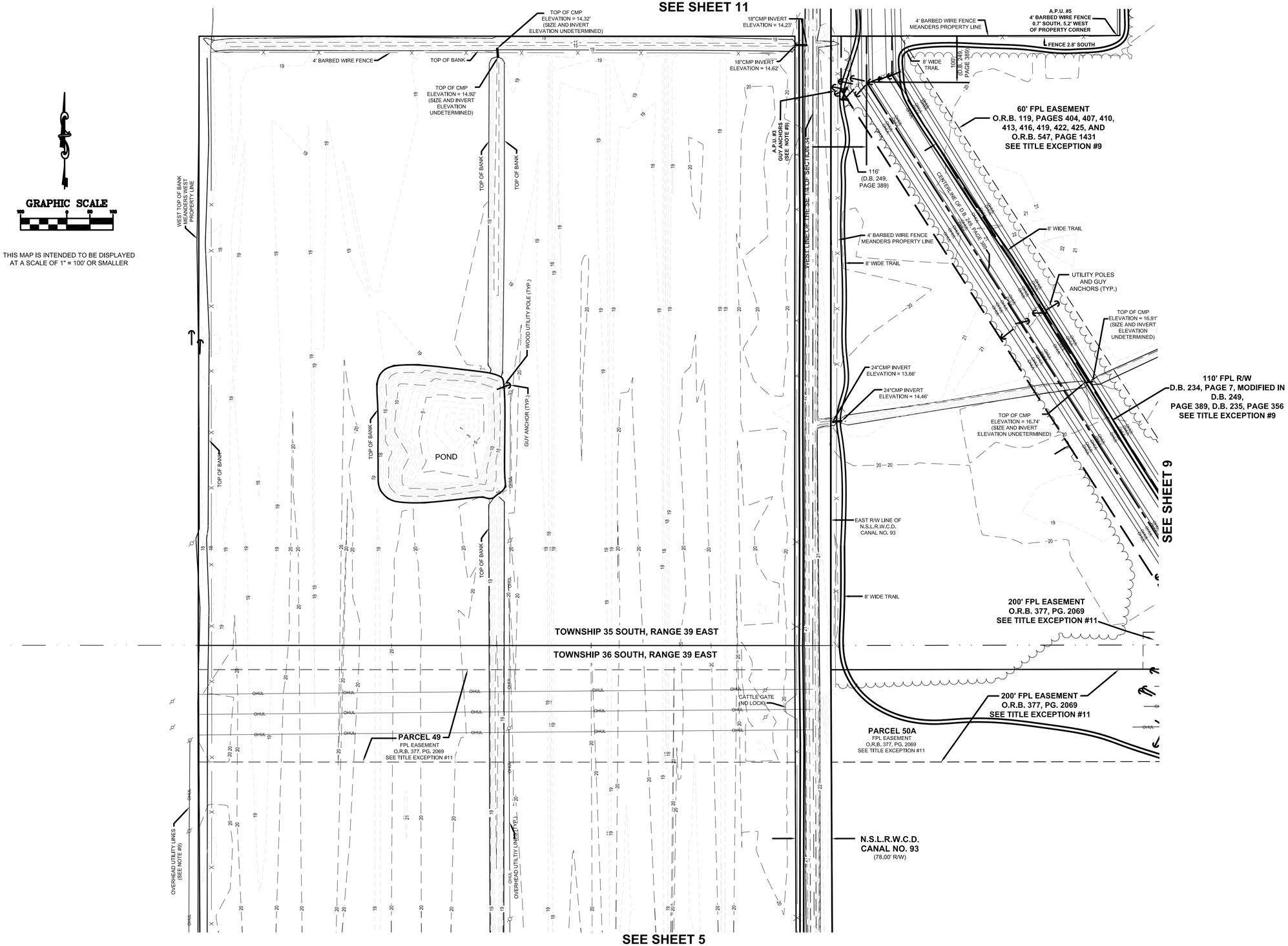

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FILE No. 010230 W-I BNDY TOPO 2015

SHEET 10 OF 13

SEE SHEET 11

GRAPHIC SCALE

100 0 50 100

(IN FEET)

1 inch = 100 ft.

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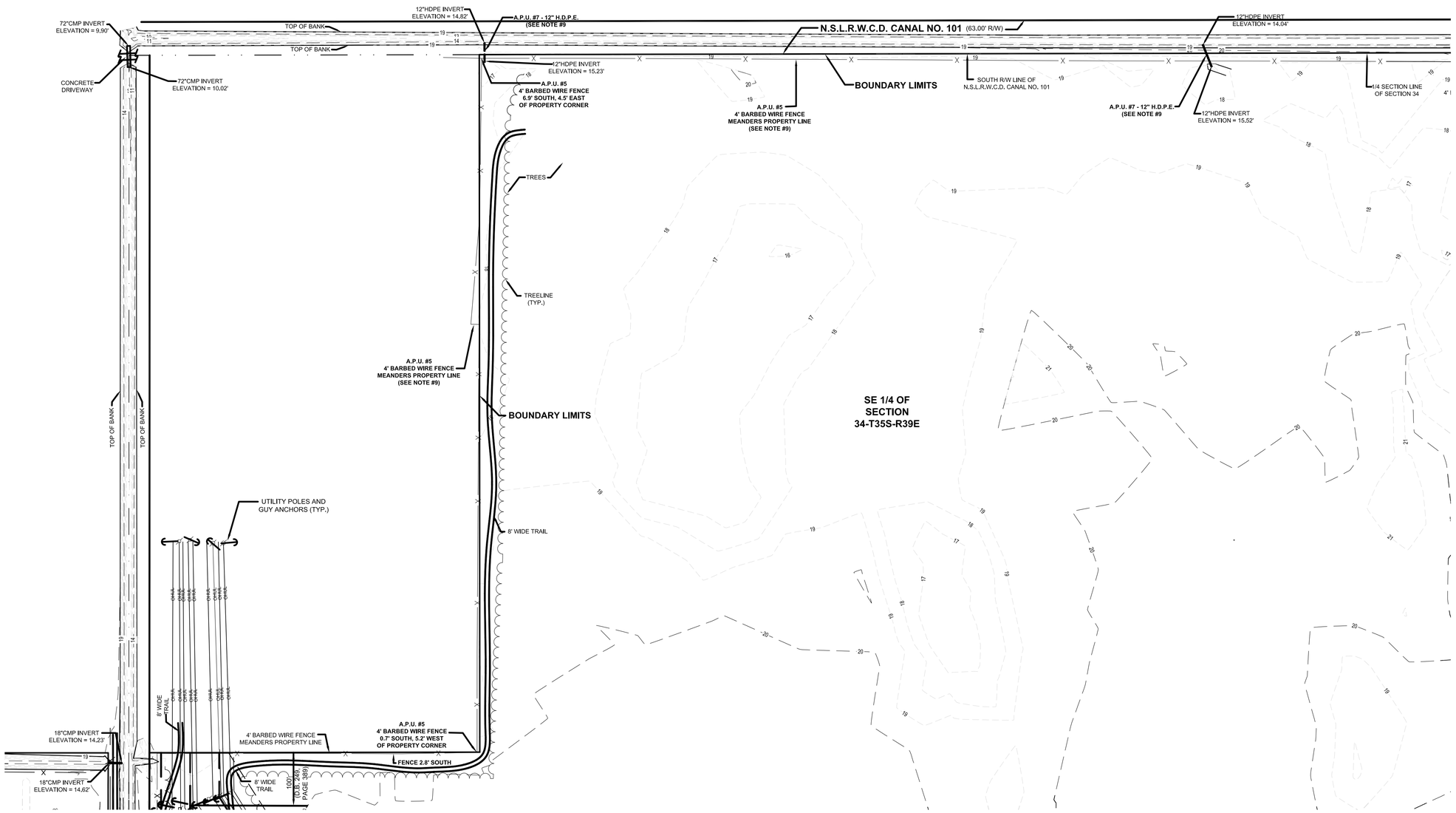

SEE SHEET 12

SEE SHEET 10

SEE SHEET 9

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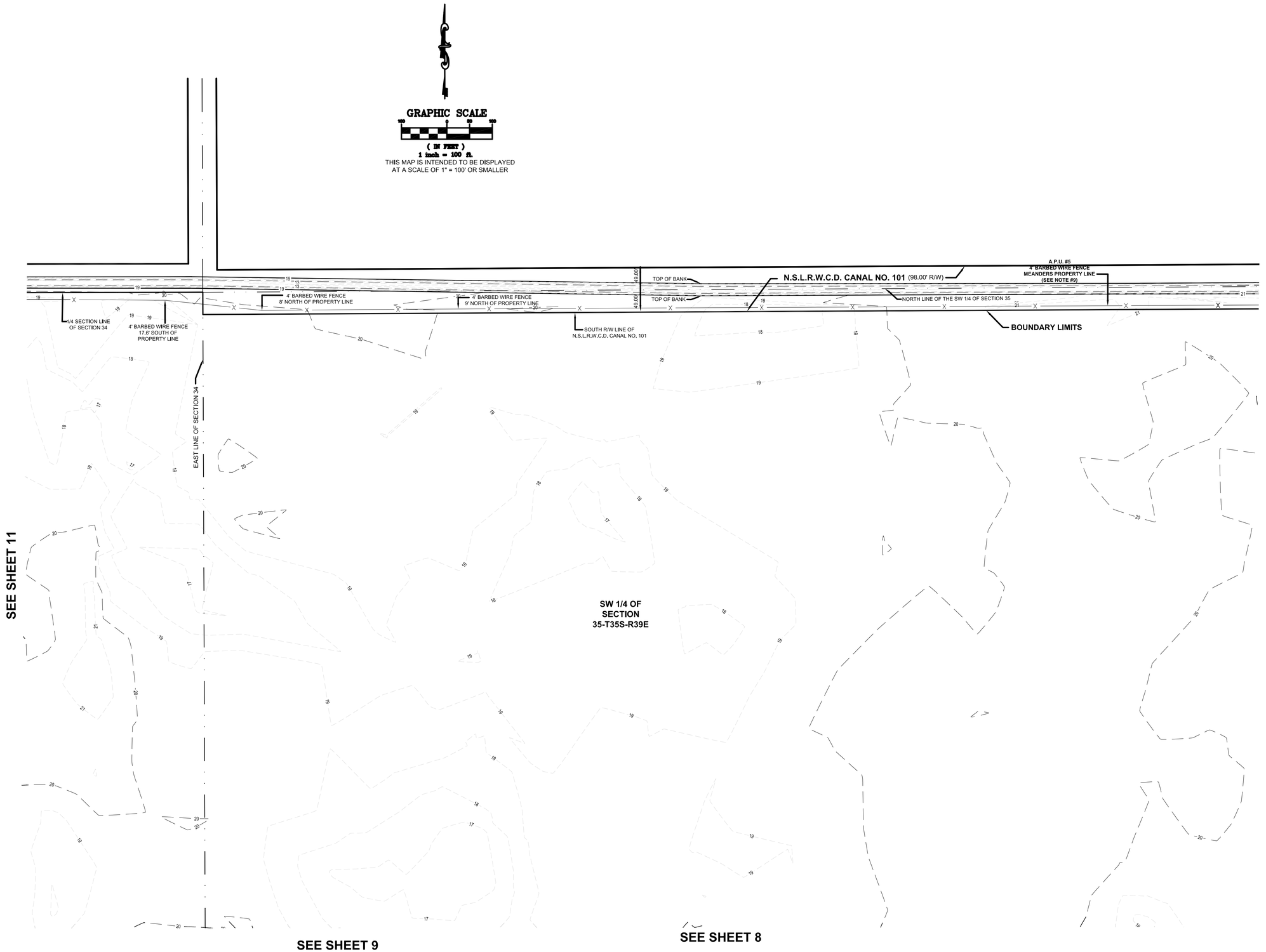
SHEET 11 OF 13



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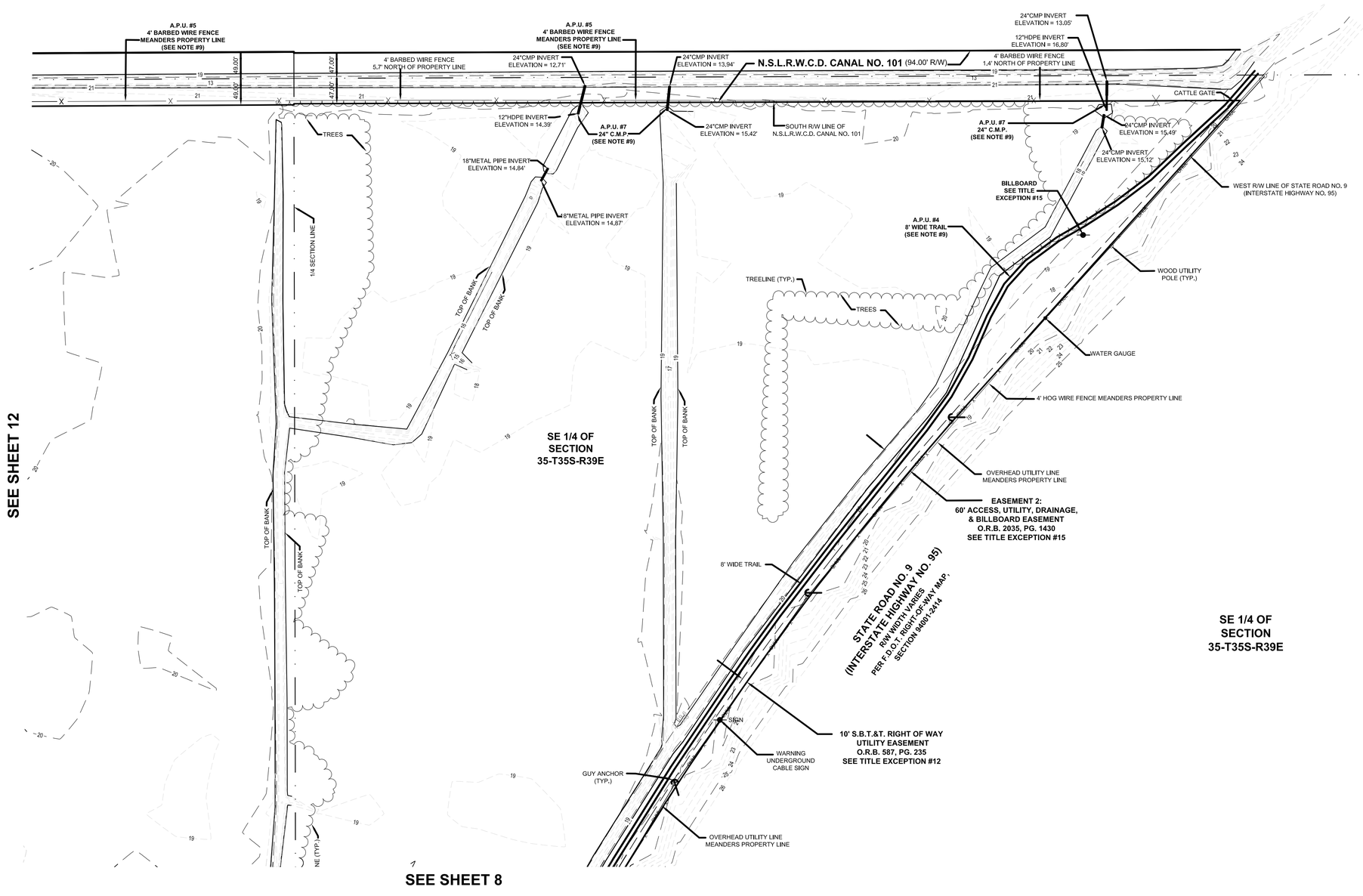
SHEET 12 OF 13



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100 0 50 100

(IN FEET)

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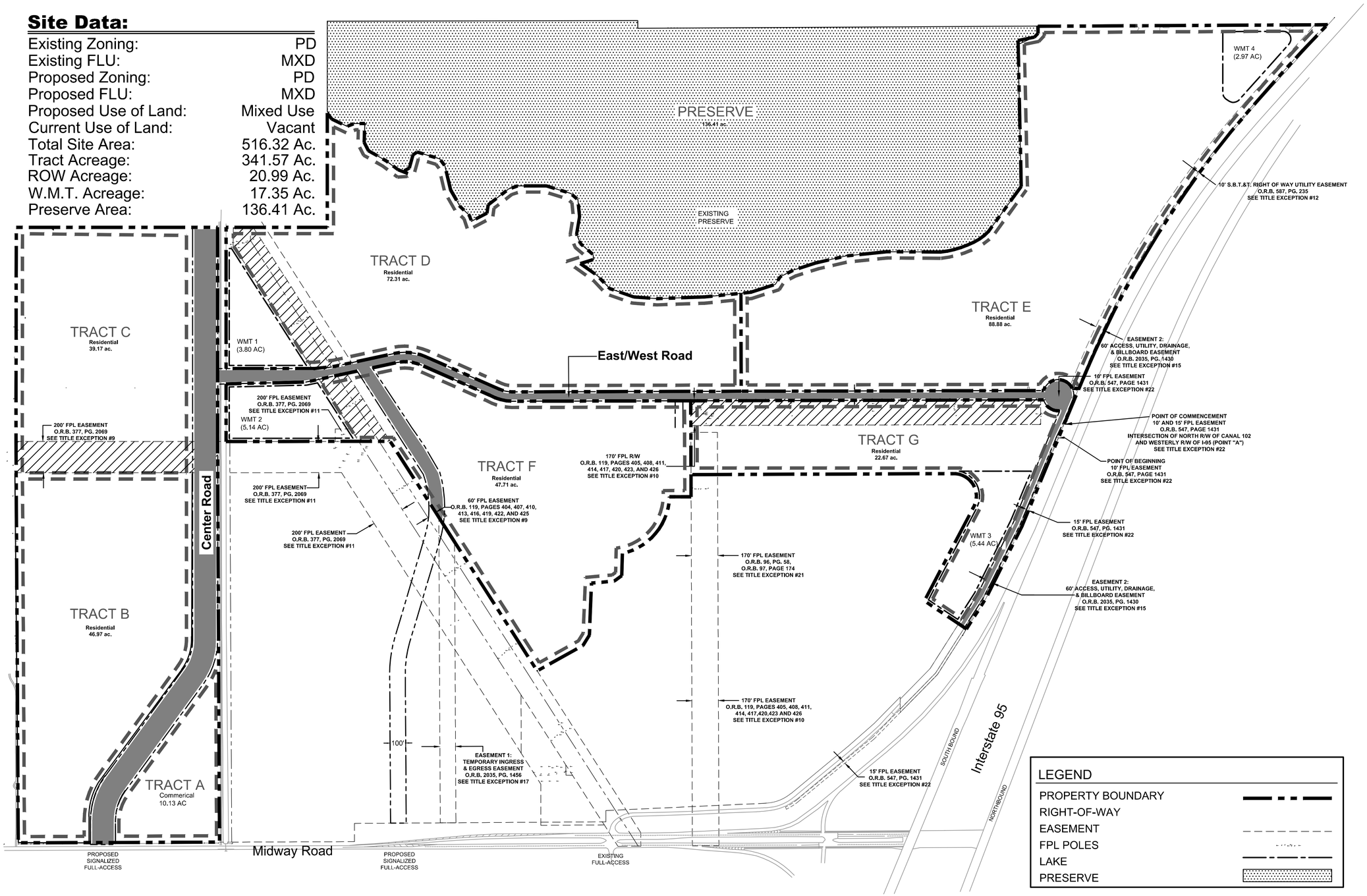
Site Data:

Existing Zoning:	PD
Existing FLU:	MXD
Proposed Zoning:	PD
Proposed FLU:	MXD
Proposed Use of Land:	Mixed Use
Current Use of Land:	Vacant
Total Site Area:	516.32 Ac.
Tract Acreage:	341.57 Ac.
ROW Acreage:	20.99 Ac.
W.M.T. Acreage:	17.35 Ac.
Preserve Area:	136.41 Ac.



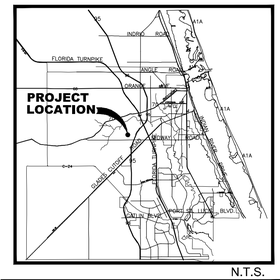
LEGEND

- PROPERTY BOUNDARY
- RIGHT-OF-WAY
- EASEMENT
- FPL POLES
- LAKE
- PRESERVE

lucido & associates

701 E Ocean Blvd., Stuart, Florida 34994 (772) 220-2100, Fax (772) 223-0220
100 Avenue A Suite 2A, Fort Pierce, Florida 34950 (772) 467-1301, Fax (772) 467-1303
827 North Thornton Avenue, Orlando, Florida 32803 (407) 898-9521, Fax (407) 898-9768

Key / Location:



N.T.S.

Project Team:

Client & Property Owner: Walton Acquisitions, LLC
8390 ChampionsGate Blvd
Suite 315
ChampionsGate, Fl 33896

Planner/Landscape Architect: Lucido & Associates
Land Planners & Landscape Architects
701 East Ocean Boulevard Stuart, Florida 34994

Civil Engineer & Surveyor:

Traffic Consultant:

Environmental Consultant:

Sunrise Residential

City of Fort Pierce

Planned Development Site Plan

Date	By	Description
07.11.23	LT	Initial Submittal

NORTH

SCALE: 1" = 300'

0 150' 300' 600'

REG. # 1018
Thomas P. Lucido

Designer		Sheet
Manager	SG	1 of 1
Project Number	22-405	
Municipal Number	—	
Computer File	RText (RText)	

RText (RText)

Environmental Summary

Sunrise Residential

9850 W Midway Road, City of Fort Pierce
St. Lucie County, Florida
PIN's: 2334-340-0000-000-7 (±117 Acres)
&
2334-410-0000-000-1 (±403 Acres)

Section 34, Township 35 S, Range 39 E

Prepared For:

City of Fort Pierce
&
Sunrise Residential, LLC
C/O Brent Howells
509 South Chickasaw Trail, No. 343
Orlando, Florida 32825

Prepared By:

Jennifer Acevedo

Jennifer Acevedo

ENVIRONMENTAL CONSULTING DEPARTMENT
Aquatic **RESEARCH** Monitoring, Equipment, & Deployment, LLC.

May 2023

Table of Contents

1.0 Introduction and Site Description

The subject property, Sunrise Residential is ±520 acres and consists of two (2) parcels located at 9850 W Midway Road, City of Fort Pierce within St. Lucie County, Florida. The property is further identified by the St. Lucie County Property Appraiser as Parcel Identification Numbers 2334-340-0000-000-7 & 2334-410-0000-000-1, within Section 34, Township 35 South, and Range 39 East. Please see Figure 1 for the Location Map.

The subject property is currently an active cattle operation. The northern border is adjacent to Ten Mile Creek Stormwater Treatment Area (STA) owned by South Florida Water Management District (SFWMD), Creekside Residential Subdivision and Okeechobee Road/SR 70. The southern perimeter is adjacent to a reclaimed sand mine, an active cattle operation owned by Willow Lakes LLC, followed by West Midway Road, inactive agriculture, and a Florida Power & Light Field Station. The east is bordered by Interstate 95 (I-95) further east is land owned by St. Lucie County (Landfill) and Tropicana Manufacturing Company. To the west is agricultural lands and single-family homes. Land uses within the general vicinity of the subject property include agriculture (north, south, and west), residential (low to high density), and scattered commercial, municipal, and industrial services. Please see Figure 2 for the Location Map.

Environmental Conditions on the subject property have been evaluated by Aquatic Research Monitoring Equipment and Deployment LLC (Aquatic Research FL) via both site and document review. An environmental assessment (EA) was conducted in September 2022. The EA included a survey for flora and fauna species of special concern, threatened, or endangered along with site/habitat characteristics conducive to support such species. As part of the assessment for listed species, a Florida Fish and Wildlife Conservation Commission (FFWCC) compliant 15% minimum habitat survey for gopher tortoise *(Gopherus polyphemus)* burrows was also conducted. Document review for the subject property included review of the existing, active South Florida Water Management District (SFWMD) Environmental Resource Permit (ERP) Number 56-02538-P. In accordance with the active SFWMD for Sunrise Residential during the months of January 2023, March 2023 and April 2023 a sandhill crane nesting survey was additionally conducted.

2.0 SFWMD Permit Summary Environmental Conditions

The subject property is covered under an approved South FL Water Management District Permit, Number 56-02538-P. This permit covers a total of ±733 acres, of which includes the entire subject property (±520 acres). This permit is currently active and is listed as Wavegarden Surf Pool (fka the Provences) Application Number 220407-33882. As part of this permit all wetlands on the subject property have been delineated. Additionally, as part of the proposed construction plan for the ±733 acres wetland impacts were authorized with mitigation via a combination of onsite preservation and enhancement as well as the purchase of wetland mitigation credits from Bluefield Ranch Mitigation Bank. Specifically, this included impacting the majority of the small wetlands located on Parcel 2. As mitigation for wetland impacts the larger wetland areas located in the northern quadrant of Parcel 2 were to be preserved/enhanced, along with adjacent upland areas. Please see Figure 3 for SFWMD approved wetland delineation and wetland impact map.

Additionally, in accordance with the approved SFWMD permit sandhill cranes were observed nesting on the site in 2009-2010. In response to the recorded presence of sandhill crane nests on the site, beginning in January 2023 the applicant commenced a sandhill crane nesting survey within all wetlands to be impacted and/or within 400 feet of development areas. As of the date of this letter three (3) surveys have been conducted and no nests observed. Surveys were conducted in accordance with the FFWCC Species Conservation Measures and Permitting Guidelines for the Florida sandhill crane. Additionally, prior to site development wetlands suitable for sandhill crane nesting located within 400 ft of site development will be resurveyed, if work is to be conducted during nesting season.

3.0 Summary of Updated Habitat Assessment and Listed Species Surveys

The qualified biologists with Aquatic Research FL have conducted site visits to the Sunrise Residential subject property during the months of September 2022, January 2023, March 2023, and April 2023. During these times pedestrian transects were conducted across the subject property throughout all representative habitat areas and observation points as well as unmanned aerial vehicle (UAV) surveillance was further conducted.

The subject property contains native and non-native upland areas as well as state jurisdictional wetland areas and other surface waters (OSW's) such as cattle ponds and farm ditches.

3.1 Upland Habitats

Observations of upland habitats done by Aquatic Research FL during site reconnaissance are generally in agreement with the approved SFWMD permit with minor changes as would be expected in a natural habitat. See Figure 4 for SFWMD approved FLUCCS map. Additionally, see Figure 5 soil types on the property.

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

411 FLUCCS Pine Flatwoods

Representative Vegetation:
Laurel oak *(Quercus laurifolia)* – Native
Scrub oaks *(Quercus spp.)* – Native
Slash pine trees *(Pinus elliottii)* – Native
Saw palmetto *(Serenoa repens)* – Native
Staggerbush *(Lyonia spp.)* – Native
Saw palmetto *(Serenoa repens)* – Native (FDACS)
Wiregrass *(Aristida stricta)* – Native

224/221 FLUCCS Abandoned Citrus Groves

Representative Vegetation:
Laurel oak *(Quercus laurifolia)* – Native
Cabbage palms (Sabal palmetto) – Native
Brazilian pepper (*Schinus terebinthifolia*) – Invasive/exotic

2110 FLUCCS Improved Pasture

Representative Vegetation:
Vaseygrass *(Paspalum urvillei)* – Native
Virginia pepperweed *(Lepidium virginicum)* – Native
Whitehead broom (*Spermacoce verticillate)* – Native
Dogfennel *(Eupatprium capillifolium)* – Native
Common ragweed *(Ambrosia artemisiifolia)* – Native
Asparagus fern *(Asparagus sefaceus)* – Native
Little bluestem *(Schizachyrium scoparium)*

740 FLUCCS Disturbed Lands

Representative Vegetation:
Vaseygrass *(Paspalum urvillei)* – Native
Virginia pepperweed *(Lepidium virginicum)* – Native
Whitehead broom (*Spermacoce verticillate)* – Native
Dogfennel *(Eupatprium capillifolium)* – Native
Common ragweed *(Ambrosia artemisiifolia)* – Native

422 FLUCCS Brazilian Pepper

Representative Vegetation
Brazilian pepper (*Schinus terebinthifolia*) – Invasive/exotic

3.2 Wetland Habitats

As previously discussed, the subject property is part of an approved SFWMD permit covering ±733 acres. During the permitting process all onsite wetlands, including those on the subject property, were delineated and assessed for habitat type and ecological condition. This permit is still active.

During site reconnaissance, Aquatic Research FL reviewed all onsite wetlands indicated in the approved SFWMD that are located on the subject property. The onsite wetlands appear to be mostly similar in size and type with minor changes as would be expected in a natural habitat. Twelve (12) wetlands are located on the property. See Figure 3 for the SFWMD approved jurisdictional wetland map.

643 FLUCCS Wet Prairie

Representative Vegetation:
FDACS Catesby lily *(Liliium Catesby)* – Native (FDACS)
FDACS Corkwood *(Leitneria Floridana)* – Native (FDACS)
St. John's wort species *(Hypericum spp)* – Native
Pickerelweed *(Pontederia cordata)* – Native
Panicgrass species *(Panicum spp.)* – Native
Yellowed eyed grass *(Xyris spp)* – Native
Pipewort *(Eriocaulon spp.)* – Native

Southern swamp-lily *(Crinum Americanum)* – Native
Marsh pink *(Sabatia stellaris)* – Native

625 FLUCCS Hydric Pine Flatwoods

Representative Vegetation:
Slash pine trees *(Pinus elliottii)* – Native
Wax myrtle *(Morella cerifera)* – Native
Yellowed eyed grass *(Xyris spp)* – Native
Pipewort *(Eriocaulon spp.)* – Native

617 FLUCCS Mixed Wetland Hardwoods

Representative Vegetation
Laurel oak *(Quercus laurifolia)* – Native
Cabbage palms (*Sabal palmetto*) – Native
Slash pine trees *(Pinus elliottii)* – Native

641 FLUCCS Freshwater Marsh

Representative Vegetation
Pickerelweed *(Pontederia cordata)* – Native
Panicgrass species *(Panicum spp.)* – Native
Pipewort *(Eriocaulon spp.)* – Native
Southern swamp-lily *(Crinum Americanum)* – Native
Marsh pink *(Sabatia stellaris)* – Native

3.3 Other Surface Waters (OSW)

Two (2) farm ponds are located on Parcel 1, one (1) to the north and one (1) in the south section.

530 FLUCCS: Artificial/Farm Pond

Representative Vegetation:
Open water 95%
Common Spikerush *(Eleocharis palustris)* – Native
Pickerelweed *(Pontederia cordata)* – Native

3.4 Listed Flora and Fauna

No state or federal listed flora (threatened or endangered) species were observed within the limits of the subject property. Listed fauna, specifically gopher tortoise burrows were noted. A 15% minimum gopher tortoise (*Gopherus polyphemus*) survey was conducted. 32 gopher tortoise burrows were observed on the subject property. Using the FFWCC formulas for estimating population during partial surveys it is estimated that the site contains 192 burrows/96 tortoises. Site development will likely require offsite relocation of all or the majority of gopher tortoise burrows to an FFWCC approved recipient site. Based on the presence of gopher tortoises implementation of the Standard Eastern Indigo Snake Procedures will also be required prior to and during site clearing.

Wildlife transects indicated no other listed species dens, nests, burrows, or roosting areas. However, per the approved SFWMD permit, active and inactive sandhill crane nests have been observed historically in wetlands 1 and 17. As discussed in the permit review section above a nesting survey was conducted for this breeding season and no nests were observed. If site development is to occur during a nesting season, 30 days prior to the commencement of land clearing, wetlands within 400 ft of these activities and suitable for sandhill crane nesting will require an additional nesting survey. The site was also deemed suitable for the American alligator. A nesting survey within suitable waters for the alligator will also be required prior to site development.

The subject property also contains trees qualifying for protection under the City of Fort Pierce Code of Ordinances Sec. 123-66. - Tree protection and mitigation. As part of local development approvals, a protected tree survey with a mitigation plan for proposed impacts will be provided.

4.0 Summary

Aquatic Research FL has completed a comprehensive environmental assessment (EA) as well as environmental permit review for the ±520 acre Sunrise Residential subject property. The property consists of two (2) parcels located at 9850 W Midway Road, City of Fort Pierce within St. Lucie County, Florida and is further identified by the St. Lucie County Property Appraiser as Parcel Identification Numbers 2334-340-0000-000-7 & 2334-410-0000-000-1, within Section 34, Township 35 South, and Range 39 East.

The subject property is currently permitted under the active Wavegarden (fka The Provences) permit 56-02538-P. This permit covers ±733 acres, of which includes the ±520 acre Sunrise Residential subject property. Under this permit all wetlands on the subject property were delineated by SFWMD. Furthermore, as part of the permitting process a development plan involving impacting the majority of the small wetlands located on Parcel 2 was approved. As mitigation for wetland impacts the larger wetland areas located in the northern quadrant of Parcel 2 were to be preserved/enhanced, along with adjacent upland areas. Furthermore, credits were purchased from Bluefield Ranch Mitigation Bank to account for any remaining wetland mitigation required.

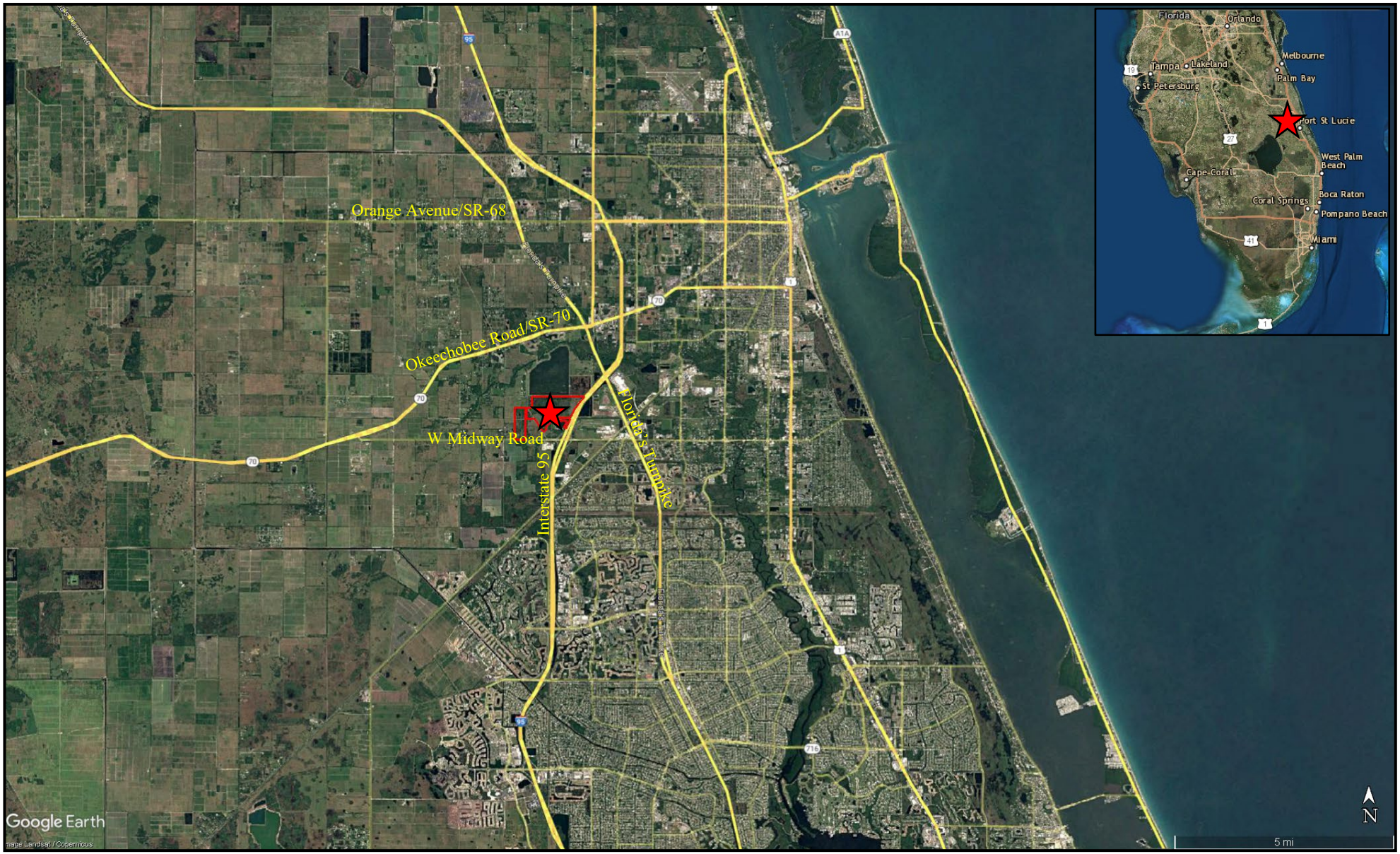
Aquatic Research FL further completed an updated listed flora and fauna survey, including a state compliant 15% minimum habitat survey for gopher tortoise burrows. No state or federal listed flora species requiring protection were observed within the limits of the subject property.

Listed fauna, specifically gopher tortoises, were observed during species surveys. Results of the 15% minimum habitat survey for gopher tortoise *(Gopherus polyphemus)* burrows indicated thirty-two (32) gopher tortoise burrows were observed on the subject property. Based on the FFWCC formula for estimating gopher tortoise populations during a partial survey the site may contain 96 tortoises/192 burrows. Onsite tortoises must either be avoided by a radius of 25 ft but allowed to safely forage offsite and in preserve areas without entering work areas or crossing roads or be relocated to an FFWCC approved offsite recipient area. This will require obtaining a Conservation Permit from FFWCC. All permit and relocation work must be done by a FFWCC authorized gopher tortoise agent. A Conservation Permit may be obtained with a 15% minimum habitat survey. However, at least 90 days prior to relocation and no sooner than 72 hours before a 100% survey must be conducted. All tortoise surveys are only valid for a period of 90 days.

No further listed species dens, nests, burrows, or roosting areas were observed on the subject property. However, review of the approved SFWMD permit in concert with field truthing indicated that the site has contained active and inactive sandhill crane nests. A sandhill crane nesting survey was conducted during the 2023 nesting season, results indicating no active nesting within any wetlands within 400 ft of proposed impact areas. If site development is to occur during sandhill crane nesting season any onsite wetlands to be impacted or within 400 ft of impact areas that are deemed to be suitable for sandhill crane nesting must again be surveyed by a qualified ecologist. If nests are found a 400 ft buffer will be required around the nest until it becomes inactive.

As the site contains gopher tortoises, prior to site construction the Standard Eastern Indigo Snake Protection Procedures must be implemented. This generally includes placement of signs describing the snake and avoidance measures as well as a pre clearing meeting to outline protection and avoidance procedures. This site also potentially could support the American Alligator. Prior to site development a nesting survey in suitable areas will need to be conducted. If alligator nests are discovered, then construction must be discontinued within 150 feet of the nest until the project ecologist determines the nest has been abandoned. If alligators are observed within onsite water bodies The Florida Fish and Wildlife Conservation Commission (FFWCC) must be contacted to remove the alligator(s) prior to land grading or alteration of the areas of occupation.

The subject property contains trees qualifying for protection under the City of Fort Pierce Tree Protection Ordinance. As part of the local approval process a protected tree survey with a mitigation plan for impacts to protected trees will be provided.



Aquatic RESEARCH
Monitoring, Equipment, & Deployment, LLC
AquaticResearchFl.com
Environmental Consulting Department

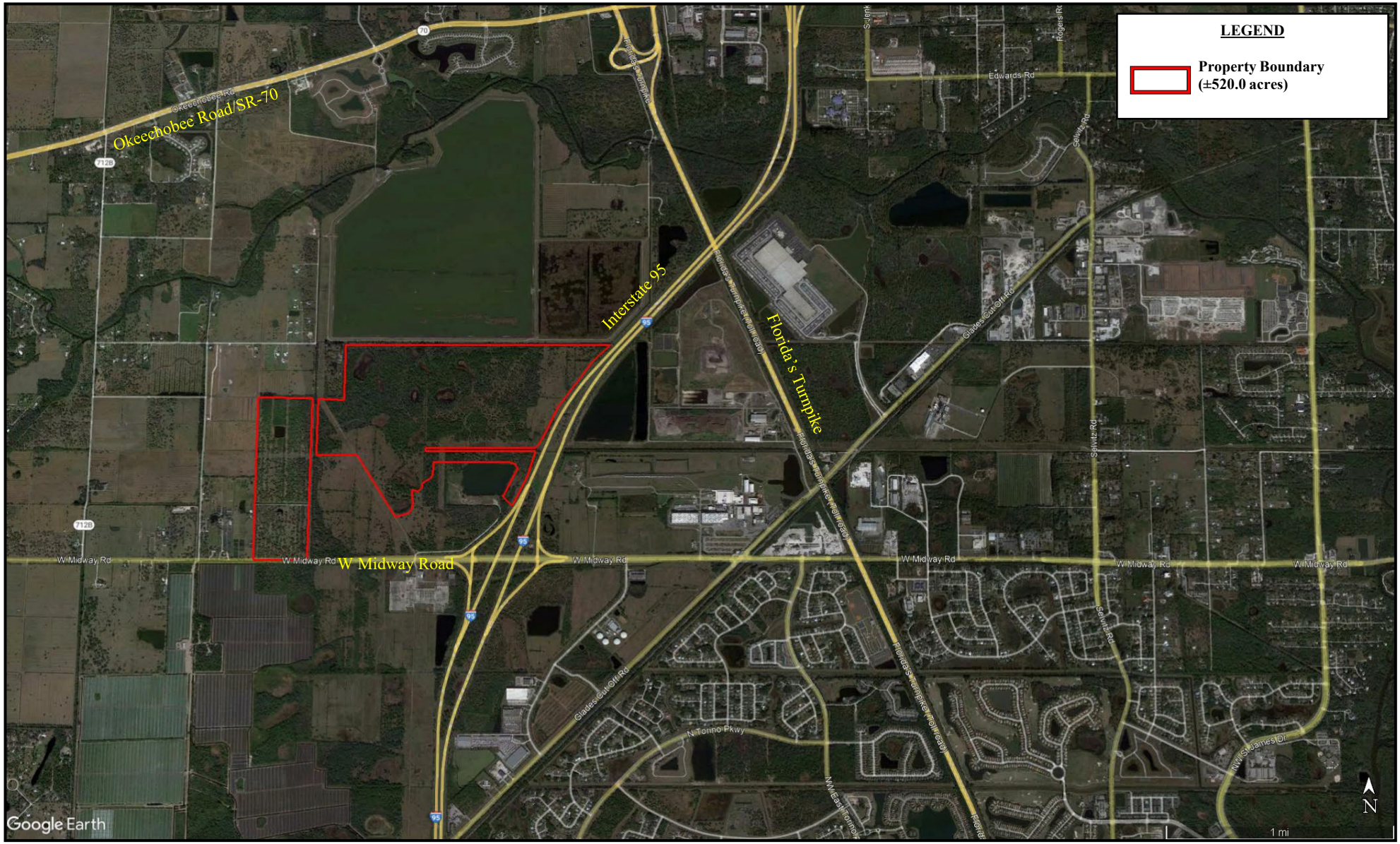
Location Map

9850 W Midway Road, City of Fort Pierce
St. Lucie County, Florida
PIN's: 2334-340-0000-000-7 & 2334-410-0000-000-1

Figure 1

Image: Google Earth Date 01/20/2021

N



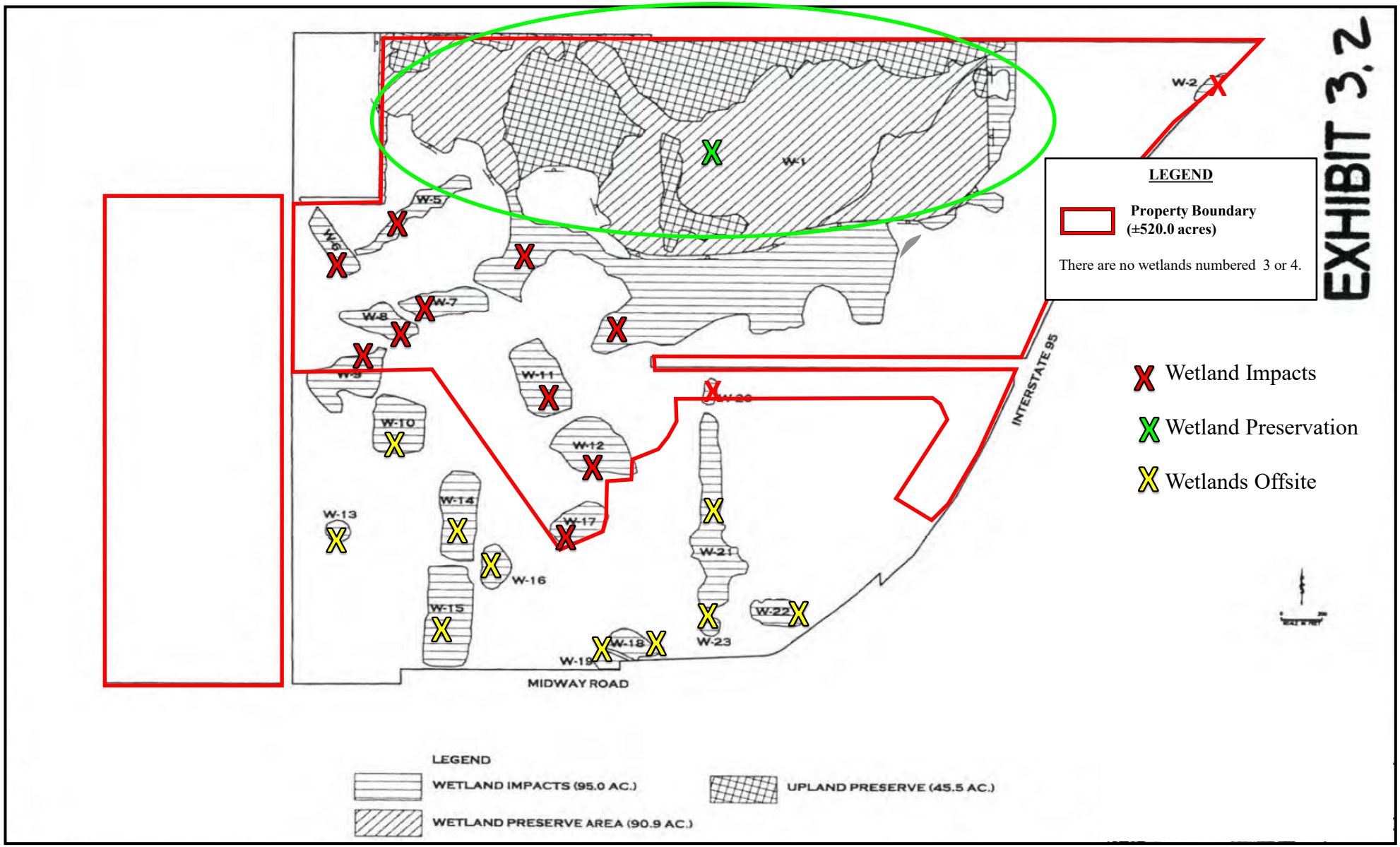
Aquatic RESEARCH
Monitoring, Equipment, & Deployment, LLC
AquaticResearchFl.com
Environmental Consulting Department

Site Map

9850 W Midway Road, City of Fort Pierce
St. Lucie County, Florida
PIN's: 2334-340-0000-000-7 & 2334-410-0000-000-1

Figure 2

Image: Google Earth – Date 01/21/2021
Data: St. Lucie County Property Appraisers



ENVIRONMENTAL CONSULTING DEPARTMENT

Aquatic **RESEARCH** Monitoring, Equipment, & Deployment, LLC.

Permit Number 56-02538-P SFWMD
Wetland Map

9850 W Midway Road, City of Fort Pierce
St. Lucie County, Florida
PIN's: 2334-340-0000-000-7 & 2334-410-0000-000-1

Figure 3

Image & Data: As created by Others

N

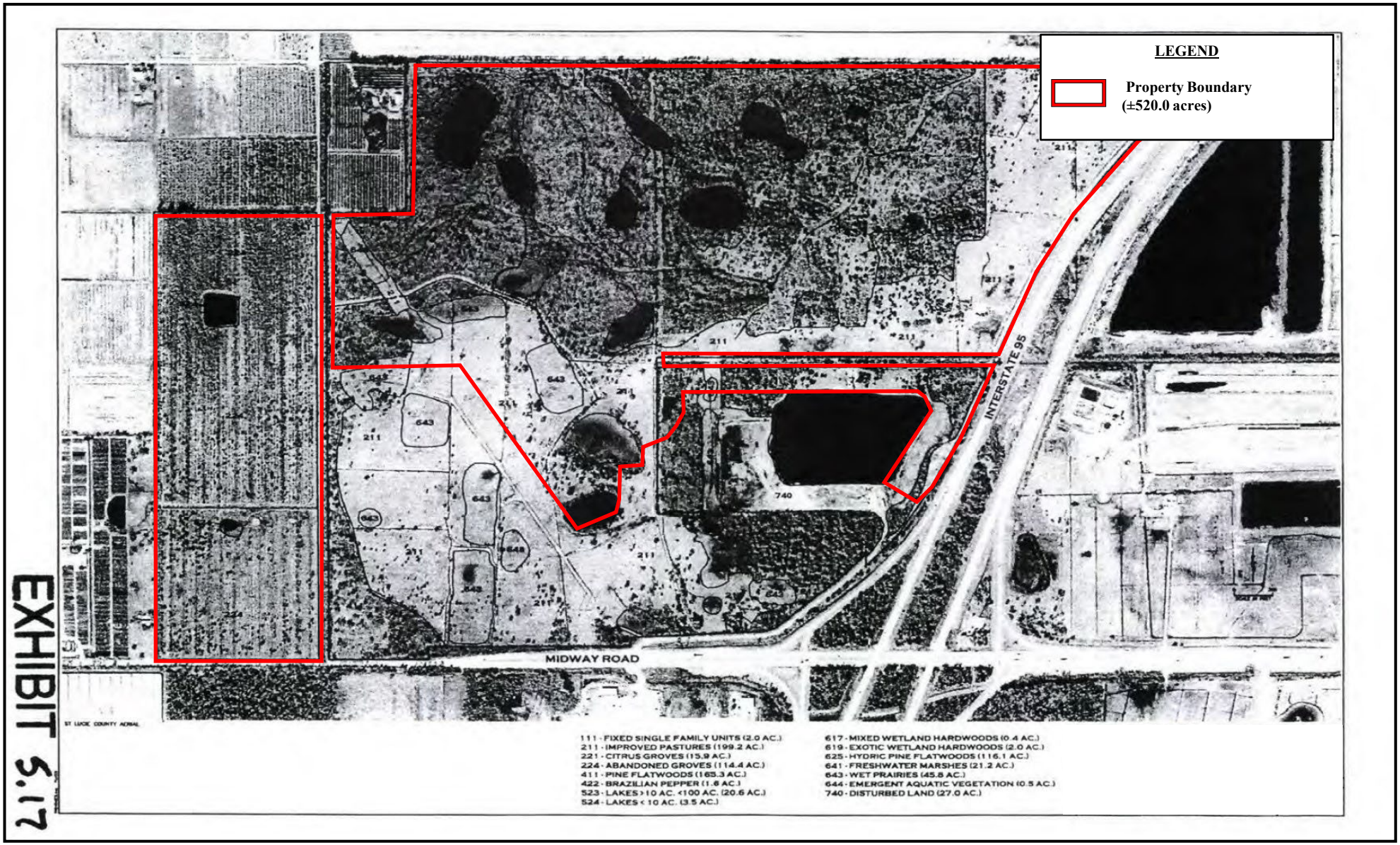


EXHIBIT S,T,R

Aquatic RESEARCH
Monitoring, Equipment, & Deployment, LLC
AquaticResearchFl.com
Environmental Consulting Department

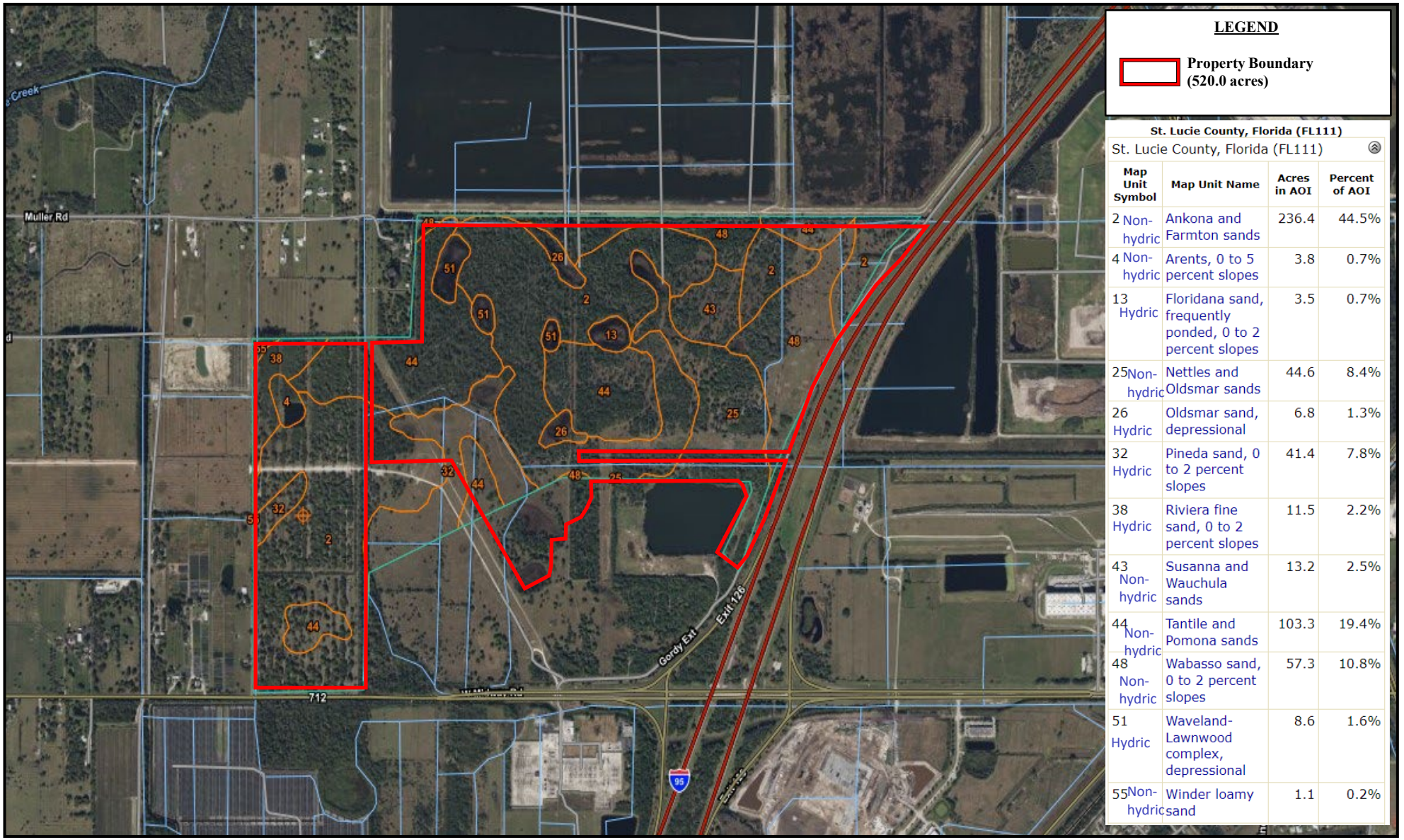
Permit Number 56-02538-P
FLUCCS Codes SFWMD

9850 W Midway Road, City of Fort Pierce
St. Lucie County, Florida
PIN's: 2334-340-0000-000-7 & 2334-410-0000-000-1

Figure 4

Image & Data: As created by Others

N



St. Lucie County, Florida (FL111)

St. Lucie County, Florida (FL111)

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
2 Non-hydric	Ankona and Farmton sands	236.4	44.5%
4 Non-hydric	Arents, 0 to 5 percent slopes	3.8	0.7%
13 Hydric	Floridana sand, frequently ponded, 0 to 2 percent slopes	3.5	0.7%
25 Non-hydric	Nettles and Oldsmar sands	44.6	8.4%
26 Hydric	Oldsmar sand, depressional	6.8	1.3%
32 Hydric	Pineda sand, 0 to 2 percent slopes	41.4	7.8%
38 Hydric	Riviera fine sand, 0 to 2 percent slopes	11.5	2.2%
43 Non-hydric	Susanna and Wauchula sands	13.2	2.5%
44 Non-hydric	Tantile and Pomona sands	103.3	19.4%
48 Non-hydric	Wabasso sand, 0 to 2 percent slopes	57.3	10.8%
51 Hydric	Waveland-Lawnwood complex, depressional	8.6	1.6%
55 Non-hydric	Winder loamy sand	1.1	0.2%

Aquatic RESEARCH
Monitoring, Equipment, & Deployment, LLC
AquaticResearchFl.com
Environmental Consulting Department

Soil(s) Map

9850 W Midway Road, City of Fort Pierce
St. Lucie County, Florida
PIN's: 2334-340-0000-000-7 & 2334-410-0000-000-1

Figure 5

Image: USDA
Data: WSS & SSURGO Soil Survey

N

SUNRISE RESIDENTIAL PD

July 12, 2023

Kevin Freeman
Planning Director
City of Fort Pierce
100 N. US Hwy. 1
Fort Pierce FL, 34950

Re: Sunrise Residential PD –
(LA Ref. #22-405)
Parcel Identification Numbers: 233-441-000-000-001; 233-434-000-000-007

Dear Kevin:

As owner of the property referenced above, please consider this correspondence as formal authorization for **Lucido & Associates (Agent)** to represent **[Walton Acquisitions FL, LLC and Sunrise Residential, LLC] (Applicant & Owner)** during the governmental review process for the above referenced project, which may include submission of development plans and permits, and other such related matters to effectuate the review process for the proposed development upon parcel 233-441-000-000-001 and 233-434-000-000-007 within the Sunrise Residential PD.

Thank you for your attention to this matter.

Sincerely,

Price Nosky, Authorized Agent

STATE OF ARIZONA
COUNTY OF MARICOPA
On this 6th day of July, 2023, before me, a Notary Public in and for said State of Arizona, personal appeared Price Nosky, to me personally known, who by me duly sworn (or affirmed), did say that he/she is the Authorized Signatory of Walton International Group, Inc., a Nevada corporation, the Manager of Walton Acquisitions FL, LLC, a Florida limited liability company and that said instrument was signed on behalf of said company

(Notarial Seal)

Amaris Douglas
NOTARY PUBLIC

AMARIS DOUGLAS
Notary Public - State of Arizona
MARICOPA COUNTY
Commission # 570088
Expires August 22, 2023

My Commission Expires: August 22, 2023

THE SUNRISE CITY
FORT PIERCE
PLANNING DEPARTMENT Florida

CONCURRENCY
CAPACITY ANALYSIS

I. Site Data:

	Existing Use	Future Land Use	Zoning
North	VACANT / ACOE STA	SD (COUNTY)	AG-1 / AG-2.5
South	VACANT / LTC RANCH DRI	CG/CS/TU (CITY OF PSL)	TBD (APPROVED DRI - CITY OF PSL)
East	TROPICANA MFG.	IND (COUNTY)	IL
West	VACANT	AG-2.5	AG-2.5

	Future Land Use	Zoning Classification	Maximum Intensity Residential: Dwelling Units per Acre Other: Square Footage	Total Acreage	Flood Zone
Current	MXD	PD	1500 units	516.32	X
****Proposed**	MXD	PD	1500 units	516.32	N/A

II. Public Facilities Information:

A. Potable Water:	
Average Use	Residential: 100 gallons per day per person (du x 2.6= persons x 100 gpd = demand) Other: 0.125 gallons per day per square foot
Demand Analysis	Maximum[400,000 GPD]
Current Zoning/FLU	Total gallons per day 1500 x 100 x 2.6= 390,000 gpd
**Proposed Zoning/FLU	Total gallons per day (1500 x 100 x 2.6) + (80,000 x 0.125)= 400,000 gpd
**Change in Demand	Total gallons per day +10,000

B. Wastewater:	
Average Use	Residential: 100 gallons per day per person (du x 2.6= persons x 100 gpd = demand) Other: 0.1 gallons per day per square foot
Demand Analysis	Maximum[398,000 gpd]
Current Zoning/FLU	Total gallons per day 1500 x 100 x 2.6=390,000
**Proposed Zoning/FLU	Total gallons per day(1500 x 100 x 2.6) + (80,000 x 0.1)= 398,000
**Change in Demand	Total gallons per day+8,000

C. Parks and Recreation (Residential Classifications Only):
(Du x 2.6 = persons + 44,227 = population /LOS)

Park Type	LOS	Existing Population Park Demand	Proposed Population Park Demand	Change in Demand
Regional	20 acres per 1,000 people	963 ac	963 ac	No Change
Urban District	5 acres per 1,000 people	241 ac	241 ac	No Change
Community	2.5 acres per 1,000 people	120 ac	120 ac	No Change
Neighborhood	1.36 acres per 1,000 people	65 ac	65 ac	No Change

D. Public Schools (Residential Classifications Only):
Single Family: (du x 0.405 = students/70% K-8/30% High)
Multi-family: (du x 0.207 = students/70% K-8/30% High)

	K-8	High
School Name	Samuel Gains Academy	Fort Pierce Central
City	Fort Pierce	Fort Pierce
Distance	5 miles	5 miles
Current Zoning/FLU Enrollment Demand	384 students	164 students
****Proposed Zoning/FLU Enrollment Demand**	384 students	164 students
****Change in Demand**	+0	+0

E. Solid Waste: Residential (2 yard serves 15 units, 4 yard serves 30 units, 6 yard serves 45 units, 8 yard serves 60 units)	
Demand Analysis	Maximum
Current Zoning/FLU	(2/15) x 1500= 200 yds
****Proposed Zoning/FLU**	(2/15) x 1500=200 yds
***Change in Demand**	+0

F. Stormwater:
Potential increase in volume discharged due to increased impervious coverage, reduced groundwater seepage or loss of surface water storage impacting Adopted LOS of 25-year 3-day storm Pre vs. Post Runoff (Storm sewers to convey 5 year- 1 day storm event; Canals to convey 3 year – 1 day storm event)

Impact	Any increase in runoff will be contained on-site within a stormwater management system.

III. Transportation Analysis: *Complete ITE Trip Generation Form (Attached)*

G. Transportation Analysis: Complete ITE Trip Generation Data Form Most recent ITE Code for use; HCM Roadway Capacity		
	AADT	**AM/PM Peak Hour Trips**
Demand Analysis	Maximum	Maximum
Current Zoning/FLU		
****Proposed Zoning/FLU**		
***Change in Demand**	Trips	Trips
Impact to Capacity		

IV. Project Description

PHASING
Is this project (phase) part of a larger project? ☐ Yes ☑ No
If yes, enumerate each phase, the number of units or square footage in each phase and beginning/completion date.
Total Project: Residential Units: Single Family: Multifamily:
Non-residential (square footage):
Mixed-use (describe use):
(If this is a single phase project, name it Phase I – Total)

RESIDENTIAL DATA

Type	**Phase**	**Number of Units**	**Acres**	**Expected beginning date**	**Expected completion date**
Single-family, detached					
Single-family, attached					
Multi-family					
Other (specify)					

NON-RESIDENTIAL DATA					
Type(s) specify	**Phase**	**Square footage**	**Acres**	**Expecting beginning date**	**Expected completion date**

A. Indicate whether the proposed project will be eliminating any existing recreational facilities. If yes, detail the number and type being eliminated. ☐Yes ☑No

B. 1. Does this application involve demolition or re-use of any structure(s)? ☐Yes ☑No
If yes, what is the size of the structure(s) to be demolished or re-used? _____

2. What is the current use of the structure to be demolished or re-used? _____

3. Are you claiming trip credits for the demolition or re-use of a structure(s) at the site? ☐Yes ☑No
If yes, provide estimates of credits for each previous use at the site. (Attach sheet with calculations)

C. Exemptions Requested:

** Complete section if requesting a change in zoning, future land use, or expanding

THE SUNRISE CITY
FORT PIERCE
PLANNING DEPARTMENT Florida

Application for Zoning Atlas Map Amendment

Application submission shall include the following:

- **TRC** (*Initial Submission): One (1) original and (8) paper copies of the application and support documents and provide one (1) electronic copy of the application packet as described below.
- **Planning Board**: One (1) original and (16) paper copies of the application and support documents and provide one (1) electronic copy of the application packet as described below.
- **City Commission**: One (1) original and (11) paper copies of the application and support documents and provide one (1) electronic copy of the application packet as described below.

In addition to a complete application, packets shall include:

- ☑ Warranty Deed & Legal Description
- ☑ St. Lucie County Property Record Card
- ☑ Statement of why there is a need for the proposed future land use map amendment and how the amendment will result in an orderly and logical development pattern; statements how amendment(s) are consistent with Comprehensive Plan; how future land use designation is compatible with future land use designations and existing land uses surrounding the amended lands; identify future land use designations and existing land uses within a ½ mile of the subject property that have the same or greater type of proposed future land use designation; data and analysis to support conclusions.
- ☑ Current Survey
- ☑ Environmental Study
- ☑ Traffic Impact Report
- ☑ *** Capacity Analysis-Separate Form
- ☑ Drainage Analysis
- ☑ Historical Report
- ☑ 1 CD of all documents submitted in PDF
- ☐ Other_____

1. Property Address/Location: 9850 Midway Rd; TBD
2. Property Tax ID(s): 2334-340-0000-000-7; 2334-410-0000-000-1
3. Total Acreage: 516.32
4. Existing Future Land Use Designation: Mixed-Use Development
5. Existing Zoning Classification: Planned Development
6. Proposed Zoning Classification: Planned Development
7. Other applications being submitted concurrent with this application, if any: _____

8. Describe the existing uses, improvements and structures on the amendment lands: Vacant

9. Are there any identified or possible historical structures on the amendment lands? N/A

10. The reason for making this request: To provide sustainable and flexible development options for a variety of uses.

11. CAPACITY ANALYSIS

I. Site Data:

	Existing Use	Future Land Use	Zoning
North	Vacant/ACOE STA	SD (County)	AG-1/AG-2.5
South	Vacant/LTC Ranch DRI	CG/CS/TU (City of PSL)	TBD (Approced DRI- City of PSL)
East	Tropicana MFG.	IND (County)	IL
West	Vacant	AG-2.5	AG-2.5

	Future Land Use	Zoning Classification	Maximum Intensity Residential: Dwelling Units per Acre Other: Square Footage	Total Acreage	Flood Zone
Current	MXD	PD	1500 Units	516.32	X
Proposed	MXD	PD	1500 Units	516.32	N/A

II. Public Facilities Information:

A. Potable Water:	
Average Use	Residential: 100 gallons per day per person (du x 2.6 = persons x 100 gpd = demand) Other: 0.125 gallons per day per square foot
Demand Analysis	Maximum[400,000 GPD]
Current Zoning	Total gallons per day 1500 x 100 x 2.6= 390,000 GPD
Proposed Zoning	Total gallons per day (1500 x 100 x 2.6) + (80,000 x 0.125)=400,000 GPD
Change in Demand	**Total gallons per day** +10,000

B. Wastewater:	
Average Use	Residential: 100 gallons per day per person (du x 2.6= persons x 100 gpd = demand) Other: 0.1 gallons per day per square foot
Demand Analysis	Maximum [398,000]
Current Zoning	Total gallons per day 1500 x 100 x 2.6=390,000
Proposed Zoning	Total gallons per day (1500 x 100 x 2.6) + (80,000 x 0.1)= 398,000
Change in Demand	**Total gallons per day** + 8,000

C. Parks and Recreation (Residential Classifications Only):
(Du x 2.6 = persons + 44,227 = population /LOS)

Park Type	LOS	Existing Population Park Demand	Proposed Population Park Demand	Change in Demand
Regional	20 acres per 1,000 people	963 ac	963 ac	+0
Urban District	5 acres per 1,000 people	241 ac	241 ac	+0
Community	2.5 acres per 1,000 people	120 ac	120 ac	+0
Neighborhood	1.36 acres per 1,000 people	65 ac	65 ac	+0

D. Public Schools (Residential Classifications Only):
Single Family: (du x 0.405 = students/70% K-8/30% High)
Multi-family: (du x 0.207 = students/70% K-8/30% High)

	K-8	High
School Name	Samuel Gains Academy	Fort Pierce Central
City	Fort Pierce	Fort Pierce
Distance	5 miles	5 miles
Current Zoning Enrollment Demand	384 students	384 students
Proposed Zoning Enrollment Demand	384 students	384 students
Change in Demand	+0	

E. Solid Waste:
2 yard serves 15 units, 4 yard serves 30 units, 6 yard serves 45 units, 8 yard serves 60 units

Demand Analysis	Maximum
Current Zoning	(2/15) x 1500= 200 yds
Proposed Zoning	(2/15) x 1500= 200 yds
Change in Demand	+0

F. Stormwater:
Potential increase in volume discharged due to increased impervious coverage, reduced groundwater seepage or loss of surface water storage impacting Adopted LOS of 25-year 3-day storm Pre vs. Post Runoff (Storm sewers to convey 5 year- 1 day storm event; Canals to convey 3 year – 1 day storm event)

Impact	

III. Transportation Analysis

G. Traffic Most recent ITE Code for use; HCM Roadway Capacity		
	AADT	**AM/PM Peak Hour Trips**
Demand Analysis	Maximum	Maximum
Current Zoning		
Proposed Zoning		
Change in Demand	Trips	Trips
Impact to Capacity		

12. Name of Owner(s): Walton Acquisitions FL,LLC et al.
Mailing Address: 8800 N Gainey Center DR STE 345
City Scottsdale State AZ Zip 85258
Phone #
E-mail: rharcrow@walton.com

13. Name of Applicant: Richard Bellinger
Mailing Address: 200 E Robinson St
City Orlando State FL Zip 32801
Phone # 407-904-9054 Fax # rpbellinger@legacygroupfl.com
E-mail:

14. Name of Representative: Derrick E Phillips Jr
Mailing Address: 701 SE Ocean Blvd
City Stuart State FL Zip 34994
Phone # 772-220-2100 Fax # N/A
E-mail: dphillips@lucidodesign.com

15. Applicant Acknowledgements (Owner's signature must be notarized)

I certify that: (Check One)

☑ I (we) do hereby certify that I (we) own in fee simple the above referenced described property for which a change in Zoning Classification is requested.

☐ I (we) are not the owner of the above described property; however, the owners signature below authorizes the applicants the authority to act as agent for the owner(s) of record.

Applicant's Signature Date

Address State Zip

Phone Fax E-mail Address

16. Property Owners Acknowledgements: - This application will not be considered complete without the signature of all property owners of record, which shall serve as an acknowledgement of the submission of this application for a change in zoning classification. The property owner's signature below shall also authorize the Applicant (if other than the property owner) and/or Agent to act in his/her behalf for the purposes of seeking this change to the City' Land Development Regulations for the property described herein.

Walton Acquisitions FL,LLC et al.

Property Owner's Name (Please Print) Phone

8800 N Gainey Center Dr STE 345 Scottsdale, AZ 85258

Address State Zip

WALTON ACQUISITIONS FL, LLC, a Florida limited liability company, on behalf of itself in its capacity as a UDI Owner of the UDI Property and on behalf of all of the other UDI Owners in its capacity as Agent with respect to the interests of the UDI Owners.
By: Walton International Group, Inc., a Nevada corporation, its Manager

Property Owner's Signature Date 10/05/2023

STATE OF ~~FLORIDA~~ ARIZONA)
~~ST LUCIE~~ MARICOPA COUNTY)

The foregoing instrument was acknowledged before me this 5th day of October, 2023, by Matt Keister, as VP of the Manager who is personally known to me or has produced _____ as ide

Signature of Notary

JULIE GILLETT
Notary Public - State of Arizona
MARICOPA COUNTY
Commission # 635441
Expires August 05, 2026

(Seal)

OFFICE USE:

DATE RECEIVED: _____ Signed: _____

File Number: _____ Check No: _____ Receipt No: _____

TRC Review: _____ Planning Board Review: _____ City Commission: _____

Ordinance No: _____ Date Approved: _____

Sunrise Residential PD

Planned Development Zone

APPLICATION FOR PLANNED DEVELOPMENT REZONING

(City Project Number: XXXXX)
(Ordinance __-_____, City of Fort Pierce)

Prepared for:
Walton Acquisitions FL, LLC
4800 North Scottsdale Road, Suite 4000
Scottsdale, AZ 85251
&
Sunrise Residential, LLC
200 E. Robinson Street
Suite 1120
Orlando, FL 32801

Prepared by:
Lucido & Associates
701 SE Ocean Boulevard
Stuart, FL 34994

July 11, 2023

Consultant Team

Owner/Applicant: Sunrise Residential, LLC/Walton Acquisitions FL, LLC

Land Planner: Lucido and Associates

Civil Engineer: Mills and Associates

Traffic Engineer: Shaun Mackenzie, PE MacKenzie Engineering and Planning, INC

Surveyor: GSS Surveying & Mapping, LLC

Environmental: Aquatic Research Monitoring, Equipment & Deployment, LLC

PROJECT NARRATIVE

lucido&associates

Kevin Freeman
Planning Director
City of Fort Pierce
100 N. US Hwy. 1
Fort Pierce FL, 34950

Re: Sunrise Residential– Project Narrative
Our Reference Number: 22-405

Dear Mr. Freeman,

Sunrise Residential is a proposed mixed-use development on approximately 516 acres of land lying immediately north of Midway Road, west of I-95, within the City of Fort Pierce. The project consists of two parcels of land that were recently annexed into the City of Fort Pierce. One of which is approximately 116 ac. and was recently annexed into the City, while the second parcel is approximately 400 ac. and was annexed into the City on July 19, 2010.

The intent of the proposed project is to provide the potential for sustainable and flexible development options for a variety of uses by utilizing the Planned Development zoning district. Uses within the proposed development include general commercial, neighborhood commercial, and various residential lot types including, both attached and detached Single-Family lots and limited multi-Family lots (Townhomes, Apartment, Cluster, Horizontal Apartments).

As proposed, approval of an overall Planned Development master plan and preliminary plat, along with Planned Development guidelines, which will provide for a cohesive project build-out, will provide the foundation for future tenants, developers, or builders to submit detailed development plan proposals for review and approval by the City. This affords all involved, including the city, developer and potential tenants, developers, or builders, a clear, agreed path to provide for the most efficient and flexible development of the subject parcels.

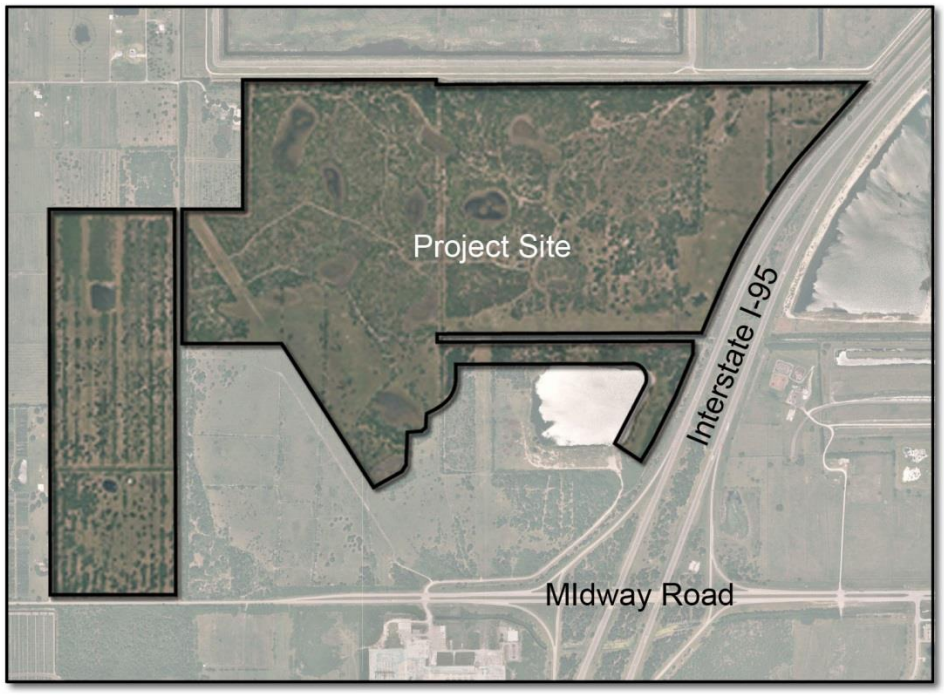
As contained in the Planned Development Guidelines, design and development parameters by lot type, such as, but not limited to: permitted and prohibited uses, applicable setbacks; allowable building area; street cross sections; landscaping, irrigation and signage standards have been provided for. A master Property Owners Association (POA) will be created to provide for continued and long term maintenance of common areas, such as parks, open spaces and preserve areas, as well as the master stormwater system, master irrigation system, common area signage, street lighting, and other common improvements and services.

We appreciate the opportunity to work with you in making this project become a reality and encourage any feedback and constructive dialogue you may have to lend. Should you have any questions, please do not hesitate to contact me directly.

Kindest Regards,

Derrick E Phillips Jr
Project Manager

LOCATION EXHIBIT



LEGAL DESCRIPTIONS

LEGAL DESCRIPITON: (PARCEL 1)

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE COUNTY OF ST. LUCIE, STATE OF FLORIDA, AND IS DESCRIBED AS FOLLOWS:
FEE PARCEL:
A PARCEL OF LAND LYING IN SECTIONS 2, 3, 34, AND 35 TOWNSHIP 35 SOUTH AND 36 SOUTH, RANGE 39 EAST IN ST. LUCIE COUNTY, FLORIDA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:
COMMENCING AT THE NORTHEAST CORNER OF SAID SECTION 3, THENCE N89°46'35"W ALONG THE NORTH LINE OF SAID SECTION 3 A DISTANCE OF 2622.04 FEET TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF N.S.L.R.W.C.D. CANAL NO. 93 (A 78 FEET WIDE RIGHT-OF-WAY) AND BEING THE POINT OF BEGINNING OF THE FOLLOWING DESCRIBED PARCEL; THENCE N00°20'10"E ALONG THE EAST RIGHT-OF-WAY LINE OF SAID N.S.L.R.W.C.D. CANAL NO. 93 A DISTANCE OF 1318.99 FEET TO A POINT ON THE SOUTH LINE OF THE WEST 1/2 OF THE NORTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 34 A NOT INCLUDED PARCEL; THENCE S89°46'53"E ALONG THE SOUTH LINE OF SAID PARCEL NOT INCLUDED A DISTANCE OF 624.96 FEET TO A POINT ON THE EAST LINE OF SAID PARCEL NOT INCLUDED; THENCE N00°16'46"E ALONG THE EAST LINE OF SAID PARCEL NOT INCLUDED A DISTANCE OF 1319.04 FEET TO A POINT ON THE 1/4 SECTION LINE OF SECTION 34, TOWNSHIP 35 SOUTH, RANGE 39 EAST; THENCE S89°47'10"E ALONG THE 1/4 SECTION LINE OF SAID SECTION 34 A DISTANCE OF 1987.99 FEET TO A POINT ON THE EAST LINE OF SECTION 34, THENCE S00°06'37"W ALONG THE EAST LINE OF SAID SECTION 34 A DISTANCE OF 49.00 FEET TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF N.S.L.R.W.C.D. CANAL NO. 101 (A 98.00 FEET WIDE CANAL RIGHT-OF-WAY); THENCE S89°59'09"E ALONG THE SOUTH RIGHT-OF-WAY LINE OF SAID N.S.L.R.W.C.D. CANAL NO. 101 A DISTANCE OF 2664.42 FEET TO A POINT ON THE 1/4 SECTION LINE OF SECTION 35, TOWNSHIP 35 SOUTH, RANGE 39 EAST; THENCE N00°12'25"E ALONG THE 1/4 SECTION OF SAID SECTION 35 A DISTANCE OF 2.00 FEET TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF N.S.L.R.W.C.D. CANAL NO. 101 (A 94.00 FEET WIDE CANAL RIGHT-OF-WAY); THENCE S89°52'23"E ALONG THE SOUTH RIGHT-OF-WAY OF SAID N.S.L.R.W.C.D. CANAL NO. 101 A DISTANCE OF 1331.59 FEET; THENCE CONTINUE S89°52'23"E ALONG THE SOUTH RIGHT-OF-WAY LINE OF N.S.L.R.W.C.D. CANAL NO. 101 A DISTANCE OF 418.59 FEET TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF STATE ROAD NO. 9 (INTERSTATE HIGHWAY NO. 95) (WIDTH VARIES); THENCE S42°14'14"W ALONG THE WEST RIGHT-OF-WAY OF SAID STATE ROAD NO. 9 A DISTANCE OF 727.09 FEET TO THE BEGINNING OF A CURVE ALONG THE WEST RIGHT-OF-WAY OF SAID STATE ROAD NO. 9 CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 5903.58 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 402.05 FEET THROUGH A CENTRAL ANGLE OF 03°54'07"; TO THE BEGINNING OF A COMPOUND CURVE ALONG THE WEST RIGHT-OF-WAY OF SAID STATE ROAD NO. 9 CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 5903.58 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 597.06 FEET THROUGH A CENTRAL ANGLE OF 05°47'41"; TO THE BEGINNING OF A COMPOUND CURVE ALONG THE WEST RIGHT-OF-WAY OF SAID STATE ROAD NO. 9 CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 5903.58 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 999.10 FEET THROUGH A CENTRAL ANGLE OF 09°41'48"; THENCE CONTINUE ALONG SAID WEST RIGHT-OF-WAY LINE S22°50'38"W A DISTANCE OF 363.01 FEET TO THE NORTH RIGHT-OF-WAY LINE OF N.S.L.R.W.C.D. CANAL NO. 102 (A 85 FOOT WIDE CANAL RIGHT-OF-WAY); THENCE N89°48'50"W ALONG SAID

NORTH RIGHT-OF-WAY LINE A DISTANCE OF 60.02 FEET; THENCE CONTINUE N89°53'51"W ALONG SAID NORTH RIGHT-OF-WAY LINE, A DISTANCE OF 900.00 FEET; THENCE CONTINUE ALONG SAID NORTH RIGHT-OF-WAY LINE N89°53'51"W A DISTANCE OF 430.07 FEET; THENCE CONTINUE ALONG SAID NORTH RIGHT-OF-WAY LINE N89°53'51"W A DISTANCE OF 1330.07 FEET TO THE WEST LINE OF THE SOUTHWEST 1/4 OF SAID SECTION 35; THENCE S00°04'39"W ALONG THE WEST LINE OF SAID SOUTHWEST 1/4 OF SECTION 35 A DISTANCE OF 42.50 FEET TO THE NORTHWEST CORNER OF THE NORTHWEST 1/4 OF SAID SECTION 2; THENCE S00°06'35"W ALONG THE WEST LINE OF SAID NORTHWEST 1/4 OF SECTION 2, A DISTANCE OF 42.50 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF SAID N.S.L.R.W.C.D. CANAL NO. 102; THENCE S89°53'51"E ALONG SAID SOUTH RIGHT-OF-WAY LINE A DISTANCE OF 1330.04 FEET; THENCE CONTINUE S89°53'51"E ALONG SAID SOUTH RIGHT-OF-WAY LINE A DISTANCE OF 1300.04 FEET TO THE WEST RIGHT-OF-WAY LINE OF A 30 FOOT ROAD RIGHT-OF-WAY AS RECORDED IN DEED BOOK 116, AT PAGE 379 OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA; THENCE S00°03'15"W ALONG SAID RIGHT-OF-WAY LINE A DISTANCE OF 129.69 FEET RETURNING TO THE WEST RIGHT-OF-WAY LINE OF SAID STATE ROAD 9 (INTERSTATE 1-95); THENCE S22°50'38"W ALONG SAID RIGHT-OF-WAY LINE A DISTANCE OF 470.73 FEET; THENCE CONTINUE S26°50'37"W ALONG SAID RIGHT-OF-WAY LINE A DISTANCE OF 519.99 FEET; THENCE CONTINUE S32°49'14"W ALONG SAID RIGHT-OF-WAY LINE A DISTANCE OF 230.02 FEET; THENCE DEPARTING SAID STATE ROAD NO. 9 N56°07'55"W A DISTANCE OF 323.59 FEET; THENCE N27°59'51"E A DISTANCE OF 671.72 FEET; TO THE BEGINNING OF A CURVE CONCAVE TO THE SOUTHWEST HAVING A RADIUS OF 150.00 FEET; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 308.52 FEET THROUGH A CENTRAL ANGLE OF 117°50'41"; THENCE N89°50'50"W A DISTANCE OF 1811.20 FEET; THENCE S00°00'00"E A DISTANCE OF 142.46 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE NORTHWEST HAVING A RADIUS OF 335.00 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 365.79 FEET THROUGH A CENTRAL ANGLE OF 62°33'43"; THENCE S62°33'43"W A DISTANCE OF 139.15 FEET; THENCE S01°56'01"W A DISTANCE OF 142.19 FEET; THENCE S53°57'44"W A DISTANCE OF 58.71 FEET; THENCE S85°17'03"W A DISTANCE OF 146.97 FEET; THENCE S02°37'14"W A DISTANCE OF 332.85 FEET; THENCE S31°56'28"W A DISTANCE OF 78.35 FEET; THENCE S61°15'41"W A DISTANCE OF 335.12 FEET TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF A 60 FEET WIDE FP&L EASEMENT AS RECORDED IN OFFICIAL RECORDS BOOK 119, PAGE 404; THENCE N32°18'17"W ALONG THE EAST RIGHT-OF-WAY LINE OF SAID 60 FEET WIDE FP&L EASEMENT A DISTANCE OF 1746.02 FEET TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF A 200 FEET WIDE FP&L EASEMENT AS RECORDED IN OFFICIAL RECORDS BOOK 377, PAGES 2069-2076; THENCE N89°46'35"W ALONG THE NORTH RIGHT-OF-WAY LINE OF SAID 200 FEET WIDE FP&L EASEMENT AND BEING PARALLEL TO THE NORTH LINE OF SAID SECTION 3 A DISTANCE OF 1026.62 FEET TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF N.S.L.R.W.C.D. CANAL NO. 93 (A 78 FEET WIDE RIGHT-OF-WAY); THENCE N00°02'49"E ALONG THE EAST RIGHT-OF-WAY LINE OF SAID N.S.L.R.W.C.D. CANAL NO. 93 A DISTANCE OF 52.50 FEET TO A POINT ON THE NORTH SECTION LINE OF SAID SECTION 3, TOWNSHIP 36 SOUTH, RANGE 39 EAST AND BEING THE POINT OF BEGINNING.
CONTAINING 17,412,284 SQUARE FEET OR 399.73 ACRES, MORE OR LESS.
BEING ALSO DESCRIBED AS FOLLOWS:
A PARCEL OF LAND LYING IN SECTIONS 2, 3, 34, AND 35 TOWNSHIP 35 SOUTH AND 36 SOUTH, RANGE 39 EAST IN ST. LUCIE COUNTY, FLORIDA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF SAID SECTION 3, THENCE N89°46'35"W ALONG THE NORTH LINE OF SAID SECTION 3 A DISTANCE OF 2622.04 FEET TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF N.S.L.R.W.C.D. CANAL NO. 93 (A 78 FEET WIDE RIGHT-OF-WAY) AND BEING THE POINT OF BEGINNING OF THE FOLLOWING DESCRIBED PARCEL; THENCE N00°20'10"E ALONG THE EAST RIGHT-OF-WAY LINE OF SAID N.S.L.R.W.C.D. CANAL NO. 93 A DISTANCE OF 1318.99 FEET TO A POINT ON THE SOUTH LINE OF THE WEST 1/2 OF THE NORTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 34 A NOT INCLUDED PARCEL; THENCE S89°46'53"E ALONG THE SOUTH LINE OF SAID PARCEL NOT INCLUDED A DISTANCE OF 624.96 FEET TO A POINT ON THE EAST LINE OF SAID PARCEL NOT INCLUDED; THENCE N00°16'46"E ALONG THE EAST LINE OF SAID PARCEL NOT INCLUDED A DISTANCE OF 1319.04 FEET TO A POINT ON THE 1/4 SECTION LINE OF SECTION 34, TOWNSHIP 35 SOUTH, RANGE 39 EAST; THENCE S89°47'10"E ALONG THE 1/4 SECTION LINE OF SAID SECTION 34 A DISTANCE OF 1987.99 FEET TO A POINT ON THE EAST LINE OF SECTION 34, THENCE S00°06'37"W ALONG THE EAST LINE OF SAID SECTION 34 A DISTANCE OF 49.00 FEET TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF N.S.L.R.W.C.D. CANAL NO. 101 (A 98.00 FEET WIDE CANAL RIGHT-OF-WAY); THENCE S89°59'09"E ALONG THE SOUTH RIGHT-OF-WAY LINE OF SAID N.S.L.R.W.C.D. CANAL NO. 101 A DISTANCE OF 2664.42 FEET TO A POINT ON THE 1/4 SECTION LINE OF SECTION 35, TOWNSHIP 35 SOUTH, RANGE 39 EAST; THENCE N00°12'25"E ALONG THE 1/4 SECTION OF SAID SECTION 35 A DISTANCE OF 2.00 FEET TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF N.S.L.R.W.C.D. CANAL NO. 101 (A 94.00 FEET WIDE CANAL RIGHT-OFWAY); THENCE S89°52'23"E ALONG THE SOUTH RIGHT-OF-WAY OF SAID N.S.L.R.W.C.D. CANAL NO. 101 A DISTANCE OF 1331.59 FEET; THENCE CONTINUE S89°52'23"E ALONG THE SOUTH RIGHT-OF-WAY LINE OF N.S.L.R.W.C.D. CANAL NO. 101 A DISTANCE OF 418.59 FEET TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF STATE ROAD NO. 9 (INTERSTATE HIGHWAY NO. 95) (WIDTH VARIES); THENCE S42°14'14"W ALONG THE WEST RIGHT-OF-WAY OF SAID STATE ROAD NO. 9 A DISTANCE OF 727.09 FEET TO THE BEGINNING OF A CURVE ALONG THE WEST RIGHT-OF-WAY OF SAID STATE ROAD NO. 9 CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 5903.58 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 402.05 FEET THROUGH A CENTRAL ANGLE OF 03°54'07"; TO THE BEGINNING OF A COMPOUND CURVE ALONG THE WEST RIGHT-OF-WAY OF SAID STATE ROAD NO. 9 CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 5903.58 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 597.06 FEET THROUGH A CENTRAL ANGLE OF 05°47'41"; TO THE BEGINNING OF A COMPOUND CURVE ALONG THE WEST RIGHT-OF-WAY OF SAID STATE ROAD NO. 9 CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 5903.58 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 999.10 FEET THROUGH A CENTRAL ANGLE OF 09°41'48"; THENCE CONTINUE ALONG SAID WEST RIGHT-OF-WAY LINE S22°50'38"W A DISTANCE OF 363.01 FEET TO THE NORTH RIGHT-OF-WAY LINE OF N.S.L.R.W.C.D. CANAL NO. 102 (A 85 FOOT WIDE CANAL RIGHT-OF-WAY); THENCE N89°48'50"W ALONG SAID NORTH RIGHT-OF-WAY LINE A DISTANCE OF 60.02 FEET; THENCE CONTINUE N89°53'51"W ALONG SAID NORTH RIGHT-OF-WAY LINE, A DISTANCE OF 900.00 FEET; THENCE CONTINUE ALONG SAID NORTH RIGHT-OF-WAY LINE N89°53'51"W A DISTANCE OF 430.07 FEET;THENCE CONTINUE ALONG SAID NORTH RIGHT-OF-WAY LINE N89°53'51"W A DISTANCE OF 1330.07 FEET TO THE WEST LINE OF THE SOUTHWEST 1/4 OF SAID SECTION 35; THENCE S00°06.37"W ALONG THE WEST LINE OF SAID SOUTHWEST 1/4 OF SECTION 35 A DISTANCE OF 42.50 FEET TO THE NORTHWEST CORNER OF THE NORTHWEST ¼ OF SAID SECTION 2; THENCE S00°06'35"W ALONG THE WEST LINE OF SAID NORTHWEST 1/4 OF SECTION 2, A DISTANCE OF 42.50 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF SAID N.S.L.R.W.C.D. CANAL NO. 102; THENCE S89°53'51"E ALONG SAID SOUTH RIGHT-OF-WAY

LINE A DISTANCE OF 1330.04 FEET; THENCE CONTINUE S89°53'51"E ALONG SAID SOUTH RIGHT-OF-WAY LINE A DISTANCE OF 1300.04 FEET TO THE WEST RIGHT-OF-WAY LINE OF A 30 FOOT ROAD RIGHT-OF-WAY AS RECORDED IN DEED BOOK 116, AT PAGE 379 OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA; THENCE S00°03'15"W ALONG SAID RIGHT-OF-WAY LINE A DISTANCE OF 129.69 FEET RETURNING TO THE WEST RIGHT-OF-WAY LINE OF SAID STATE ROAD 9 (INTERSTATE 1-95); THENCE S22°50'38"W ALONG SAID RIGHT-OF-WAY LINE A DISTANCE OF 470.73 FEET; THENCE CONTINUE S26°50'37"W ALONG SAID RIGHT-OF-WAY LINE A DISTANCE OF 519.99 FEET; THENCE CONTINUE S32°49'14"W ALONG SAID RIGHT-OF-WAY LINE A DISTANCE OF 229.66 FEET; THENCE DEPARTING SAID STATE ROAD NO. 9 N56°07'55"W A DISTANCE OF 323.65 FEET; THENCE N27°59'51"E A DISTANCE OF 671.72 FEET; TO THE BEGINNING OF A CURVE CONCAVE TO THE SOUTHWEST HAVING A RADIUS OF 150.00 FEET; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 308.52 FEET THROUGH A CENTRAL ANGLE OF 117°50.41"; THENCE N89°50'50"W A DISTANCE OF 1811.20 FEET; THENCE S00°00'00"E A DISTANCE OF 142.46 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE NORTHWEST HAVING A RADIUS OF 335.00 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 365.79 FEET THROUGH A CENTRAL ANGLE OF 62°33'43"; THENCE S62°33'43"W A DISTANCE OF 139.15 FEET; THENCE S01°56'01"W A DISTANCE OF 142.19 FEET; THENCE S53°57'44"W A DISTANCE OF 58.71 FEET; THENCE S85°17'03"W A DISTANCE OF 146.97 FEET; THENCE S02°37'14"W A DISTANCE OF 332.85 FEET; THENCE S31°56'28"W A DISTANCE OF 78.35 FEET; THENCE S61°15'41"W A DISTANCE OF 335.42 FEET TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF A 60 FEET WIDE FP&L EASEMENT AS RECORDED IN OFFICIAL RECORDS BOOK 119, PAGE 404; THENCE N32°18'17"W ALONG THE EAST RIGHT-OF-WAY LINE OF SAID 60 FEET WIDE FP&L EASEMENT A DISTANCE OF 1745.80 FEET TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF A 200 FEET WIDE FP&L EASEMENT AS RECORDED IN OFFICIAL RECORDS BOOK 377, PAGES 2069-2076; THENCE N89°46'35"W ALONG THE NORTH RIGHT-OF-WAY LINE OF SAID 200 FEET WIDE FP&L EASEMENT AND BEING PARALLEL TO THE NORTH LINE OF SAID SECTION 3 A DISTANCE OF 1026.62 FEET TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF N.S.L.R.W.C.D. CANAL NO. 93 (A 78 FEET WIDE RIGHT-OF-WAY); THENCE N00°02'49"E ALONG THE EAST RIGHT-OF-WAY LINE OF SAID N.S.L.R.W.C.D. CANAL NO. 93 A DISTANCE OF 52.50 FEET TO A POINT ON THE NORTH SECTION LINE OF SAID SECTION 3, TOWNSHIP 36 SOUTH, RANGE 39 EAST AND BEING THE POINT OF BEGINNING.

CONTAINING 17,411,399 SQUARE FEET OR 399.71 ACRES, MORE OR LESS.

EASEMENT PARCELS:
EASEMENT 1:
TOGETHER WITH THE EASEMENT RIGHTS OF MIDWAY PROPERTIES, LLC, A FLORIDA LIMITED LIABILITY COMPANY, UPON, ACROSS AND OVER THE .EASEMENT PROPERTY. AS SET FORTH IN THE TEMPORARY EASEMENT AGREEMENT DATED JULY 30, 2004, BY AND BETWEEN MIDWAY PROPERTIES, LLC, A FLORIDA LIMITED LIABILITY COMPANY, AND WILLOW LAKES, LLC, A FLORIDA LIMITED LIABILITY COMPANY, RECORDED IN OFFICIAL RECORDS BOOK 2035, PAGE 1456, OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA.

EASEMENT 2:
TOGETHER WITH THE EASEMENT RIGHTS IN FAVOR OF THE FEE PARCEL DESCRIBED ABOVE AS SET FORTH IN THAT CERTAIN EASEMENT AGREEMENT DATED JULY 30, 2004, BY AND AMONG MIDWAY PROPERTIES LLC, A FLORIDA LIMITED LIABILITY COMPANY,

WILLOW LAKES, LLC, A FLORIDA LIMITED LIABILITY COMPANY, HYMAN B. HENDLER AND ALVIN D. SCHWARTZ, AS CO-TRUSTEES UNDER THE PROVISIONS OF AN UNRECORDED TRUST AGREEMENT KNOWN AS THE RESTATED AND AMENDED AND REVOCABLE LAND TRUST AGREEMENT FOR HHHP ASSOCIATES, DATED THE 2ND DAY OF JANUARY, 1995, AND REPECHAGE DEVELOPMENT, INC., A FLORIDA CORPORATION, RECORDED IN OFFICIAL RECORDS BOOK 2035, PAGE 1430, OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA.

LEGAL DESCRIPTION: (PARCEL 2)

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE COUNTY OF ST. LUCIE, STATE OF FLORIDA, AND IS DESCRIBED AS FOLLOWS:

PARCEL 1:
THE SOUTHEAST ¼ OF THE SOUTHWEST ¼ OF SECTION 34, TOWNSHIP 35 SOUTH, RANGE 39 EAST, LESS AND EXCEPT THE EAST 39.00 FEET FOR CANAL RIGHT-OF-WAY; SAID LANDS SITUATE, LYING AND BEING IN ST. LUCIE COUNTY, FLORIDA.

CONTAINING: 1,701,018 SQUARE FEET OR 39.05 ACRES, MORE OR LESS.

PARCEL 2:

THE EAST ½ OF THE NORTHWEST ¼ OF SECTION 3, TOWNSHIP 36 SOUTH, RANGE 39 EAST, LESS AND EXCEPT THE EAST 39.00 FEET FOR CANAL RIGHT-OF-WAY AND LESS MIDWAY ROAD RIGHT-OF-WAY AS SET FORTH IN OFFICIAL RECORDS BOOK 44, PAGE 447, OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA; SAID LANDS SITUATE, LYING AND BEING IN ST. LUCIE COUNTY, FLORIDA.

CONTAINING: 3,378,514 SQUARE FEET OR 77.56 ACRES, MORE OR LESS

GENERAL SITE DATA

Parcel ID Numbers: 233441000000001; 233434000000007

General Location: Northwest quadrant of the interchange of Midway Road and I-95 lying in Sections 2, 3, 34, and 35, Township 35 South and 36 South, Range 39 East

Overall Site Area: 516.32 ac.

Existing Zoning: Planned Development

Proposed Zoning: Planned Development (PD)

Future Land Use: MXD (Mixed-Use Development)

Maximum Allowable Residential Density: Not To Exceed 15 du's/ac.

Maximum Allowable Floor Area Ratio: 1.5 FAR

Surrounding Zoning, Future Land Use and Existing Use:

	Zoning	Future Land Use	Existing Use
North	AG-1 / AG-2.5	SD	Vacant/ACOE STA
South	TBD (Approved DRI – City of Port Saint Lucie)	CG/CS/TU (City of Port Saint Lucie	Vacant/LTC Ranch DRI
East	IL	IND	Tropicana Mfg
West	AG-2.5	AG-2.5	Vacant

PROJECT PHASING

As proposed, initial infrastructure improvements will be constructed by the developer, which include excavation of the lakes within the Water Management Tracts (WMT); clearing and rough grading development tracts; construction of certain roads or segments thereof. Installation of common utilities such as water and waste water lines, fiber optics and telecom among other general infrastructure improvements is yet to be determined. At this time, the developer will not be constructing any improvements on any tracts other than what is described above with regard to excavation, fill and utility installation. To provide for as much flexibility as possible in accommodating potential end-users, the developer reserves the right to implement construction on any one (1) or more phase at any such time it is deemed appropriate; i.e. based on market demand or other metrics utilized by the developer.

The Phase Schedule below provides for a general outline of the Phases of infrastructure construction.

PHASE SCHEDULE	
Phase Identification	General Description of Improvements
Phase 1 (Tract C & B)	• Roadwork to future ingress/egress to WMT • Drainage associated with roadwork. • Potable water and wastewater service mains and stub-outs for future phases. • Electric and telecom services and stub outs for future phases. • Reclaim water (IQ) service mains and stub outs for future phases. • Sidewalks
Phase 2 (WMT 1 & 2 Tract)	• Roadwork, including stormwater conveyance, consisting of construction of central access road from WMT 1&2 through the Ingress/Egress Easement Tract D/F. • Sidewalks • To Be Determined
Phase 3 (Tract D)	• Drainage associated with roadwork. • Construction of SF/MF Du's • Potable water and wastewater service mains and stub-outs for future phases. • Electric and telecom services and stub outs for future phases. • Reclaim water (IQ) service mains and stub outs for future phases. • Sidewalks • To Be Determined
Phase 4 (Tract F)	• Construction of SF/MF Du's • Drainage associated with roadwork. • Potable water service main and stub outs for future phases. • Electric and telecom services and stub outs for future phases. • Reclaim water (IQ) service mains and stub outs for future phases. • Sidewalks

	• ~~To Be Determined~~
~~Phase 5 (Tract G)~~	• ~~Construction of SF/MF Du's~~ • ~~To Be Determined~~
~~Phase 6 (Tract E)~~	• ~~Construction of SF/MF Du's~~ • ~~To Be Determined~~
~~Phase 7 (Center Road Extension)~~	• ~~Road extension to the northernmost part of project site for future developments.~~
~~Future Phases~~	• ~~To Be Determined~~

PHASE SCHEDULE	
Phase Identification	General Description of Improvements
Phase 1 (Tract A, Tract B, Tract C, WMT1, WMT2, Tract D, Tract G, (Partial) Preserve-42%)	• Roadwork to future ingress/egress to WMT • Drainage associated with roadwork. • Potable water and wastewater service mains and stub-outs for future phases. • Electric and telecom services and stub outs for future phases. • Reclaim water (IQ) service mains and stub outs for future phases. • Sidewalks
Phase 2 (WMT 3, Tract E1, (Partial) Preserve-24%)	• Roadwork, including stormwater conveyance, consisting of construction of central access road from WMT 1&2 through the Ingress/Egress Easement Tract D/F. • Sidewalks • To Be Determined
Phase 3 (Tract E2, (Partial) Preserve-17%)	• Drainage associated with roadwork. • Construction of SF/MF Du's • Potable water and wastewater service mains and stub-outs for future phases. • Electric and telecom services and stub outs for future phases. • Reclaim water (IQ) service mains and stub outs for future phases. • Sidewalks • To Be Determined
Phase 4 (Tract E3, (Partial) Preserve-17%))	• Construction of SF/MF Du's • Drainage associated with roadwork. • Potable water service main and stub outs for future phases. • Electric and telecom services and stub outs for future phases. • Reclaim water (IQ) service mains and stub outs for future phases. • Sidewalks • To Be Determined
Future Phases	• To Be Determined

QUANTITATIVE DEVELOPMENT DATA

DEVELOPMENT DATA:

See attached Planned Development master plan for development data relating to site area calculations.

PROPOSED USES AND INTENSITY ALLOCATIONS:

Please refer to *Table 1-1 – Use and Intensity Allocation* for a list of general uses along with applicable intensities:

TABLE 1-1
USE AND INTENSITY ALLOCATION

General Use	Applicable Lot Type(s)	Intensity Allocation
Single Family Residential	Residential – Single Family	1200 Units
Multifamily Residential	Residential - Multifamily	300 Units
Shopping Center	Commercial General;	80,000 sf.

Uses and Intensities listed above in Table 1-1 were derived from ITE Trip Generation Rates – Eleventh Edition, which provides for a baseline intensity by which traffic impacts were analyzed and mitigated for, if applicable. The uses listed in the General Uses column above are general in nature and account for similar uses contained within each general use category, the subsets of which may have lower trip generation rates than those listed above in Table 1-1. Please refer to Table 1-2 for Lot Types accommodated by the Planned Development along with associated Lot and Dimensional Requirements and Permitted Uses allowed within each Lot Type.

To provide flexibility in the build-out of the proposed development, Intensity Allocations provided above in Table 1-1 may be increased or decreased based on the Land Use Conversion Matrix below.

Table 6: Villages at Midway Land Use Conversion Matrix

	Land Use	Equivalent Square feet/Units						
		Warehouse Equivalent	Apartment Equivalent	Shopping enter Equivalent	General Light Industrial	Convenience Store Equivalent	Fast Food Equivalent	High Turnover Equivalent
Land Use to Increase	Warehouse (1,000 SF)	1,000	0.48	112	154	17	18	62
	Apartment (I unit)	2086	1.00	234	322	35	38	130
	Shopping Center (1,000 SF)	8921	4.28	1,000	1,378	151	161	556
	General Light Industrial (1,000 SF)	6474	3.10	726	1,000	109	117	403
	Convenience Store (1,000 SF)	59211	28.39	6,637	9,146	1,000	1,071	3,689
	Fast Food Restaurant (1,000 SF)	55263	26.50	6,195	8,537	933	1,000	3,443
	High Turnover Restaurant (1,000 SF)	16053	7.70	1,799	2,480	271	290	1,000
	Hotel (1 room)	2559	1.23	287	395	43	46	159
	Office (1,000 SF)	9,013	4.32	1,010	1,392	152	163	561

DESIGN AND DEVELOPMENT GUIDELINES

The following section will govern overall design and development guidelines for development occurring within the Sunrise Planned Development. Table 1-2 provides lot size and dimensional requirements by lot type followed by applicable development standards relating to permitted and restricted uses, landscaping, tree protection, irrigation, site lighting, signage and architectural design standards.

Table 1-2

Sunrise Residential Development Criteria Requirements

Lot Type	Maximum Gross Density Du/AC	Min Lot Size	Min Lot Width	Min Lot Depth	Min Road Frontage	Minimum Yard				Max Building Height (2)	Maximum Building Coverage
						Front	Rear	Side	Side Corner		
General Commercial	N/A	5,000 sf	50'	100'	50'	0'	0'	0'	0'	65'	60%
Attached Townhome	N/A (3)	1,600 sf	20'	80'	20'	20'	10'/2' (4)	0'/5' (5)	5'	45'	50%
Detached Single Family	N/A (3)	4,000 sf	40'	80'	40'	20'	10'/2' (4)	5'	5'	45'	50%
Apartment (6)	N/A (3)	10,000 sf	100'	100'	100'	10' (6)	10' (6)	10' (6)	10' (6)	65'	50%
Cluster (7)	N/A (3)	10,000 sf	100'	100'	100'	10'	10'	0'/5' (8)	10'	25'	50%

1. For any criteria that this table does not address the requirements of this Planned Development will default to the requirements of the respective underlying zoning district for each category, this includes uses listed within the use table continued in City Code 125-187. The General Commercial lot types will follow the criteria of City Code 125-200 in any instance where a development criterion is not addressed above and will follow the C-3 zoning uses within City Code 125-187. The Townhome and Apartment Lots will follow the criteria of City Code 125-194 in any instance where a development criterion is not addressed above and will follow the R-4 zoning uses within City Code 125-187.

2. Height is measured from grade.

3. Maximum Residential Density shall be determined by the Future Land Use in accordance with the City Comprehensive Plan. Development may be clustered, so that individual parcels may exceed the maximum units/acre within a given area, provided that the Planned Development Area in total does not exceed the allotted units/acre for the overall development. This Planned Development will contain areas with a Future Land Use of 15 units/acre.

4. Principle/ main structures have a 10' rear yard setback and accessory structures have a 2' rear yard setback.

5. Attached interior townhome units have a 0' side yard setback. Attached exterior townhome units and accessory structures have a 5' side yard setback.

6. Apartment developments are unique in that they are usually developed with multiple buildings in mind and the development criteria for the apartment lots are designed to allow the greatest possible creativity when developing a site plan for apartments within this development. The setbacks are set to 10' minimum with 5' additional per 10' over 40' building height. Likewise, the proposed setbacks also allow the development to be pushed back from the road to create a more traditional style of development.

7. (a) Minimum unit size is 700 s.f. (b) Minimum building separation distance is 10'. (c) Minimum one sidewalk should connect to the lot. (d) All units must connect to main sidewalk that connects to parking or individually connect.

8. Duplex units allowed on individual lots or attached along lot lines.

* The regulation for fences, walls, and hedges will follow City Code 125-322(c)(4)

Permitted and Restricted Uses by Lot Type:

With respect to each Lot Type, the terms "Permitted Uses" and "Restricted Uses" shall be defined as follows:

Permitted Uses: Uses which are allowed within such lot type, subject to all applicable conditions and requirements set forth herein.

Restricted Uses: Uses which are allowed only if approved in writing by Sunrise Residential, LLC ("Developer") as the developer of the Sunrise Planned Development, subject to all applicable conditions and requirements set forth herein. The Declaration of Covenants and Restrictions for the Sunrise Residential Planned Development shall address the procedures for (a) lot owners to apply for approval from Developer of a Restricted Use, (b) the Developer to approve or deny such applications, and (c) the Developer to assign its right to approve or deny Restricted Uses to a successor or assign. With respect to any application to use a lot for a Restricted Use, the Developer may approve such application, deny the application or approve the application with conditions.

In the event that the provisions of these Planned Development Guidelines contain any conflict or ambiguity as to whether a use is a Permitted Use or a Restricted Use, the use shall be deemed a Restricted Use.

Residential –: The purpose of the High-Density Residential Zone Lot Type is to provide and protect an environment suitable for single-family dwellings at a maximum density of fifteen (15) dwelling units per acre, together with such other uses as may be necessary for and compatible with single-family developments. The following uses shall be permitted within the Residential - General Lot Type:

Residential – Single-family:

Permitted Uses:

a. Attached Townhouse
b. Detached Single Family
c. Apartment (6)
d. Cluster (7)

Restricted Uses:

a. Community residential homes (Congregate Living)
b. Residential Care Facilities (Childcare, Daycare, Group Home, Assisted Living)
c. Family residential homes provided that such homes shall not be located within a radius of one thousand (1,000) feet of another existing such family residential home and provided that the sponsoring agency or the Department of Health and Rehabilitative Services (HRS) notifies the City Commission at the time of home occupancy that the home is licensed by HRS.

Residential – Multifamily:

Permitted Uses:

1. Multiple-family dwellings (three (3) or more units).

Restricted Uses:

a. Community residential homes (Congregate Living)

b. Residential Care Facilities (Childcare, Daycare, Group Home, Assisted Living)

c. Family residential homes provided that such homes shall not be located within a radius of one thousand (1,000) feet of another existing such family residential home and provided that the sponsoring agency or the Department of Health and Rehabilitative Services (HRS) notifies the City Commission at the time of home occupancy that the home is licensed by HRS.

d. Single-family detached dwellings.

e. Two-family dwellings.

Commercial – General: The purpose of the Commercial General Lot Type is to provide and protect an environment suitable for a wide variety of permitted commercial uses. The following uses shall be permitted within the Commercial - General Lot Type:

Permitted Uses:

a. Adjustment/collection and credit reporting services.

b. Advertising.

c. Amusements and recreation services - except stadiums, arenas, racetracks, amusement parks.

d. Apparel and accessory stores.

e. Beauty and barber services.

f. Building materials, hardware and garden supply.

g. Cleaning services.

h. Commercial printing.

i. Communications - except towers.

j. Computer programming, data processing and other computer serv.

k. Contract construction serv. (office and interior storage only).

l. Cultural activities and nature exhibitions.

m. Depository institutions.

n. Duplicating, mailing, commercial art/photo. and stenog. serv.

o. Eating places.

p. Educational services - except public schools.

q. Engineering, accounting, research, management and related services

r. Executive, legislative, and judicial functions.

s. Farm labor and management services.

t. Financial, insurance, and real estate.

u. Food stores.

v. Gasoline service stations.

w. General merchandise stores.

x. Health services.

y. Home furniture and furnishings.

z. Membership organizations

aa. Miscellaneous retail:

(1) Drug stores.

(2) Sporting goods.

(3) Book and stationary.

(4) Jewelry.

(5) Hobby, toy and games.

(6) Camera and photographic supplies.

(7) Luggage and leather goods.

(8) Florists.

(9) Optical goods.

(10) Misc. retail (See SIC Code for specific uses).

bb. Miscellaneous personal services (see SIC Code Major Group 72):

(1) Tax return services.

(2) Misc. retail (See SIC Code for specific uses).

cc. Mobile food vendors (eating places, fruits and vegetables-retail).

dd. Motion pictures.

ff. Museums, galleries and gardens.

gg. Personnel supply services.

hh. Postal services.

ii. Real estate.

jj. Repair services:

(1) Shoe repairs.

(2) Watch, clock, jewelry, and musical instrument repair.

kk. Retail trade:

(1) Antiques.

(2) Apparel and accessories.

(3) Books and stationery.

(4) Cameras and photographic supplies.

(5) Drugs and proprietary.

(6) Eating places.

(7) Florists.

(8) Food stores.

(9) Gifts, novelties, and souvenirs.

(10) Hobby, toy and game shops.

(11) Household appliances.

(12) Jewelry.

(13) Newspapers and magazines.

(14) Optical goods.

(15) Nurseries, lawn and garden supplies.

(16) Radios, TV's, consumer electronics and music supplies.

(17) Sporting goods and bicycles.

ll. Travel agencies.

Restricted Uses:

a. Amphitheaters.

b. Automobile dealers.

c. Automotive rental, repairs and serv. (except body repairs).

d. Car washes

e. Equipment rental and leasing services.

f. Funeral and crematory services.

g. Landscape and horticultural services.

h. Laundry, cleaning and garment services.

i. Miscellaneous Retail.

(1) Used merchandise stores.

(2) Gifts, novelty and souvenir.

(3) Fabric and mill products.

(4) Catalog, mail order and direct selling.

(5) Liquefied petroleum gas (propane).

(6) Tobacco.

(7) News dealers/newsstands.

j. Miscellaneous business services:

(1) Detective, guard and armored car services.

(2) Security system services.

(3) News syndicate.

(4) Photofinishing laboratories.

(5) Business services - misc.

k. Mobile home dealers.

l. Photo finishing services.

m. Photographic services.

n. Recreation facilities

o. Repair services.

p. Retail trade

(1) Nurseries, lawn and garden supplies.

(2) Gasoline services - accessory to retail food stores under

(3) Undistilled alcoholic beverages accessory to retail sale of food.

q. Social Services:

(1) Individual and family social services.

(2) Child care services.

(3) Job training and vocational rehabilitation services.

r. Veterinary services.

s. Drinking places (alcoholic beverages) - free-standing.

t. Disinfecting and pest control services.

u. Amusement parks.

w. Go-cart tracks

x. Hotels and motels.

y. Household goods warehousing and storage-mini-warehouses.

z. Marina - recreational boats only.

aa. Motor vehicle repair services - body repair.

bb. Sporting and recreational camps.

cc. Retail trade:

(1) Liquor stores.

dd. Stadiums, arenas, and race tracks.

ee. Telecommunication towers

Prohibited Uses:

In addition to those prohibited uses described above, the following uses are not permitted within the Sunrise Planned Development:

- Adult Establishments: No establishment engaged in the sale, purveying, showing or exhibition and the like of erotica is permitted.
- Any other use or uses not specifically listed herein.

Open Space:
Pursuant to Sec.125.212.(b)(3) of the City of Fort Pierce Code of Ordinances, a minimum of 20% of the site area of this development is required to be set aside as Open Space (516.32 ac. x .2 = 103.26 ac.). As part of Phase I of the proposed development, a Preserve Area totaling 136.40 ac. will be placed under a Conservation Easement; this area shall satisfy the required minimum Open Space/Existing Preserve requirement for the entire site.

Site Plan Review:
Development proposed on any one (1) or more tracts within the Planned Development shall be reviewed in accordance with Sec. 125-313– Site Plan Review.

Landscaping, Tree Protection and Mitigation, and Irrigation:

General landscaping requirements:

All landscape plans shall meet or exceed the following general landscaping requirements which shall be considered complimentary to landscaping provisions contained in the Sunrise Covenants, Conditions and Restrictions. A certificate of occupancy shall not be issued on any permit for the use, construction, repair or renovation of any structure within the Planned Development, whether residential, commercial, industrial or accessory, unless application for any such permit is accompanied by a detailed landscape plan meeting all requirements of this article.

(1) *Requirements for plant materials.* Plant materials used for conformance with this section shall meet or exceed the standards for Florida No. 1 as set out in the most current edition of "Grades and Standards for Nursery Plants Part 1 and Part 2", State of Florida, Department of Agriculture, Tallahassee. All trees required by this article (excluding palms that are exempt from the grades and standards) shall have a Florida No. 1 or better "Grades and Standards" certification tag attached at time of delivery through final inspection. Grass sod shall be clean and free of weeds, pests and diseases.

Trees:

a. Trees used to meet the requirements of this section shall be species which when planted have a height of at least twelve (12) feet and have trunks which can be maintained in a clean condition for over five (5) feet of clear wood. At planting, the trees shall have a diameter of at least two and one-half (2½) inches at a point four and one-half (4½) feet above ground level and a spread of at least five (5) feet (except for palms which shall have a minimum clear trunk of ten (10) feet).

b. Trees used to meet the requirements of this section shall also be species which in St. Lucie County normally grow in a manner such that at maturity they will have a minimum crown spread of fifteen (15) feet and a minimum height of fifteen (15) feet. Trees which can meet the height requirement at maturity but not the crown requirements may be grouped to form a wider crown, but will be counted as one tree. Three palms may be substituted for one tree provided that fifty (50) per cent of requirement shall be trees.

c. Fifty (50) per cent of the required trees shall be species other than palm trees (Palmaceae family) except when planted in accordance with an approved plan prepared by a Florida registered landscape architect.

d. Trees of species whose roots are known to cause damage to public roadways or other public works shall not be planted closer than twelve (12) feet to such public works, unless the tree root system is completely contained within a barrier for which the minimum interior containing dimensions shall be three (3) feet times five (5) feet and five (5) feet deep, and

for which the construction requirements shall be six-inch thick concrete with fiber mesh and no wire mesh or by a root barrier product approved by the city engineer.

e. None of the following trees shall be planted within the Sunrise Planned Development and where they presently exist when permit application is made, their removal shall be a condition of any final development order: Melaleuca, leucadendron (punk tree), Schinus terebinthifolius (Brazilian pepper) and Casuarina sbp. (Australian pine). Nor may any of the following trees be planted for purposes of complying with requirements of this article: any species designated as category I on the Exotic Plant Pest Council's current list of "Florida's Most Invasive Species", Cupaniopsis anacardioides (Carrotwood), Dalbergia sissoo (Rosewood), Albizzia lebbeck (Woman's tongue), Araucaria heterophylia (Norfolk Island pine), Grevillea robusta (Silk oak), Melia azadaracha (Chinaberry), Ficus spp. (non-native Ficus), Eucalyptus spp. (Eucalyptus).

f. Shrubs and hedges. Shrubs used to meet the requirements of this section shall be a minimum of twenty-four (24) inches in height when planted. Hedges, where required, shall be planted and maintained so as to form a thirty-six-inch or higher continuous, unbroken, solid, visual screen.

g. Ground covers. Ground covers used in lieu of grass, or in part, to meet the requirements of this section, shall be planted in such a manner as to present a finished appearance and reasonably complete coverage within three (12) months after planting.

h. Grass. Grass used to meet the requirements of this section shall be planted with species normally grown as permanent lawns in the county. Grass areas will be sodded, except that plugging, sprigging or seeding of grassy areas may be permissible with respect to expansive areas. As to all lots, solid sod shall be used in swales, detention or retention areas and other areas subject to erosion.

i. Existing plant material. When plant material exists on a site prior to the date application for a permit is made, credit may be allowed for such plant material provided that it is protected during construction and incorporated into the required landscaping in a manner which satisfies the requirements of this article.

(2) *Landscaped areas.* Each separate landscaped area shall have at least one tree, one or more shrubs, or one or more hedges, and ground cover. So as to support long term plant health, planting soil for all landscaped areas shall consist of existing soil mixed with fifty (50) per cent recycled top soil. Such planting soil shall be free of debris, roots, clay, stones, plants or other foreign materials. The planting soil meeting requirements of this subsection shall extend to an appropriate depth so as to eliminate any hindrance to planting operations or detriment to good plant growth. Compliance with these soil requirements shall be verified as part of the final inspection.

(3) *Landscape strips.* Between street rights-of-way and vehicular use, building and retention/detention areas, there shall be a landscaped strip of land, except where driveways are located, meeting these requirements:

a. The strip shall be at least six (6) feet wide for lots under ten thousand (10,000) square feet in size and at least ten (10) feet wide for lots ten thousand (10,000) square feet or larger;

b. The landscape strip shall include an average of at least one tree for each three hundred (300) square feet of required landscaped area. The remainder of the required landscaped area shall be completely covered with grass, ground cover or other landscaped treatment and shall additionally contain a screen of landscaping which shall be installed and maintained so as to form a thirty-six-inch or higher continuous, unbroken, solid, visual screen within a maximum

of one year after the landscaping takes place, except in clear vision areas required in section 22-53.

(4) *Other property.* All property, other than the required landscape strip, located between street right-of-way and buildings, shall be completely covered with grass or other ground cover except to the extent there are permitted, impervious surface structure such as sidewalks, plazas and driveways.

(5) *Vehicular use, building and retention/detention areas adjacent to other property.* Landscape standards for these areas are as follows:

a. Where a vehicular use area, building or retention/detention area does not abut a street right-of-way but abuts other property (areas encumbered by existing Florida Power & Light electrical transmission easements or by conservation easement will not require any buffer within the easement area), there will be a landscaped strip of land which is at least ten (10) feet wide. When a property line abuts a building, another structure, a joint driveway or joint parking area, such landscaped strip shall not be required.

b. The landscaping strip required by the immediately foregoing subsection shall include an average of at least one tree for each three hundred (300) square feet of the required landscape area. The remainder of the required landscape area shall be landscaped with grass, ground cover or other landscape treatment.

c. When the area to be screened is a vehicular use area or building area of an industrial zone and abuts single-family, multi-family or agriculturally zoned land, such area shall have a site obscuring fence or wall so as to provide a visual buffer between such area and the adjacent multi-family, single-family or agriculturally zoned land. Such fence or wall will be constructed from wood, stone, brick, PVC/vinyl or other suitable material and be a minimum of six (6) feet high, not to exceed 8 feet in height. For "Other Areas" adjacent to single-family, multi-family or agriculturally zoned land, see number 8 below.

d. When the area to be screened is a vehicular use area, building area or retention/detention area of a commercial zone, or a retention/detention area of an industrial zone, and abuts single-family, multi-family or agriculturally zoned land, such area shall have a site obscuring fence or wall, or a planted material so as to provide a visual buffer between such area and the adjacent multi-family, single-family or agriculturally zoned land. Such fence or wall will be constructed from wood, stone, brick, PVC/vinyl or other suitable material and be a minimum of six (6) feet high. If planted material is used in lieu of a fence or wall, it shall be 48" high at time of planting and maintained so as to form a four-foot or higher continuous, unbroken, solid visual screen within a maximum of one year after planting. The planted material shall be of a species which in St. Lucie County normally grows to a height of six (6) feet or more and will be allowed to grow to a height of 6 feet or more. For "Other Areas" adjacent to single-family, multi-family or agriculturally zoned land, see number 8 below.

(6) *Interior vehicular use areas.* The following are standards relating to landscaping of interior vehicular use areas:

a. Lots with vehicular use areas that are four thousand (4,000) or more square feet in size shall have at least one square foot of interior landscaping for each fifteen (15) square feet of vehicular use area, except that areas in a Flex Industrial/Warehouse Lot Type shall only be required to have at least one square foot of interior landscaping for each thirty (30) square feet of vehicular use area. Each separate landscaped area shall be curbed and contain a minimum of one hundred (100) square feet of area and shall be at least ten (10) feet wide and ten (10) feet deep exclusive of curbing in all locations. Progressive urban parking area designs may be used to provide adequate space for multiple tree plantings and allow for

proper tree root development so shade trees can grow and develop large canopies to reduce parking lot heat islands.

b. Interior landscaping shall include an average of at least one tree for each one hundred (100) square feet of required landscaped area. The remainder of the required landscaped area shall be landscaped with grass, ground cover or other landscaped treatment. Such landscaped areas shall be located in such a manner as to divide and break up the expanse of paving and at strategic points to guide traffic flow and direction.

c. When trees exist on a site prior to site development, the amount of the required interior landscaped area may be reduced by the following amount for preserving existing trees, provided that the total amount of the interior landscaped area is not reduced by more than fifty (50) per cent.

Diameter of tree	Reduction in interior
4.5 feet above ground level	Landscaped areas
Over 12 inches	500 square feet
6 inches to 12 inches	400 square feet
Under 6 inches but over 3 inches	100 square feet

These reductions in the interior landscaped areas shall only apply where the preserved tree is in a planting area which has dimensions not less than the radius of the crown spread measured from the trunk center and where no grade changes within the landscaped area may be anticipated.

(7) *Residential Buffers.* 50’ strip of land immediately adjacent to street rights-of-way

a. Refer to Exhibit D

(8) *Other areas (i.e., open stock or storage yards, container or trailer storage, etc.)* . When an area other than a vehicular use, building and retention/detention area of a developed lot in a Flex Industrial/Warehouse or Commercial- General Lot Type abuts adjacent single-family, multi-family or agriculturally zoned land, such area *(i.e., open stock or storage yard, container or trailer storage, etc.)* in a commercial or industrial zone shall have a site obscuring fence or wall so as to provide a visual buffer between such area and the adjacent multi-family, single-family or agriculturally zoned land. Such fence or wall will be constructed from wood, stone, brick, PVC/vinyl or other suitable material and be a minimum of six (6) feet high, not to exceed 8 feet in height. There shall be at least one shrub, bush or vine planted along the fence or wall for each ten (10) feet of fence or wall for the purpose of beautifying the fence or wall.. The planted material shall be a minimum of 36”in height at time of planting and be of a species which in St. Lucie County normally grows to a height of six (6) feet or more and will be allowed to grow to a height of 6 feet or more.

(9) *Screening of refuse collection areas.* Refuse and recycling dumpsters utilized within any Lot Type shall be screened from view on all sides and shall be gated. Gates may be left open only on scheduled pick up days and must be closed following pick up. Such screening shall consist of a six-foot-high masonry wall or wooden fence. In addition, when feasible, one shrub or hedge shall be planted at two-foot centers along the outside perimeter of the screen. Dumpsters shall be located in an area that minimizes public view.

(10) *Installation of landscaping.* All landscaping required by this section shall be installed in compliance with these requirements:

a. Landscaping shall be installed in accordance with the approved landscape plan, including all specified conditions to a particular landscape approval, and inspected prior to issuance of a certificate of occupancy. Such inspection shall include verification that planting soil meets specified composition and depth requirements. In the event there are any changes to the approved landscape plan, such changes must be reviewed and approved by the City Planning Department and noted on the plan prior to notification for the final inspection for a certificate of occupancy.

b. Landscaped areas shall be covered in their entirety with shrubs, ground cover, turf, or three (3) inches of bulk organic mulch or other suitable material which permits percolation and is approved by the department. Where mulch is used, it must be protected from washing out of the planting bed. Inorganic mulch, such as gravel or rock, should only be used where washouts occur. The final inspection prior to issuance of certificate of occupancy, shall include verification that any mulch is installed at the requisite depth.

c. Trees which are balled and burlaped must have the burlap removed or folded down at the time of the planting. All twine or rope must be removed. If wire baskets are used, the upper rows must be cut before planting. Remove all soil from above the root flare and plant the tree so the top of the root ball is ten (10) per cent above the landscape soil. Do not place any soil or mulch over the root ball. If stakes or guide wires are used to support a tree, the wire must be covered with protective material where it is in contact with the tree and the stakes or guide wires must be removed after one year.

d. All landscaping required by this section must be protected from vehicular and pedestrian traffic by the installation of curbing, wheel stops or other protective devices along the perimeter of any landscaping which adjoins vehicular use areas or sidewalks. These protected devices shall have a minimum height of six (6) inches above grade.

e. No parking, display of vehicles or outside storage or display of merchandise is permitted in or over any required landscape area, nor are vehicles permitted to overhang any required landscaped area.

f. Soil, except for planting soil, in which required landscape is to be installed must be generally indigenous to the locale. Soil must be loose, friable, and free of limestone and other construction materials, road base material, rocks, weeds, grasses, hard pan, clay or other debris. PH shall be adjusted where necessary to be compatible with the plant species being installed. Soil shall be slightly swaled to retain surface stormwater. Backfill soil material shall be thoroughly watered in and around plant root balls to prevent any air pockets. The use of amended and enriched soils may be required where necessary to increase the water retention capabilities of soil in order to reduce the amount of watering needed to meet the landscaping water requirement. Final inspection of required landscape prior to issuance of the certificate of occupancy shall include PH testing to verify compatibility with permitted plantings.

g. To minimize traffic hazards at street or driveway intersections, all landscaping installations must provide unobstructed views as required by applicable City of Fort Pierce Code of Ordinances.

h. Any irrigation system placed on city right-of-way will be the responsibility of the property owner who shall relocate, replace or repair the system as appropriate in the event it is damaged due to permitted construction in the right-of-way.

i. Prior to issuance of certificate of occupancy, final landscape installation shall be certified as complete and in conformance to the approved landscape plan by submission of a certification letter by a landscape architect.

(11) *Maintenance of landscaping.* Property owners shall maintain all required landscaping within their respective lot so that it continues to present a healthy, neat and orderly appearance free of refuse and debris, in conformity with the following requirements:

a. Vegetation required by this section shall be replaced with equivalent vegetation if it is not living. All trees for which credit is awarded and which subsequently die shall be replaced by the same number of living trees according to the standards established in this article.

b. Maintenance shall include sufficient weeding, watering, fertilizing, pruning, mowing, edging, mulching and other horticultural practices so as to assure that the landscaping continues to maintain a healthy, neat and orderly appearance.

(12) *Landscape Plans:*

(a) Refer to current City of Fort Pierce Code of Ordinances for applicable landscape plan submittal requirements.

(13) Irrigation plans:

(a) Refer to current City of Fort Pierce Code of Ordinances for applicable irrigation design and plan submittal requirements.

(14) Street Rights of way landscaping.

Refer to Exhibits A, B, C

Tree Protection and Mitigation:

(a) Prior to the removal or grubbing of native vegetation for the purpose of implementing a final development order, the removal plan shall demonstrate that reasonable effort was made to micro-site impervious surfaces so as to protect such vegetation.

(b) Any native tree at least fourteen (14) inches in diameter at breast height (DBH), except for palms which have a minimum clear trunk of ten (10) feet, shall be preserved and protected in accordance with this article, unless the tree is determined to be a safety hazard, prevents the reasonable development of a site, is causing damage to structures or more desirable trees around it, is infected with disease or is infested with insects. A land clearing applicant shall demonstrate why the tree should not be protected or why it is not feasible to develop without removing the tree.

(c) When a native tree is at least fourteen (14) inches DBH, except for palms which shall have a minimum clear trunk of ten (10) feet, is to be removed pursuant to a tree removal permit, such permit shall not be issued unless or until there is additionally approved by the department a mitigation plan. Any replacement trees which are the subject of such mitigation shall be planted, relocated, or preserved before issuance of the final development order.

(d) Mitigation shall be required for the loss of any native tree at least fourteen (14) inches DBH (except for palms which shall have a minimum clear trunk of ten (10) feet) and shall include the following:

(1) The replacement trees, either preserved, relocated or newly planted, shall be of the same or other native species as the tree(s) approved for removal;

(2) The quality and replacement of the replacement trees shall exceed the minimum landscape requirements otherwise set out in this article and shall be at least twelve (12) feet tall and two and one-half (2½) inches DBH except for palms which shall have a minimum clear trunk of ten (10) feet. Any tree which is the subject of a mitigation plan shall be replaced at a ratio of one inch DBH for each inch of DBH removed, except that each palm tree which is preserved through on-site protection or relocation will count towards any required palm tree mitigation requirement at a rate of one palm tree preserved/relocated equal to one palm tree removed. The following mitigation credit shall apply:

a. Trees preserved or relocated on-site, which exceed the minimum landscape requirements of this article shall count as equivalent replacement DBH;

b. Trees planted on-site which exceed the minimum landscape code shall count as half credit towards the mitigation requirements.

(3) The replanting design shall provide adequate space for root and crown development;

(4) The property owner shall be responsible for maintenance of the mitigation trees, such responsibility to include replacement of unhealthy and dead trees. The property owner shall submit to an on-site inspection of the planted/preserved vegetation twelve (12) months after the issuance of the final development order or permit approval. If it is determined that the planted vegetation is dead, diseased or otherwise not in compliance with provisions of this Code and the original approved mitigation plan, the property owner shall be provided notice and directed to correct any such deficiencies and replace all non-compliant materials within sixty (60) days.

(5) When the property being developed is not suitable for on-site mitigation, the applicant's plan, may, with city approval, provide for use of a site on city public lands providing that the applicant furnishes all necessary services incident to such mitigation on public property, including but not limited to funding of plant materials and labor. Alternatively, the applicant may contribute a fee established by the city commission by resolution per inch DBH required for mitigation to the city to be used by the city for acquisition, maintenance or planting of native trees on publicly owned lands. Any such monies contributed in satisfaction of the applicant's mitigation requirement shall be placed in a specially designated fund entitled the City of Fort Pierce Tree Preservation Funds, the use of which is limited as provided in this section.

(e) Tree protection as justification for variance relief from other land development regulations. Inasmuch as tree protection is determined to be a vital importance to the health, safety, aesthetics and well-being of the community, the interest in preserving a protected tree shall be considered prima facie a unique or special condition or circumstance peculiar to the land involved for the purpose of application for a variance from the literal requirements of a land development ordinance, or these design and development guidelines, such as building set backs, parking space requirements, or minor or residential street right-of-way widths, providing adjustments are made elsewhere on the site to preserve the maximum permitted lot coverage and the total minimum number of parking spaces, and provided safety precautions are taken to offset any hazard resulting from decreased right-of-way widths.

(f) Pruning and trimming. Trees shall be pruned only as necessary to promote uniform healthy growth. Trees shall be allowed to attain their natural size. Trees may be pruned to remove diseased or dying portions in areas where falling limbs may be a hazard to people or property. Lower limbs and suckers may be selectively removed to provide clearance for pedestrians. In addition, trees located in association with vehicular use areas shall also be pruned to allow for a clearance of seven (7) feet from ground level to avoid potential for damage or injury to vehicles and pedestrians. However, excessive pruning or pollarding of trees into round balls of crown or branches, which results in an unnecessary reduction of leaf mass shall be prohibited. Severe cutting back of lateral branches and canopy or topping or hatracking trees is expressly prohibited. All pruning shall be accomplished in accordance

with National Arborists Association standards for pruning. The City planning department shall maintain a stock of these written standards to give out to permit applicants, particularly though not exclusively to homeowners. Pruning restrictions shall not apply to trees under power lines except for Historic trees, Live oak trees (Quercus virginiana) and other valuable trees specified by the department that fall in the protected tree size range. In the event that any tree trimmer is found to be in violation of these guidelines, the director of development is authorized to direct that all tree trimming activities are halted until corrective measures are accomplished such as but not limited to installation of protective covers for electric wires that will eliminate the need for trimming specific trees.

Signs (Not including Off-premises Signs/Billboards):

(a) General. In addition to the requirements set forth herein below for Permitted Temporary Signs and Permitted Permanent Signs, this section shall apply to specific types of signs.

(b) *On-premises signs.*

(1) Wall signs:

a. Shall not extend more than eighteen (18) inches from the wall or facade of the building to which they are attached.

b. Shall not extend more than twenty-four (24) inches above the roof or parapet of a building, whichever is greater.

c. Shall be located on the main street wall face of the establishment or building they identify except that up to fifty (50) per cent of such permitted sign area may be located on other wall faces.

d. Shall be adequately constructed and securely anchored in accordance with the requirements of Chapter 117 of the Standard Building Code.

(2) *Projecting signs:*

a. Shall provide a vertical clearance of not less than nine (9) feet over any pedestrian walkway or fourteen (14) feet over any vehicular driveway.

b. Shall not extend closer (leading edge measured horizontally) than eighteen (18) inches to the curbface or, where no curb is installed, to the curblines as established by the city engineer, whichever is less.

c. Shall not extend more than twenty-four (24) inches above the roof or parapet of a building, whichever is greater.

d. Shall be adequately constructed and securely anchored in accordance with the requirements of Chapter 117 of the Standard Building Code.

(3) *Ground signs:*

a. Sites that are less than three (3) acres shall have a maximum height of ten (10) feet in height,

1. Sites that are greater than three (3) acres and less than five (5) acres shall have a maximum height of twelve (12) feet.

2. Sites that are greater than five (5) acres and less than ten (10) acres shall have a maximum height of fifteen (15) feet.

3. Sites that are greater than ten (10) acres and less than twenty (20) acres shall have a maximum height of eighteen (18) feet.

4. Sites that are greater than twenty (20) acres shall have a maximum height of twenty (20) feet.

b. Shall not be located less than five (5) feet from any public right of way line, adjacent property line, or structure.

c. Shall provide a vertical clearance of not less than nine (9) feet over any pedestrian walkway or fourteen (14) feet over any vehicular driveway.

d. Shall be adequately constructed and securely anchored in accordance with the requirements of Chapter 117 of the Standard Building Code.

e. Shall have a landscaped area around its base which extends a minimum distance of three (3) feet in all directions. Such landscaped area shall be completely covered by ground cover and shrubs, hedges or similar vegetative materials. Vegetation in the area surrounding said sign shall be maintained at a height of less than twelve (12) inches.

f. Shall conform to the clear vision areas of section 125-308 of the City of Fort Pierce Zoning Ordinance with support structures limited to a maximum two (2) feet in diameter.

Permitted Temporary Signs:

(a) General. The types and sizes or advertising structures in this section shall be permitted on a temporary basis subject to the following provisions.

(b) *Real estate signs.* Real estate signs:

(1) Shall be limited to one sign per parcel, establishment or dwelling unit.

(2) Shall not exceed the following maximum sign areas by Lot Type:

District	Square Feet
Commercial – General, Multi-Family	32

(3) Shall be removed within ten (10) days after the real estate transaction.

(4) Shall not be illuminated.

(c) *Construction project signs.* Construction project signs:

(1) Shall be limited to one sign per active construction project.

(2) Shall not exceed the following maximum sign areas by Lot Type:

District	Square Feet
Commercial – General, Multi-Family	32

(3) May contain the name of the project, contractor, subcontractor, architect, developer, supplier or financial institution.

(4) Shall not be erected prior to the issuance of a building permit and shall be removed prior to the issuance of a certificate of occupancy or certificate of completion.

(5) Shall not be illuminated.

(d) *Political signs:*

(1) Permitted to be located only on properties in the General Commercial Lot Types. Political signs may be no larger than four (4) square feet, excluding the freestanding supports. Said signs shall be freestanding on their own supports and not attached to utility poles, lampposts or other common area property. Said signs shall not have an aggregate height of the sign, including the support, exceeding three (3) feet, to be measured from the ground to the top of the actual sign, so as not to impede vision of traffic at intersections or on streetways, and said signs shall be placed on residential property no closer than twenty (20) feet from the road right-of-way or from any intersection abutting or adjacent to the property where the sign is placed so as not to impede vision of traffic at intersections. There shall be no more than one sign per political candidate or political issue per lot, and every sign in residential districts shall contain a posting date showing the date it was erected, and that date may be no sooner than thirty (30) days prior to the election in which the candidate or issue will be first on the ballot, and the date of election and the name of the person or entity erecting or posting said sign. Each sign shall be removed by the person stated on the sign within seven (7) days after the election in which the candidate or issue was last on the ballot. The city may remove any sign posted on the property if the sign is not posted in a manner specified above or more than seven (7) days have passed since the election and/or ballot. If the city incurs costs and expenses for the removal of signs because they are posted in violation of any provisions of this subsection, the person or entity named on the sign as provided for above shall be billed by the city for the costs and/or expenses of said removal. In the event that litigation arises out of the enforcement of this subsection, the city shall be entitled to all litigation costs, including attorney's fees through the appellate level.

(2) May be erected no sooner than thirty (30) days prior to the election in which the candidate or issue will first be on the ballot.

(3) Shall be removed within seven (7) days after the election in which the candidate or issue was last on the ballot.

(e) *Special event signs:*

(1) May be permitted by the developer for a specific purpose and period of time.

(2) May be displayed up to fourteen (14) days prior to the special event, during the special event which shall not exceed sixty (60) days and shall be removed within seven (7) days after the event.

(3) Shall not exceed thirty-two (32) square feet in sign area, except that the combined area of all banners shall not exceed the sign area allowed for on-premises wall or projecting signs.

(4) Shall not be illuminated.

(f) *Streamers, pennants and flags.*

(1) Shall be maintained in good condition; torn, weathered or otherwise deteriorated streamers or flags shall be repaired, replaced or removed.

(g) *Proposed development signs.*

(1) Shall be limited to one sign per parcel or establishment or dwelling unit.

(2) Shall not exceed the following maximum sign area by Lot Type:

Lot Type	Square Feet
Commercial – General, Multi-Family	32

(3) Shall have the date of erection in the lower left-hand corner of sign in letters and/or numbers at least one inch high.

(4) Shall not remain on the premises more than two years.

Permitted Permanent Signs:

The following types and sizes of signs or advertising structures of a permanent nature shall be permitted within the following zoning districts:

(1) *Multi-Family Lot Type*

1. One nonilluminated nameplate per individual dwelling unit, which shall not exceed one square foot each in sign area.
2. One nonilluminated wall or ground sign per entrance identifying only the name and/or address of a permitted principal building or use, which shall not exceed eighteen (18) square feet in sign area. Ground signs shall not exceed six (6) feet in height.
3. Nonilluminated directional signs, which shall not exceed six (6) square feet in sign area, may be installed as needed to ensure adequate way-finding.

(2) *Commercial – General Lot Types.*

1. Off-premises signs.
2. One wall sign or one projecting sign per tenant, which shall not exceed a sign area equal to twenty (20) per cent of the total wall face area fronting on the main street.
3. Any establishment, or group of establishments, which has a main street lot frontage of sixty (60) linear feet or more, shall also be permitted one ground sign. Such sign shall not exceed a sign area equal to one square foot for every three (3) linear feet of main street of lot frontage, up to a maximum of two hundred (200) square feet except that one additional ground sign shall be permitted when the main street lot frontage exceeds five hundred (500) feet. The second ground sign shall not exceed a sign area equal to one square foot for every three (3) linear feet of main street lot frontage in excess of the first five hundred (500) feet of frontage, up to a maximum of two hundred (200) square feet. Structures on out parcels with a single tenant having sixty (60) feet of frontage or more shall also be permitted a separate ground sign subject to the restrictions above. The out parcel frontage shall not be subtracted in calculating the frontage for the group of establishments.
4. One pedestrian sign per tenant, which shall not exceed six (6) square feet in sign area.
5. One rear entrance wall sign per tenant, which shall not exceed six (6) square feet in sign area.
6. Window display signs per tenant, which shall not exceed twenty-five (25) per cent of such open window area.
7. Directional signs, which shall not exceed six (6) square feet in sign area may be installed as needed to ensure adequate way-finding.
8. In addition to the other signage set forth herein, buildings with frontage on I-95 may have wall signage with a sign face area not to exceed 20% of the building façade facing I-95 or projecting wall signage not to exceed 20% of the building façade facing I-95.

(3) *Landmark/PUD Entry Sign- General Entrance to Development*

1. Sign shall not exceed 500 square feet.
2. Double sided signs shall calculate square footage from one sign
3. In addition to the other signage set forth herein, buildings with frontage on I-95 may have wall signage with a sign face area not to exceed 20% of the building façade facing I-95 or projecting wall signage not to exceed 20% of the building façade facing I-95.
4. Any establishment, or group of establishments, which has a main street lot frontage of sixty (60) linear feet or more, shall also be permitted one ground sign. Such sign shall not exceed a sign area equal to one square foot for every three (3) linear feet of main street of lot frontage, up to a maximum of two hundred (200) square feet except that one additional ground sign shall be permitted when the main street lot frontage exceeds five hundred (500) feet. The second ground sign shall not exceed a sign area equal to one square foot for every three (3) linear feet of main street lot frontage in excess of the first five hundred (500) feet of frontage, up to a maximum of two hundred (200) square feet. Structures on out parcels with a single tenant having sixty (60) feet of frontage or more shall also be permitted a separate ground sign subject to the restrictions above. The out parcel frontage shall not be subtracted in calculating the frontage for the group of establishments.
5. Illuminated signs are permitted.

Off-premises Signs/Billboards:

There currently exist two (2) two-sided billboards along the I-95 frontage, which lie within the Planned Development project boundary. The billboards are located approximately where shown on the attached Planned Development Site Plan. Developer does not own the billboards and both billboards lie within a 60' Access, Utility, Drainage and Billboard Easement, which provides for the right of the billboard owner to keep and maintain the billboards. The existence of the two (2) existing billboards shall be disregarded for purposes of determining what signage may be constructed for any development within the Planned Development. The sign face area of the two (2) existing billboards shall not be included in calculating or otherwise determining allowable sign face area for any development occurring within the Planned Development. Additionally, the sign face area of the two (2) existing billboards shall not be included in calculating or otherwise used to determine allowable sign face area of tenants or users within the Planned Development should tenants or users utilize billboard signage on one (1) or both sides of the two (2) existing two-sided billboards.

Lighting:

In addition to requirements relating to the type and style of allowable lamps, lighting fixtures, and light poles, as contained in the Sunrise POA documents, the following lighting standards shall apply to all development internal to the Sunrise Planned Development:

Lighting standards for streets:

All interior streets shall be illuminated as follows:

a. At least one (1) average foot-candle for streets classified as local, collector, arterial or higher classification;
b. At least one half (0.5) average foot-candle for streets other than collector, arterial or higher classification;

c. At least one (1) average foot-candle for sidewalks, pedestrian pathways and other pedestrian areas, other than parks, preserve areas,

Lighting standards for vehicular use areas (i.e., drive ways, drive aisles, parking areas and the like), other than a street, internal to a lot or parcel:

a. Commercial General: A minimum of two (2) foot-candles / maximum foot-candle of ten (10);
b. Residential Single Family/Multi-family: A minimum of one half (0.5) foot-candle / maximum foot-candle of six (6);

So as to prevent light pollution or spill-over onto adjacent properties, the maximum foot-candle reading at the property/line shall not exceed 0.01 foot-candles.

Lighting plan submittal requirements, along with applicable review and approval guidelines, shall be in accordance Section 125-313(d)(8) & 125-313(g)(6)– Design Review, City of Fort Pierce Code of Ordinances.

Design Review:

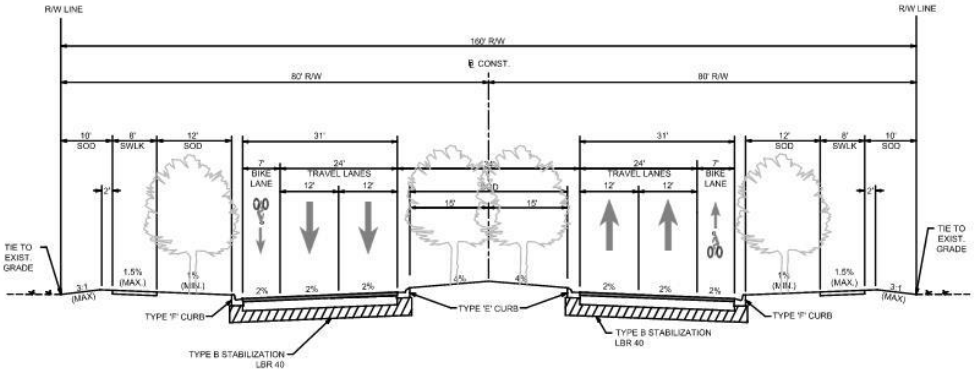
The Design Review Guidelines set forth in Section 125-314 of the City of Fort Pierce Code of Ordinances shall not apply to any development occurring within the boundary of the Sunrise Planned Development; however, the City of Fort Pierce Building Code along with any applicable State or Federal building regulations shall apply. Design guidelines concerning roofs, entrances, windows, building elevations, streetscaping, walls and fences, awnings and renovations shall be addressed in the Declaration of Covenants and Restrictions governing the Planned Development.

Private Access Tract Street Sections:

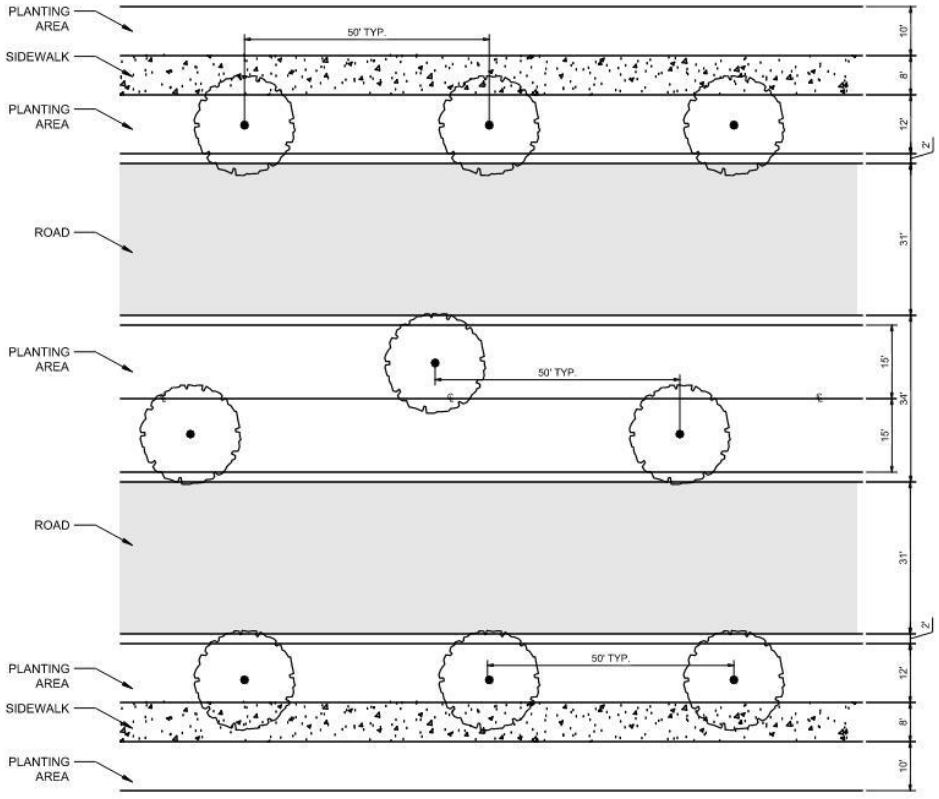
Please refer to the typical street sections below for dimensional requirements for the private internal streets proposed within the development:

Refer to Exhibits A, B, C

EXHIBIT 'A'

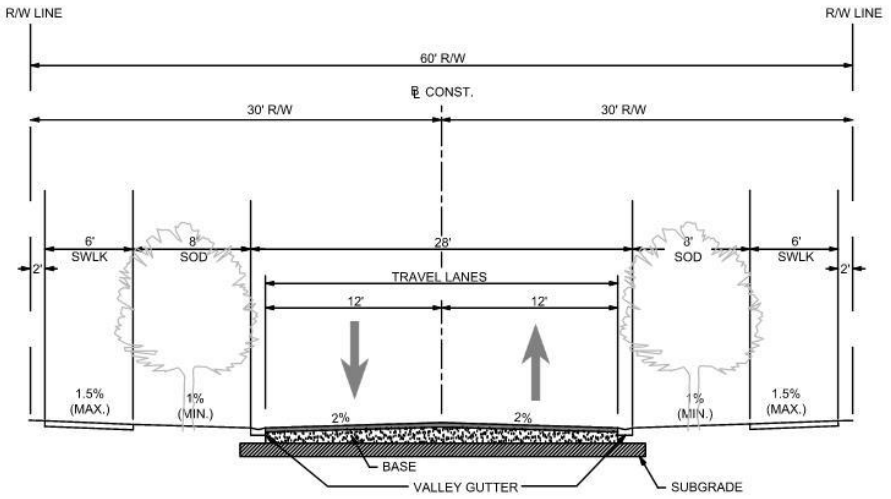


N-S ARTERIAL ROAD "A" TYPICAL SECTION
N.T.S.

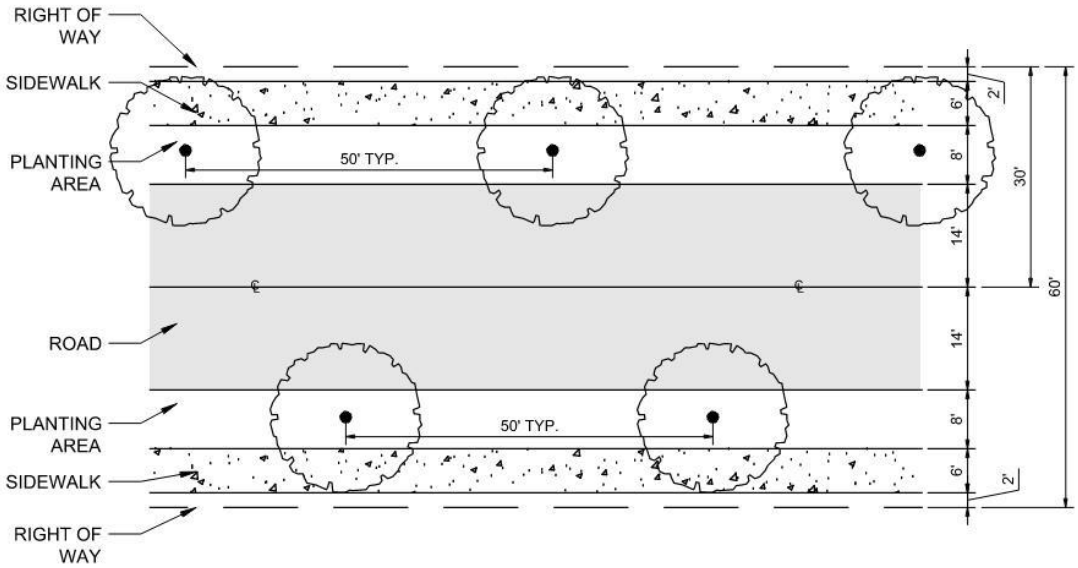


N-S ARTERIAL ROAD "A" TYPICAL PLAN
N.T.S.

EXHIBIT 'B'

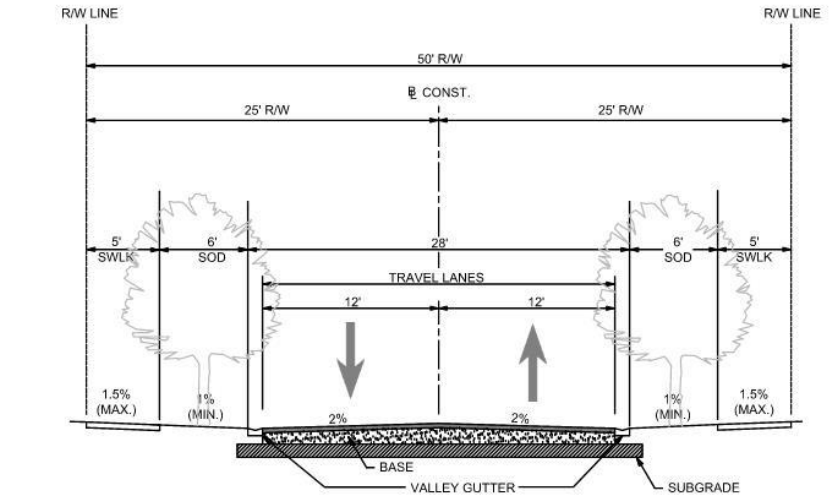


E-W LOCAL ROAD, 60' R/W TYPICAL SECTION
N.T.S.

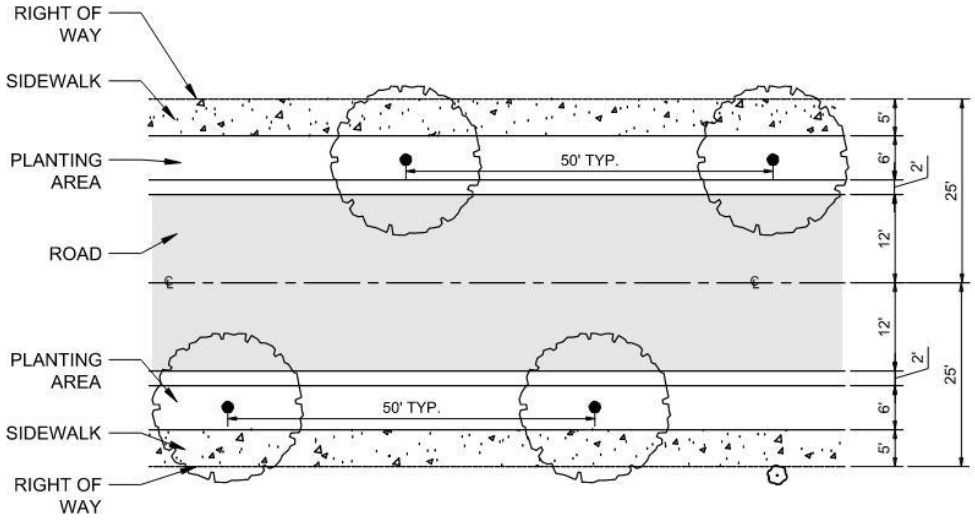


E-W LOCAL ROAD, 60' R/W TYPICAL PLAN
N.T.S.

EXHIBIT 'C'

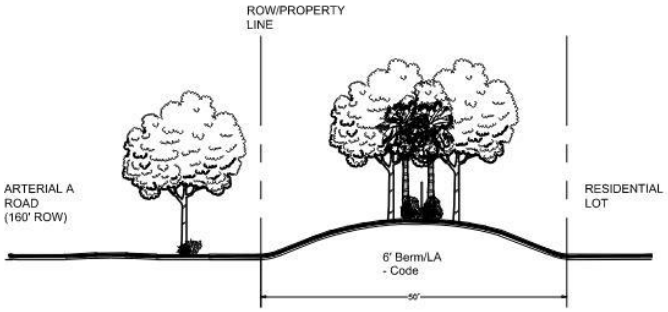


LOCAL ROAD, 50' R/W TYPICAL SECTION
N.T.S.

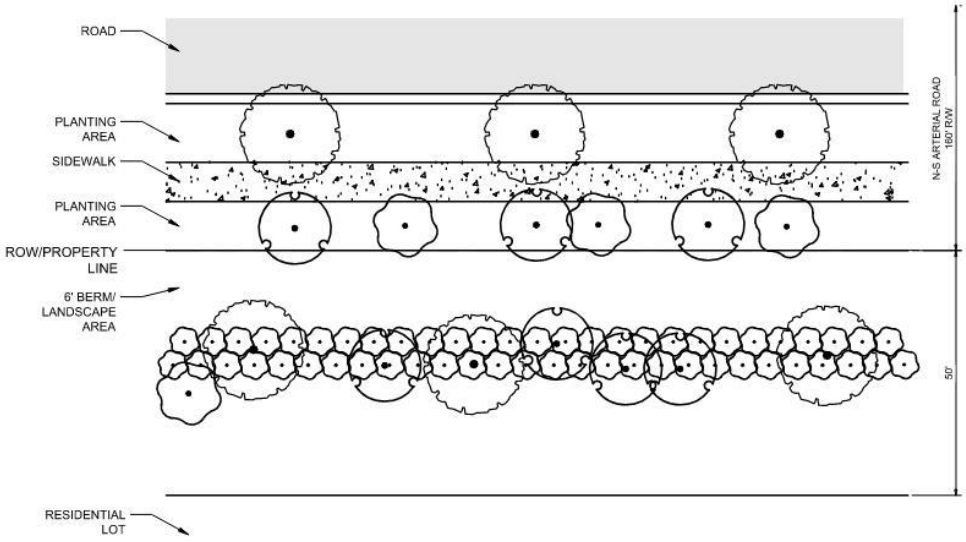


LOCAL ROAD, 50' R/W TYPICAL PLAN
N.T.S.

EXHIBIT 'D'



PERIMETER BUFFER SECTION
N.T.S.



PERIMETER BUFFER PLAN
N.T.S.

lucido&associates
Land Planning / Landscape Architecture

Kevin Freeman
Planning Director
City of Fort Pierce
100 N. US Hwy. 1
Fort Pierce FL, 34950

Re: Sunrise Residential – Historical Report
Our Reference Number: 22-405

Dear Mr. Freeman,

On behalf of Walton Acquisitions FL, LLC and Sunrise Residential, LLC, please accept this Historical Report conducted by Lucido and Associates, an authorized representative for said project. This project recommences years later off the back bone of an approved Planned Development formerly known as Village at Midway. Village at Midway focused on Warehouse and Industrial Uses while the newly proposed Planned Development provides a balanced sustainable mixed-use area for its residents.

Village at Midway was a proposed mixed-use project situated on approximately 516.32 ac. of land lying immediately north of Midway Road, west of I-95, within the City of Fort Pierce. The project was comprised of two parcels of land, one of which is approximately 116 ac. was annexed into the City, while the second parcel is approximately 400 ac. and was annexed into the City on July 19, 2010. Uses within the proposed development included flex industrial and warehouse, flex office and highway oriented commercial development along with neighborhood commercial, general commercial and limited multi-family residential uses on the western portion of the project site.

Sunrise Residential as proposed will provide for a cohesive project build-out, will provide the foundation for future tenants to submit detailed development plan proposals for review and approval by the City. The intent of the proposed project was to provide the potential for sustainable and flexible development options for a variety of uses by utilizing the Planned Development zoning district. This affords all involved, including the City, developer and potential tenants, a clear, agreed path to provide for the most efficient and flexible development of the subject parcels.

We appreciate the opportunity to work with you in making this project become a reality and encourage any feedback and constructive dialogue you may have to lend. Should you have any questions, please do not hesitate to contact me directly.

Kindest Regards,

Derrick E Phillips Jr

TRAFFIC IMPACT ANALYSIS

Sunrise Residential
Fort Pierce, FL

Prepared for:
Mills, Short & Associates, LLC
700 22nd Place, Suite 2C & 2D
Vero Beach, FL 32960

Prepared by:

MacKenzie
Engineering & Planning, Inc.
1172 SW 30th Street, Suite 500
Palm City, FL 34990
(772) 286-8030

093033
June 2023

CA 29013

Shaun G. MacKenzie P.E.
PE Number 61751

EXECUTIVE SUMMARY

MacKenzie Engineering and Planning, Inc. performed an analysis of the traffic impacts resulting from the proposed project site located north of Midway Road and west of I-95, Fort Pierce, Florida (PNC: 3302-212-0001-000-4; 2334-410-0000-000-1; 2334-340-0000-000-7). The applicant proposes to develop 516.95 acres with 1,200 single family dwelling units (DUs), 300 multi-family DUs and 100,000 SF of commercial use. The build out year is 2028.

The proposed development will generate the following net new external trips:

- 13,503 daily, 1,025 AM peak hour (337 in/688 out), and 1,341 PM peak hour (793 in/548 out) trips.

The proposed development will generate the following cumulative driveway trips:

- 16,201 daily, 1,162 AM peak hour (422 in/740 out), and 1,603 PM peak hour (937 in/666 out) trips.

The following modifications are necessary allow the surrounding roadway network to operate acceptably:

- Widen Midway Road from the Project Site to I-95 from 2-lanes to 4-Lanes (responsibility of Wylder) and the widening of Midway Road from East Torino Parkway to Milner Road (over Florida's Turnpike).

The development of the project causes Midway Roadway from the Project Entrance to I-95 to fail as a 4-lane road. Therefore, 6-laning of Midway Road from the Project Entrance to I-95 is recommended as a part of the project related improvements.

A traffic signal is recommended at Driveway 1(Arterial Road A) & Midway Road. A 535-foot ingress right-turn and 260-foot left-turn lane are recommended at Driveway 1.

The project satisfies Fort Pierce transportation concurrency requirements with the addition of the recommended project improvements.

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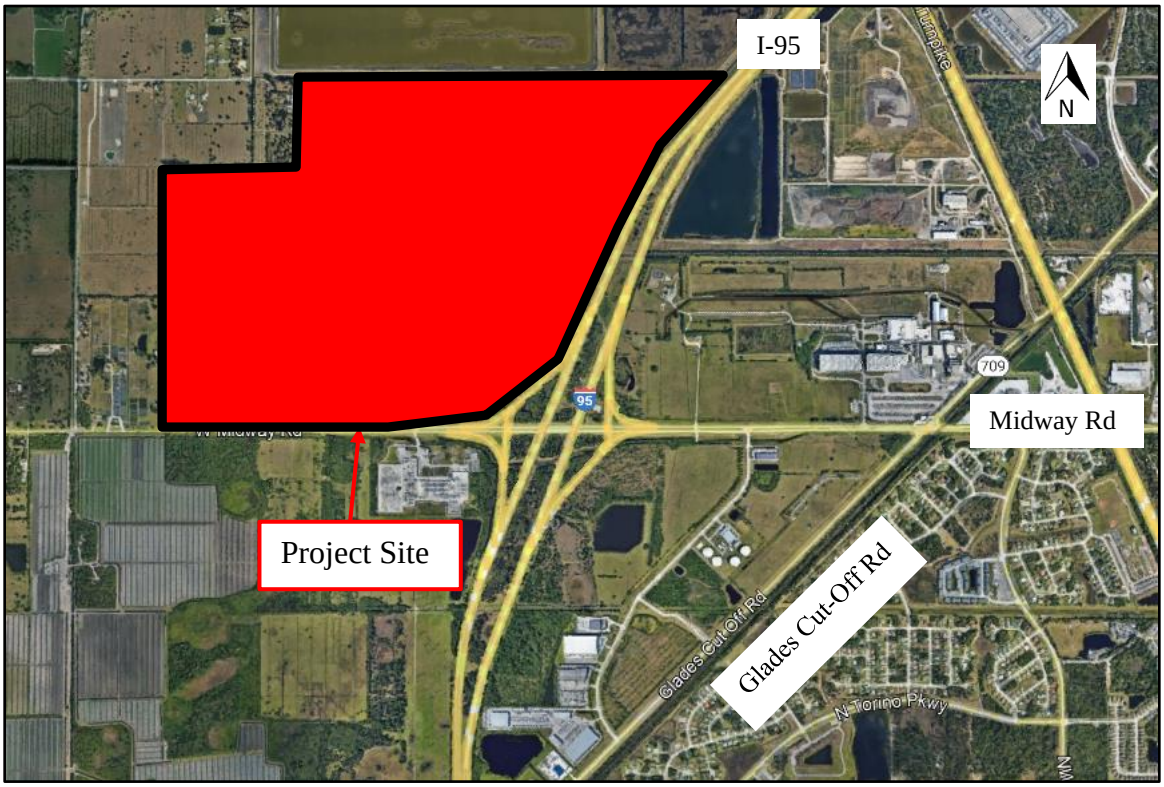
INTRODUCTION

MacKenzie Engineering and Planning, Inc. performed an analysis of the traffic impacts resulting from the proposed project site located north of Midway Road and west of I-95, Fort Pierce, Florida (PNC: 3302-212-0001-000-4; 2334-410-0000-000-1; 2334-340-0000-000-7). The applicant proposes to develop 516.95 acres with 1,200 single family dwelling units (DUs), 300 multi-family DUs and 100,000 SF of commercial use. The build out year is 2028. Figure 1 shows the site location.

Figure 1. Site Location



DATA

The most relevant information contained below will be used to develop the foregoing traffic analysis.

- FDOT's Q/LOS Manual
- St. Lucie County Traffic Counts and Level of Service Report (2022)
- *Trip Generation, 11th Edition* (ITE report)

TRIP GENERATION

Trip generation is based on Institute of Transportation Engineering's (ITE) manual, *Trip Generation Manual (11th Edition)*. The study used Single Family Detached (ITE Land Use 210), Multi-family Housing (Low-Rise) (ITE Land Use 220) and Shopping Plaza (40-150k).

Proposed Use

- 1,200 Single Family DUs (ITE Land Use 210)
- 300 Multi-family Housing DUs (ITE Land Use 220)
- 100,000 Shopping Plaza (ITE Land Use 821)

The proposed development will generate the following net new external trips:

- 13,503 daily, 1,025 AM peak hour (337 in/688 out), and 1,341 PM peak hour (793 in/548 out) trips.

The proposed development will generate the following cumulative driveway trips:

- 16,201 daily, 1,162 AM peak hour (422 in/740 out), and 1,603 PM peak hour (937 in/666 out) trips.

Table 1 presents the project's trip generation.

Table 1. Trip Generation

Land Use	Intensity		Daily Trips	AM Peak Hour Total	AM Peak Hour In	AM Peak Hour Out	PM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out
Proposed Land Use									
Single Family Detached	1,200	DU	9,926	715	186	529	1,027	647	380
Multi-family Housing (Low-rise)	300	DU	1,998	116	28	88	150	95	55
Shopping Center (40-150k) (w/ Supermarket)	100	1000 SF	9,109	353	219	134	886	425	461
Subtotal			21,033	1,184	433	751	2,063	1,167	896
	AM	PM/ DAILY							
Internal Capture									
Single Family Detached	1.3%	15.9%	1,575	9	4	5	163	120	43
Multi-family Housing (Low-rise)	1.7%	44.7%	892	2	1	1	67	44	23
Shopping Center (40-150k) (w/ Supermarket)	3.1%	26.0%	2,365	11	6	5	230	66	164
Subtotal	1.9%	22.3%	4,832	22	11	11	460	230	230
Pass-By Traffic									
Single Family Detached	0.0%		0	0	0	0	0	0	0
Multi-family Housing (Low-rise)	0.0%		0	0	0	0	0	0	0
Shopping Center (40-150k) (w/ Supermarket)	40.0%		2,698	137	85	52	262	144	118
Subtotal			2,698	137	85	52	262	144	118
NET PROPOSED TRIPS			***13,503***	***1,025***	***337***	***688***	***1,341***	***793***	***548***
Total Proposed Driveway Volumes			***16,201***	***1,162***	***422***	***740***	***1,603***	***937***	***666***
NET CHANGE IN TRIPS			**13,503**	**1,025**	**337**	**688**	**1,341**	**793**	**548**
DRIVEWAY TRIPS			**16,201**	**1,162**	**422**	**740**	**1,603**	**937**	**666**

Note: Trip generation was calculated using the following data:

Land Use	ITE Code	Unit	Daily Rate	Pass-by Rate	AM Peak Hour in/out	AM Peak Hour Rate	PM Peak Hour in/out	PM Peak Hour Equation
Single Family Detached	210	DU	Ln(T) = 0.92 Ln(X) + 2.68	0%	26/74	Ln(T) = 0.91 Ln(X) + 0.12	63/37	Ln(T) = 0.94 Ln(X) + 0.27
Multi-family Housing (Low-rise)	220	DU	T = 6.41(X) + 75.31	0%	24/76	T = 0.31(X) + 22.85	63/37	T = 0.43(X) + 20.55
Shopping Center (40-150k) (w/ Supermarket)	821	1000 SF	T = 76.96(X) + 1412.79	40%	62/38	3.53	48/52	T = 7.67(X) + 118.86

ITE 11th Edition

Internal Capture

Internal capture is conservatively estimated at 1.9% for the AM peak hour and 22.3% for the Daily/PM peak hour conditions based on the initial internal capture estimates. The internal capture is summarized in Exhibit 2A and detailed in Exhibits 2B and 2C for proposed conditions. Internal Capture rates between uses are based on rates contained within ITE's *Trip Generation Handbook*.

Pass-by Capture

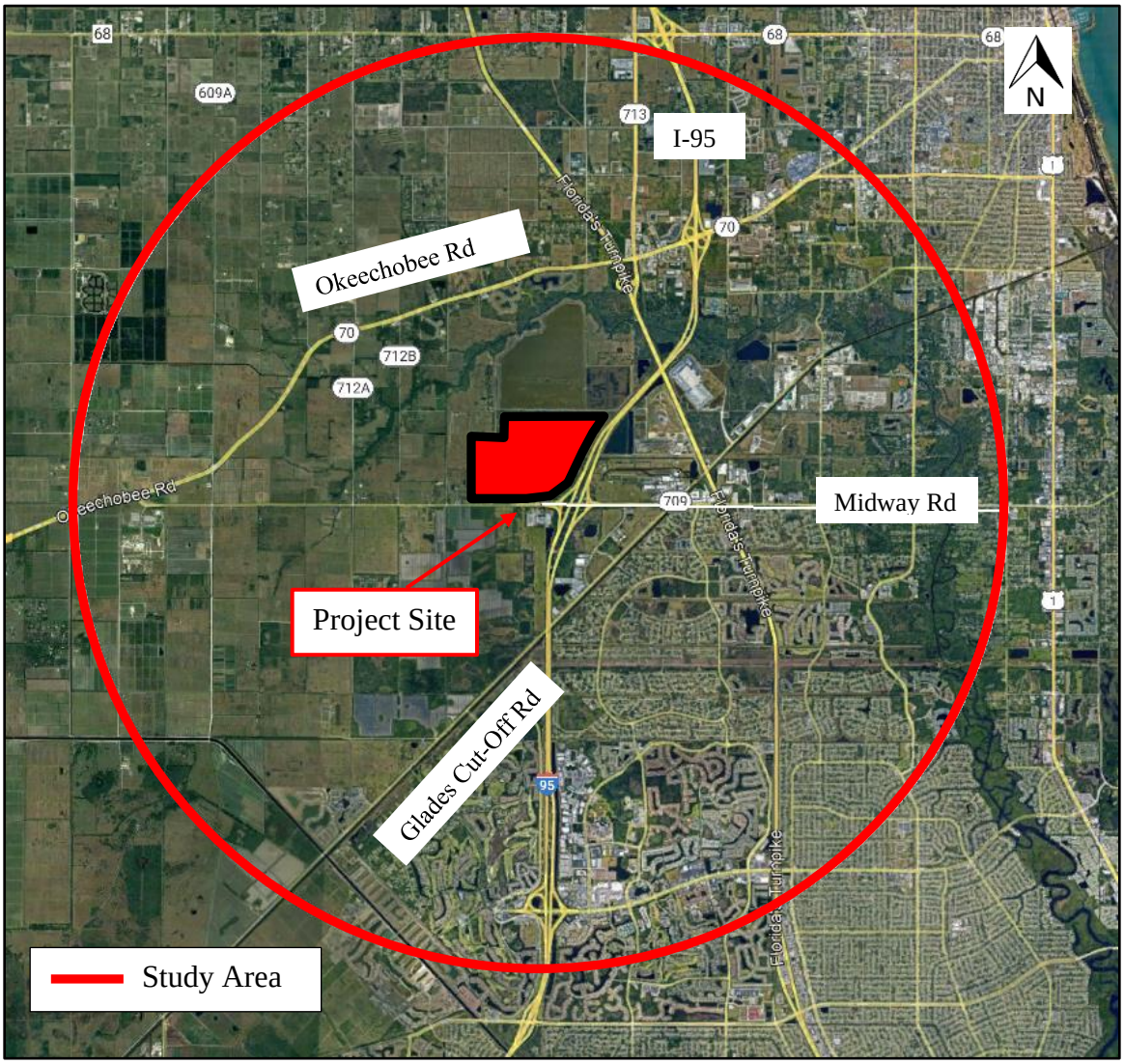
The proposed pass-by capture rate of 40 percent is used for commercial uses and is in accordance with the ITE pass-by rates for the land use Shopping Plaza (40-150k) (Land Use 821).

STUDY AREA

The required study area for the project is 5 miles in accordance with Section 22-217(f)(2)2.

Figure 2 displays the area of influence.

Figure 2. Study Area



COMMITTED IMPROVEMENTS

MacKenzie Engineering and Planning, Inc. (MEP) reviewed the FDOT 5-year work program and the St. Lucie County TIP Report. The following improvements affect roadway capacity and are within the study area of the project:

- Dual left-turns lanes at both I-95 off ramps – FDOT
- 4-Laning Midway Road from Jenkins Road to Selvitz Road - FDOT – 2024
- New 2-Lane Jenkins Road from Midway Road to Glades Cut-Off Road - SLC – 2024
- 4-Laning Selvitz Road - Glades Cut-Off Road to Edwards Road

COMMITTED PROJECT

The committed project Wylder (LTC Ranch DRI) west side will be included in roadway analysis and intersection analysis. Wylder is responsible for 4-laning Midway Road from their project entrance (Wylder Parkway) to I-95.

TRAFFIC DISTRIBUTION

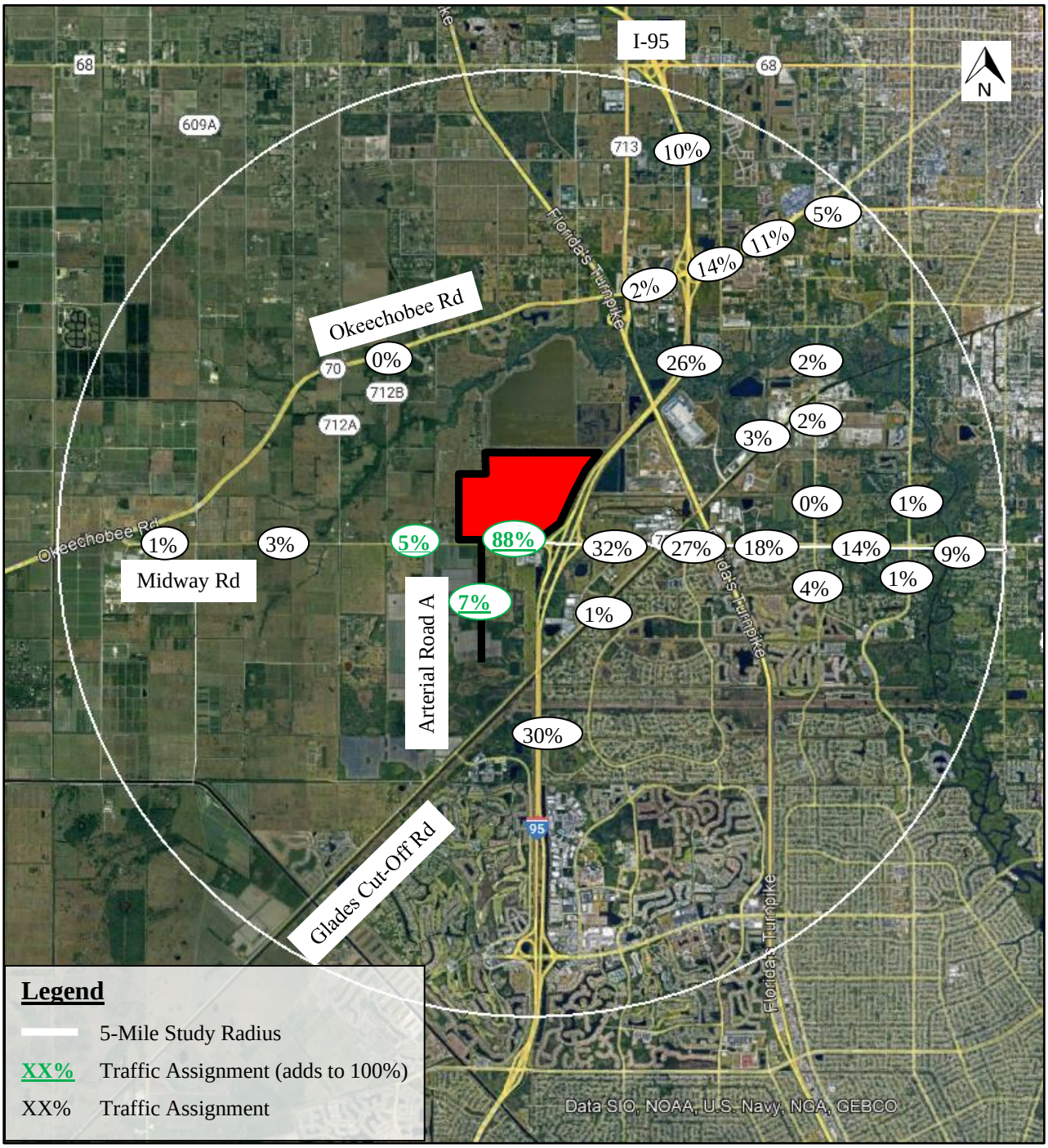
Traffic distribution and assignment was developed based upon a select zone assignment for the project using the County's Travel Demand model, Treasure Regional Planning Model (Version 4.1) (see Appendix). Land use representing the buildout of the project was input into the model. The resulting traffic assignment is representative of the distribution and assignment from the model. The overall distribution is summarized by general directions and is depicted below:

NORTH	-	0 percent
SOUTH	-	7 percent
WEST	-	5 percent
EAST	-	88 percent

TRAFFIC ASSIGNMENT

The distributed net proposed trips for the project were assigned to the roadway network within the radius of influence. The project assignment is illustrated in Figure 3.

Figure 3. Traffic Assignment



HISTORICAL GROWTH

In order to provide an accurate traffic analysis, the growth rate at each intersection was determined by a volume weighted averaging of the growth on each leg of the intersection as shown in Table 2. The historic annual growth rate on the surrounding facilities between 2018 and 2022 is 2.1%.

Table 2. Growth Rate Calculation

		Average Daily Traffic					Annaual Absolute Growth	Growth Rate
Station	**Description**	**2018**	**2019**	**2020**	**2021**	**2022**		
948537	Midway Rd, from Mc Carty Rd to I-95			5,200				
940732	Midway Rd, W of I-95	5,000	8,400		4,800	6,900	20	0.3%
945140	Midway Rd, E of I-95	19,100	21,000	19,400	22,500	23,000	930	4.0%
948538	Midway Rd, from Glade Rd to Florida Turnpike	16,800			18,700		633	3.4%
940086	Mc Carty Rd, S of Twin Creeks Dr	350	350					
940279	Glades Cut-Off Rd, S of Midway Rd			3,400				
947014	Glades Cut-Off Rd, N of Reserve Com Pkwy	5,700			4,200		-500	-11.9%
							Weighted Average	2.1%
							Growth Rate Used	**2.1%**

ROADWAY ANALYSIS

Roadway Capacity

Roadway classification follows the St. Lucie County Comprehensive Plan outlining the roadway functional classification. The St. Lucie County Transportation Element outlines the minimum Level of Service (LOS) for each roadway functional classification. Roadway Capacity is based on the St. Lucie TPO's 2022 Level of Service Report. Where road segment information is not available, the study uses Fort Pierce's minimum LOS stands to apply FDOT's 2023 Multimodal Quality/LOS Handbook.

Significance

Traffic assignment was compared to the roadway capacities and roadway segments within 2 miles of the property. Impacts of greater than one percent (1%) are considered to have significant impact. Table 3 displays the roadway segments with significant impact.

Table 3. Project Impacts (Significance)

Roadway	Segments	E + C Lanes	Capacity	Assign	Project Traffic	Impact	Significant Impact? (Y/N)
Glades Cut-Off Rd	Commerce Center Dr to Midway Rd	2	920	1%	8	0.9%	NO
	Midway Rd to Jenkins Rd	2	790	3%	24	3.0%	**YES**
	Jenkins Rd to Selvitz Rd	2	830	3%	24	2.9%	**YES**
Midway Rd	Okeechobee Rd to Shinn Rd	2	760	1%	8	1.1%	**YES**
	Shinn Rd to McCarty Rd	2	630	3%	24	3.8%	**YES**
	McCarty Rd to Project Site	2	700	5%	40	5.7%	**YES**
	Project Site to I-95	2	700	88%	698	99.7%	**YES**
	I-95 to Glades Cut-Off Rd	4	2,100	32%	254	12.1%	**YES**
	Glades Cut-Off Rd to East Torino Pkwy	4	2,100	27%	214	10.2%	**YES**
	East Torino Pkwy to Milner Dr	2	1,110	23%	182	16.4%	**YES**
	Milner Dr to W of Selviz Rd	2	1,110	20%	159	14.3%	**YES**
	W of Selvitz Rd to Selvitz Rd	4	2,100	18%	143	6.81%	**YES**
	Selvitz Rd to Christensen Rd	4	2,100	14%	111	5.29%	**YES**
	Christensen Rd to 25th St	4	2,100	14%	111	5.29%	**YES**
	25th St to Sunrise Blvd	4	2,100	9%	71	3.38%	**YES**
	Sunrise Blvd to Oleander Ave	4	2,100	9%	71	3.38%	**YES**
Okeechobee Rd	Kings Hwy to Crossroads Pkwy	6	4,240	1%	8	0.19%	NO
	Crossroads Pkwy to I-95	6	4,240	2%	16	0.38%	NO
	I-95 to Jenkins Rd	6	4,240	14%	111	2.62%	**YES**
	Jenkins Rd to Mcneil Rd	6	4,040	11%	87	2.15%	**YES**
	Mcneil Rd to Virginia Ave	6	3,170	11%	87	2.74%	**YES**
	Virginia Ave to Hartman Rd	4	2,100	1%	8	0.38%	NO
Selvitz Rd	St James Blvd to Midway Rd	2	750	4%	32	4.27%	**YES**
	Midway Rd to Glades Cut-Off Rd	2	700	0%	0	0.00%	NO
	Glades Cut-Off Rd to Edwards Rd	4	1,850	2%	16	0.86%	NO
St James Dr	Telford Ave to Midway Rd	4	2,100	1%	8	0.38%	NO
25th St	Midway Rd to Bell Ave	4	2,100	1%	8	0.38%	NO

Background Analysis

Traffic volumes were increased based on the annual compound growth rate to develop the projected year 2028 pre-development growth traffic volumes. Project traffic volumes on each road segment were developed based on the project's trip generation times the project assignment as shown in Table 3. Pre-development traffic volumes were developed by adding the existing traffic volumes and traffic growth trips. The pre-development 2028 traffic volumes were compared to the service volumes for each respective roadway segment to determine if the road is projected to operate acceptably as shown in Table 4.

Glades Cut-Off Road from Midway Road to Jenkins Road, Midway Road from Project Site to I-95 and Midway Road from East Torino Parkway to West of Selvitz Road are projected to fail due to background traffic growth and committed traffic. In accordance with Chapter 163.3180 F.S., the street maintaining agency has the responsibility to improve Glades Cut-Off Road from Midway Road to Jenkins Road with turn lanes and widen both segments of Midway Road to 4-lanes. The proposed analysis with the project traffic includes the three needed improvements as existing in accordance with Chapter 163.3180 F.S.

Post Development Analysis

The post development 2028 traffic volumes were developed by adding pre-development traffic volume plus project traffic and committed project traffic (LTC Ranch). The post development 2028 traffic volumes were compared to the service volumes for each respective roadway segment to determine if the road is projected to operate acceptably.

Midway Road from the Project Site to I-95 is projected to fail in the post-development condition. Widening Midway Road to 6-lanes is recommended from the Project Site to I-95.

Based on the analysis, the remaining roadway segments are projected to operate acceptably in 2028 with the proposed development as shown in Table 5.

MacKenzie
Engineering & Planning, Inc.

Table 4. 2028 Pre-Development Peak Hour Roadway Analysis

Roadway	Segment	E + C + BI Lanes	Count year	Peak Hour Peak Direction Volumes*	Growth Rate	2028 Traffic	Committed Project Traffic (LTC Ranch)		2028 Background	Roadway Capacity	Acceptable?	Needed Improvement	Needed Lanes	FDOT Area Type	Improved Capacity	Acceptable ?
							Assignment	Traffic								
Glades Cut-Off Rd	Midway Rd to Jenkins Rd	2	2022	667	2.1%	756	5%	95	851	790	NO	Turn Lanes	2	C3R	1,110	yes
	Jenkins Rd to Selvitz Rd	2	2022	399	2.1%	452	5%	95	547	830	YES					
Midway Rd	Okeechobee Rd to Shinn Rd	2	2022	435	2.1%	493	1%	19	512	760	YES					
	Shinn Rd to McCarty Rd	2	2022	435	2.1%	493	3%	57	550	630	YES					
	McCarty Rd to Project Site	2	2022	435	2.1%	493	5%	95	588	700	YES					
	Project Site to I-95	2	2022	435	2.1%	493	49%	935	1,428	700	NO	Add Lanes	4	C3R	1,940	yes
	I-95 to Glades Cut-Off Rd	4	2022	1,044	2.1%	1,183	15%	286	1,469	2,100	YES					
	Glades Cut-Off Rd to East Torino Pkwy	4	2022	1,223	2.1%	1,385	23%	439	1,824	2,100	YES					
	East Torino Pkwy to Milner Dr	2	2022	1,223	2.1%	1,385	19%	363	1,748	1,110	NO	Add Lanes	4	C3R	1,940	yes
	Milner Dr to W of Selviz Rd	2	2022	1,223	2.1%	1,385	18%	343	1,728	1,110	NO	Add Lanes	4	C3R	1,940	yes
	W of Selvitz Rd to Selvitz Rd	4	2022	1,223	2.1%	1,385	16%	305	1,690	2,100	YES					
	Selvitz Rd to Christensen Rd	4	2022	916	2.1%	1,038	15%	286	1,324	2,100	YES					
	Christensen Rd to 25th St	4	2022	916	2.1%	1,038	13%	248	1,286	2,100	YES					
	25th St to Sunrise Blvd	4	2022	1,002	2.1%	1,135	10%	191	1,326	2,100	YES					
	Sunrise Blvd to Oleander Ave	4	2022	1,002	2.1%	1,135	10%	191	1,326	2,100	YES					
Okeechobee Rd	I-95 to Jenkins Rd	6	2022	1,801	2.1%	2,040	0%	0	2,040	4,240	YES					
	Jenkins Rd to Mcneil Rd	6	2022	1,801	2.1%	2,040	0%	0	2,040	4,040	YES					
	Mcneil Rd to Virginia Ave	6	2022	1,618	2.1%	1,833	0%	0	1,833	3,170	YES					
Selvitz Rd	St James Blvd to Midway Rd	2	2022	450	2.1%	510	0%	0	510	750	YES					

* From TPO's 2022 Traffic Counts and Level of Service Report Service Report.

4_lane Improvement is based on area type C3R with right-turn lanes (1,850 x 1.05) = ~1,940

Table 5. 2028 Post-Development Peak Hour Roadway Analysis

Roadway	Segment	E + C + BI Lanes	2028 Background	Assignment	Project Traffic	2028 Buildout	Roadway Capacity	Acceptable?	Needed Improvement	Needed Lanes	FDOT Area Type	Improved Capacity	Acceptable ?
Glades Cut-Off Rd	Midway Rd to Jenkins Rd	2	851	3%	24	875	1,100	YES					
	Jenkins Rd to Selvitz Rd	2	547	3%	24	571	830	YES					
Midway Rd	Okeechobee Rd to Shinn Rd	2	512	1%	8	520	760	YES					
	Shinn Rd to McCarty Rd	2	550	3%	24	574	630	YES					
	McCarty Rd to Project Site	2	588	5%	40	628	700	YES					
	Project Site to I-95	2	1,428	88%	698	2,126	1,940	NO	Add Lanes	6	C3R	2,730	yes
	I-95 to Glades Cut-Off Rd	4	1,469	32%	254	1,723	2,100	YES					
	Glades Cut-Off Rd to East Torino Pkwy	4	1,824	27%	214	2,038	2,100	YES					
	East Torino Pkwy to Milner Dr	4	1,748	23%	182	1,930	1,940	YES					
	Milner Dr to W of Selviz Rd	4	1,728	20%	159	1,887	1,940	YES					
	W of Selvitz Rd to Selvitz Rd	4	1,690	18%	143	1,833	2,100	YES					
	Selvitz Rd to Christensen Rd	4	1,324	14%	111	1,435	2,100	YES					
	Christensen Rd to 25th St	4	1,286	14%	111	1,397	2,100	YES					
	25th St to Sunrise Blvd	4	1,326	9%	71	1,397	2,100	YES					
	Sunrise Blvd to Oleander Ave	4	1,326	9%	71	1,397	2,100	YES					
Okeechobee Rd	I-95 to Jenkins Rd	6	2,040	14%	111	2,151	4,240	YES					
	Jenkins Rd to Mcneil Rd	6	2,040	11%	87	2,127	4,040	YES					
	Mcneil Rd to Virginia Ave	6	1,833	11%	87	1,920	3,170	YES					
Selvitz Rd	St James Blvd to Midway Rd	2	510	4%	32	542	750	YES					

(1) Existing plus committed plus background improvements laneage

INTERSECTION ANALYSIS

Intersections

The intersections within the study area were evaluated in 2028 total (existing traffic plus background plus project) traffic conditions. This study analyzes the impacts to the following intersections for the AM and PM peak hours:

1. Midway Road & I-95 WB
2. Midway Road & I-95 EB

Data from the existing facilities within the study area were collected based on aerial photography and site observations. MacKenzie Engineering and Planning, Inc. collected AM and PM peak hour turning movement counts. The counts were adjusted to peak season conditions using FDOT's peak season adjustment factors.

Analysis

Midway Road & I-95 WB

MEP evaluated the Midway Road and I-95 WB intersection. With project traffic, the intersection is projected to operate acceptably with all movements operating under capacity (v/c ratio less than 1.0).

Midway Road & I-95 EB

MEP evaluated the Midway Road and I-95 EB intersection. With project traffic, the intersection is projected to operate acceptably with all movements operating under capacity (v/c ratio less than 1.0).

ACCESS

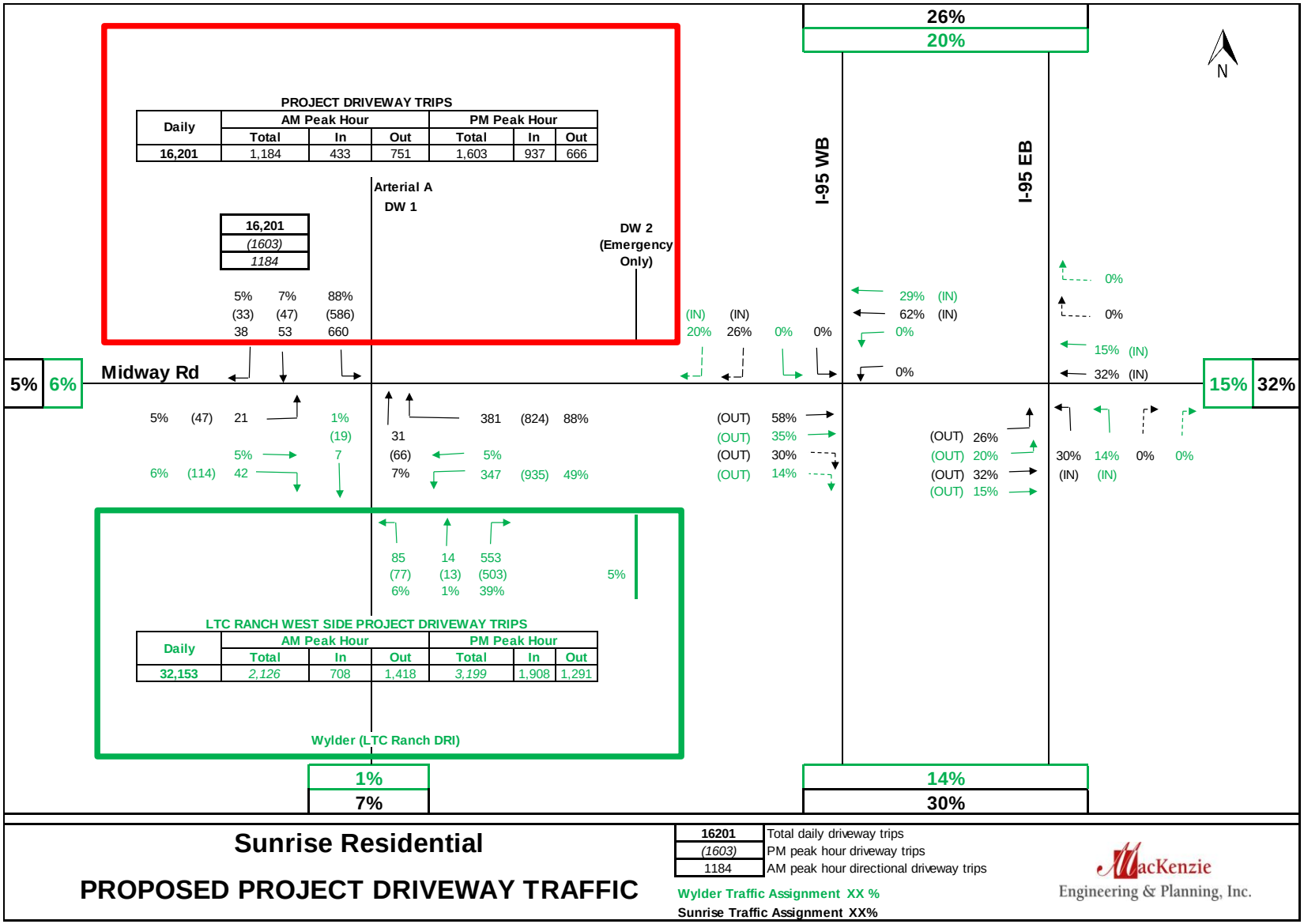
The project site proposes four points of access. The proposed accesses are as follows:

DW 1 – Midway Road (West) – Full Opening - Signalized
DW 2 – Midway Road (East) – Emergency Only

Driveway laneage is based on the most conservative estimate of projected driveway volumes.

Figures 4 shows the proposed project driveway volumes.

Figure 4. Driveway Volumes



Driveway 1 (Midway Road – West)

Ingress Right-Turn Lane

FDOT's Access Manage Guidebook recommends a right-turn lane when right-turn movements exceed 80-125 vehicles per hour during the peak hour for an unsignalized intersection with a posted speed limit 45 mph or less. As shown in Figure 4, the right turn volume of 824 peak hour vehicles warrants a right turn lane at this location. Therefore, a right turn lane is recommended. A total turn lane length of 535 feet is recommended based on a design speed of 45 MPH (185 feet of deceleration plus 350 feet of queue storage).

Ingress Left Turn Lane Analysis

A left-turn lane into the project is recommended. The turn lane length is recommended to be 260 feet (185 feet of deceleration plus 75 feet of queue storage).

Driveway 2 (Midway Road – East)

Driveway 2 is an emergency access. No analysis is required.

CONCLUSION

MacKenzie Engineering and Planning, Inc. performed an analysis of the traffic impacts resulting from the proposed project site located north of Midway Road and west of I-95, Fort Pierce, Florida (PNC: 3302-212-0001-000-4; 2334-410-0000-000-1; 2334-340-0000-000-7). The applicant proposes to develop 516.95 acres with 1,200 single family dwelling units (DUs), 300 multi-family DUs and 100,000 SF of commercial use. The build out year is 2028.

The proposed development will generate the following net new external trips:

- 13,503 daily, 1,025 AM peak hour (337 in/688 out), and 1,341 PM peak hour (793 in/548 out) trips.

The proposed development will generate the following cumulative driveway trips:

- 16,201 daily, 1,162 AM peak hour (422 in/740 out), and 1,603 PM peak hour (937 in/666 out) trips.

The following modifications are necessary allow the surrounding roadway network to operate acceptably:

- Widen Midway Road from the Project Site to I-95 from 2-lanes to 4-Lanes (responsibility of Wylder) and the widening of Midway Road from East Torino Parkway to Milner Road (over Florida's Turnpike).

The development of the project causes Midway Roadway from the Project Entrance to I-95 to fail as a 4-lane road. Therefore, 6-laning of Midway Road from the Project Entrance to I-95 is recommended as a part of the project related improvements.

A traffic signal is recommended at Driveway 1(Arterial Road A) & Midway Road. A 535-foot ingress right-turn and 260-foot left-turn lane are recommended at Driveway 1.

The project satisfies Fort Pierce transportation concurrency requirements with the addition of the recommended project improvements.

MacKenzie
Engineering & Planning, Inc.

APPENDICES

EXHIBIT 1A

TRIP GENERATION

Land Use	Intensity		Daily Trips	AM Peak Hour Total	AM Peak Hour In	AM Peak Hour Out	PM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out
Proposed Land Use									
Single Family Detached	1,200	DU	9,926	715	186	529	1,027	647	380
Multi-family Housing (Low-rise)	300	DU	1,998	116	28	88	150	95	55
Shopping Center (40-150k) (w/ Supermarket)	100	1000 SF	9,109	353	219	134	886	425	461
Subtotal			21,033	1,184	433	751	2,063	1,167	896
	AM	PM/ DAILY							
Internal Capture									
Single Family Detached	1.3%	15.9%	1,575	9	4	5	163	120	43
Multi-family Housing (Low-rise)	1.7%	44.7%	892	2	1	1	67	44	23
Shopping Center (40-150k) (w/ Supermarket)	3.1%	26.0%	2,365	11	6	5	230	66	164
Subtotal	1.9%	22.3%	4,832	22	11	11	460	230	230
Pass-By Traffic									
Single Family Detached	0.0%		0	0	0	0	0	0	0
Multi-family Housing (Low-rise)	0.0%		0	0	0	0	0	0	0
Shopping Center (40-150k) (w/ Supermarket)	40.0%		2,698	137	85	52	262	144	118
Subtotal			2,698	137	85	52	262	144	118
NET PROPOSED TRIPS			***13,503***	***1,025***	***337***	***688***	***1,341***	***793***	***548***
Total Proposed Driveway Volumes			***16,201***	***1,162***	***422***	***740***	***1,603***	***937***	***666***
NET CHANGE IN TRIPS			**13,503**	**1,025**	**337**	**688**	**1,341**	**793**	**548**
DRIVEWAY TRIPS			**16,201**	**1,162**	**422**	**740**	**1,603**	**937**	**666**

Note: Trip generation was calculated using the following data:

Land Use	ITE Code	Unit	Daily Rate	Pass-by Rate	AM Peak Hour in/out	AM Peak Hour Rate	PM Peak Hour in/out	PM Peak Hour Equation
Single Family Detached	210	DU	Ln(T) = 0.92 Ln(X) + 2.68	0%	26/74	Ln(T) = 0.91 Ln(X) + 0.12	63/37	Ln(T) = 0.94 Ln(X) + 0.27
Multi-family Housing (Low-rise)	220	DU	T = 6.41(X) + 75.31	0%	24/76	T = 0.31(X) + 22.85	63/37	T = 0.43(X) + 20.55
Shopping Center (40-150k) (w/ Supermarket)	821	1000 SF	T = 76.96(X) + 1412.79	40%	62/38	3.53	48/52	T = 7.67(X) + 118.86

ITE 11th Edition

EXHIBIT 1B - ITE MULTI-USE PROJECT INTERNAL CAPTURE WORKSHEET

Analysis Period: PM____, Midday____, AM __X__. **Project Number:** ________ **Task Number:** ______
Analyst: MEP **Project Name:** ________
Date: 5/24/2023 **Scenario:** AM Peak Hour

Land Use A: Single Family Detached

ITE LUC: 210			1
Size:	1,200	DU	
	Total	Internal	External
Enter	186	4	182
Exit	529	5	524
Total	715	9	706
%	100%	1%	99%

Enter from External: 182
Exit to External: 524

Land Use B: Multi-family Housing (Low-rise)

ITE LUC: 220			2
Size:	300	DU	
	Total	Internal	External
Enter	28	1	27
Exit	88	1	87
Total	116	2	114
%	100%	2%	98%

Enter from External: 27
Exit to External: 87

A–B: Demand 0.0% 0 | Balanced 0 | Demand 0.0% 0
A–B: Demand 0.0% 0 | Balanced 0 | Demand 0.0% 0

Demand 1.0% 1
Balanced 1
Demand 17.0% 37

0.0% 0 Demand; 0 Balanced; 0.0% 0 Demand
0.0% 0 Demand; 0 Balanced; 0.0% 0 Demand
1.0% 5 Demand; 5 Balanced; 17.0% 37 Demand
2.0% 4 Demand; 4 Balanced; 14.0% 19 Demand
Demand 0.0% 0; Balanced 0; 0.0% 0 Demand
Demand; 0.0% 0; Balanced 0; 0.0% 0 Demand
0.0% 0 Demand; 0 Balanced; 0.0% 0 Demand
0.0% 0 Demand; 0 Balanced; 0.0% 0 Demand
0.0% 0 Demand; 0 Balanced; 0.0% 0 Demand
0.0% 0 Demand; 0 Balanced; 0.0% 0 Demand

Demand 2.0% 1
1 Balanced
14.0% 19 Demand

Land Use C: Shopping Center (40-150k) (w/ Supermark

ITE LUC: 821			3
Size:	100	1000 SF	
	Total	Internal	External
Enter	219	6	213
Exit	134	5	129
Total	353	11	342
%	100%	3%	97%

Enter from External: 213
Exit to External: 129

Land Use D: 0

ITE LUC: 1			4
Size:	1,400	0	
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%			

Enter from External: 0
Exit to External: 0

C–D: Demand 0.0% 0 | Balanced 0 | Demand 0.0% 0
C–D: Demand 0.0% 0 | Balanced 0 | Demand 0.0% 0

Demand 0.0% 0
Balanced 0
Demand 0.0% 0

0.0% 0 Demand; 0 Balanced; 0.0% 0 Demand
0.0% 0 Demand; 0 Balanced; 0.0% 0 Demand
Demand 0.0% 0; Balanced 0; 0.0% 0 Demand
Demand; 0.0% 0; Balanced 0; 0.0% 0 Demand
0.0% 0 Demand; 0 Balanced; 0.0% 0 Demand
0.0% 0 Demand; 0 Balanced; 0.0% 0 Demand

Demand 0.0% 0
0 Balanced
0.0% 0 Demand

Land Use E: 0

ITE LUC: 1			5
Size:	50	0	
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%			

Enter from External: 0
Exit to External: 0

Land Use F: 0

ITE LUC: 1			6
Size:	1	0	
	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%			

Enter from External: 0
Exit to External: 0

E–F: Demand 0.0% 0 | Balanced 0 | Demand 0.0% 0
E–F: Demand 0.0% 0 | Balanced 0 | Demand 0.0% 0

Demand 0.0% 0 | Balanced 0 | Demand 0.0% 0
0.0% 0 | 0 | 0.0% 0 — Demand, Balanced, Demand
Demand 0.0% 0 | Balanced 0 | Demand 0.0% 0
0.0% 0 | 0 | 0.0% 0 — Demand, Balanced, Demand

NET EXTERNAL TRIPS FOR MULTI-USE DEVELOPMENT

Category		Land Use 1	2	3	4	5	6	Total
		Single Family	Multi-family	Shopping Center	0	0	0	
External Trips	Enter	182	27	213	0	0	0	422
	Exit	524	87	129	0	0	0	740
	Total	706	114	342	0	0	0	**1,162**
Internal Trips	Enter	4	1	6	0	0	0	11
	Exit	5	1	5	0	0	0	11
	Total	9	2	11	0	0	0	**22**
Single Use Trip Gen Estimate		715	116	353	0	0	0	**1,184**
		1.26%	1.72%	3.12%	0.00%	0.00%	0.00%	

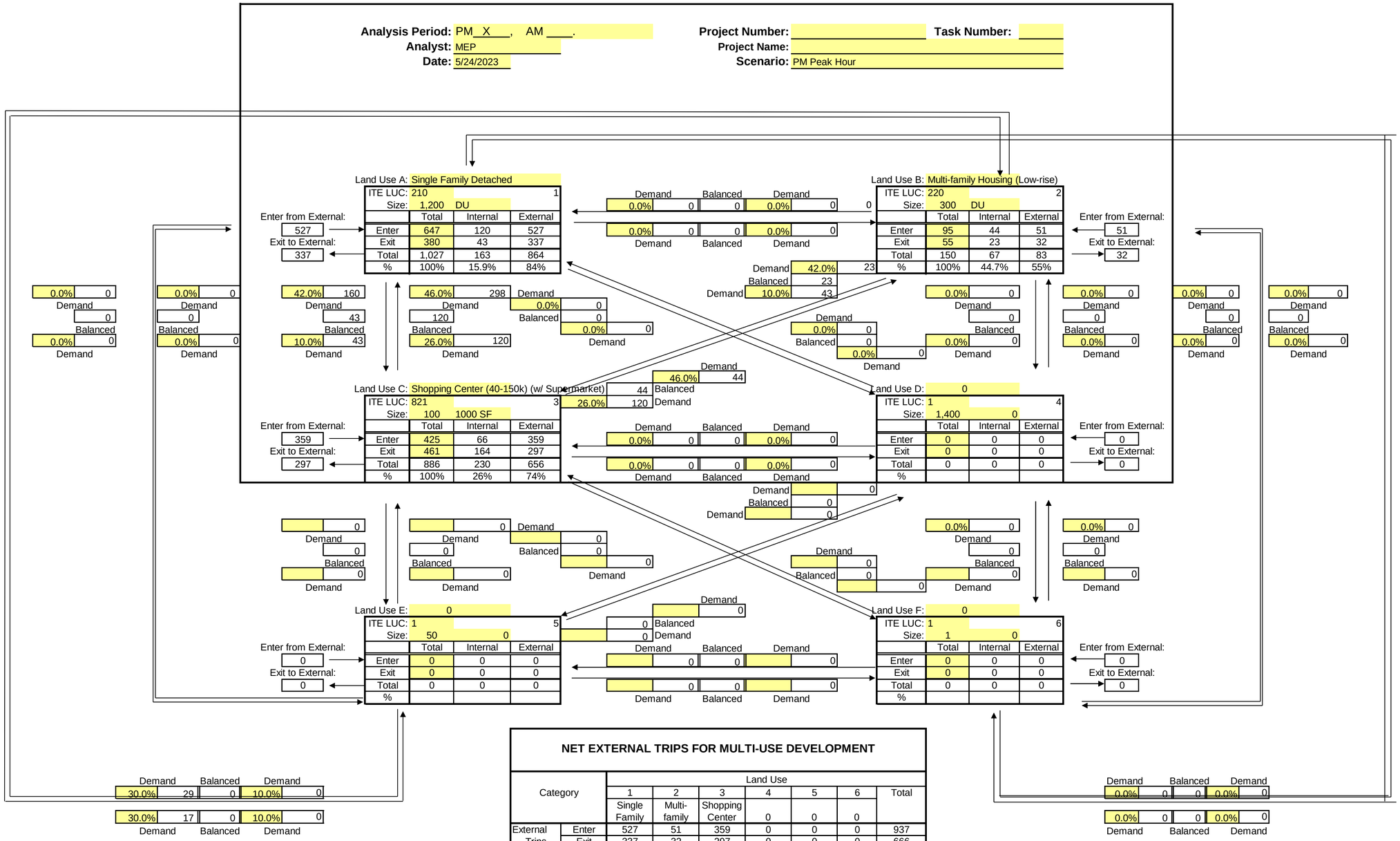
Internal Capture = 1.86%

Print Date = 05/24/23
File Name = C:\Users\KritikaAgrawal\Desktop\working\093033 sunrise residential - Fort Pierce\[Sunrise Residential Trip Gen.xlsx]Growth

EXHIBIT 1C - ITE MULTI-USE PROJECT INTERNAL CAPTURE WORKSHEET

Analysis Period: PM X, AM ____.
Analyst: MEP
Date: 5/24/2023

Project Number: ____ **Task Number:** ____
Project Name: ____
Scenario: PM Peak Hour



NET EXTERNAL TRIPS FOR MULTI-USE DEVELOPMENT

Category		Land Use 1 Single Family	2 Multi-family	3 Shopping Center	4	5	6	Total
External Trips	Enter	527	51	359	0	0	0	937
	Exit	337	32	297	0	0	0	666
	Total	864	83	656	0	0	0	**1,603**
Internal Trips	Enter	120	44	66	0	0	0	230
	Exit	43	23	164	0	0	0	230
	Total	163	67	230	0	0	0	**460**
Single Use Trip Gen Estimate		1,027	150	886	0	0	0	**2,063**
		15.87%	44.67%	25.96%	0.00%	0.00%	0.00%	

Internal Capture = 22.30%

Print Date = 05/24/23
File Name = C:\Users\KritikaAgrawal\Desktop\working\093033 sunrise residential - Fort Pierce\[Sunrise Residential Trip Gen.xlsx]Growth

Sunrise Residential

AM PEAK HOUR TURNING MOVEMENTS

EXHIBIT 2

Midway Rd & I-95 WB

		ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
7:00 AM	7:15 AM	0	0	50	46	0	106	56	0	0	0	0	0	0	62	0	3
7:15 AM	7:30 AM	0	0	40	40	0	101	57	0	0	0	0	0	0	91	0	3
7:30 AM	7:45 AM	0	0	52	39	0	110	70	0	0	0	0	0	0	72	0	9
7:45 AM	8:00 AM	0	0	30	27	0	94	92	0	0	0	0	0	0	94	0	2
8:00 AM	8:15 AM	0	0	40	35	0	129	27	0	0	0	0	0	0	51	0	2
8:15 AM	8:30 AM	0	0	41	20	0	95	61	0	0	0	0	0	0	56	0	3
8:30 AM	8:45 AM	0	0	26	35	0	101	69	0	0	0	0	0	0	47	0	1
8:45 AM	9:00 AM	0	0	22	32	0	89	34	0	0	0	0	0	0	49	0	1
Peak Hour Traffic Volume																	
7:00 AM	8:00 AM	0	0	172	152	0	411	275	0	0	0	0	0	0	319	0	17

Count Taken:	5/2/2023
Buildout year:	2028
Growth Rate:	2.1%
PSCF	1.12

	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr	
5/2/2023		0	172	152		411	275	0		0	0	0		319	0	17	
Peak Season Factor		0	21	18		49	33	0		0	0	0		38	0	2	
Adjusted Volumes		0	193	170		460	308	0		0	0	0		357	0	19	
		2.1%	2.1%	2.1%		2.1%	2.1%	2.1%		2.1%	2.1%	2.1%		2.1%	2.1%	2.1%	
Growth 2.1%		0	21	19		50	34	0		0	0	0		39	0	2	
2028 Volumes		**0**	**214**	**189**		**510**	**342**	**0**		**0**	**0**	**0**		**396**	**0**	**21**	
						0%	29%									20%	
Committed	0	0	0	0	0	0	205	0	0	0	0	0	0	0	0	142	(IN)
Assignment			35%	14%													
	0	0	668	267	0	0	0	0	0	0	0	0	0	0	0	0	(OUT)
Committed Traffic	0	0	668	267	0	0	205	0	0	0	0	0	0	0	0	142	
Pre Dev	0	0	882	456	0	510	547	0	0	0	0	0	0	396	0	163	
Project Traffic		0	399	206		0	209	0		0	0	0		0	0	88	
Post Dev		**0**	**1281**	**662**		**510**	**756**	**0**		**0**	**0**	**0**		**396**	**0**	**251**	

Project Traffic			Out	Out			In									In
Assignment	0%	0%	58%	30%	0%	0%	62%	0%	0%	0%	0%	0%	0%	0%	0%	26%

Sunrise Residential

PM PEAK HOUR TURNING MOVEMENTS

EXHIBIT 2

Midway Rd & I-95 WB

		ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
4:00 PM	4:15 PM	0	0	8	43	0	108	107	0	0	0	0	0	0	72	0	5
4:15 PM	4:30 PM	0	0	38	38	0	120	125	0	0	0	0	0	0	67	0	4
4:30 PM	4:45 PM	0	0	31	43	0	102	91	0	0	0	0	0	0	85	0	8
4:45 PM	5:00 PM	0	0	15	38	0	139	62	0	0	0	0	0	0	74	0	4
5:00 PM	5:15 PM	0	0	45	34	0	149	89	0	0	0	0	0	0	95	0	2
5:15 PM	5:30 PM	0	0	40	31	0	112	99	0	0	0	0	0	0	82	0	4
5:30 PM	5:45 PM	0	0	27	42	0	123	92	0	0	0	0	0	0	74	0	5
5:45 PM	6:00 PM	0	0	52	36	0	94	79	0	0	0	0	0	0	58	0	2
Peak Hour Traffic Volume																	
4:15 PM	5:15 PM	0	0	129	153	0	510	367	0	0	0	0	0	0	321	0	18

Count Taken: 5/2/2023

Buildout year: 2028

Growth Rate: 2.1%

PSCF 1.12

	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr	
5/2/2023		0	129	153		510	367	0		0	0	0		321	0	18	
Peak Season Factor		0	15	18		61	44	0		0	0	0		39	0	2	
Adjusted Volumes		0	144	171		571	411	0		0	0	0		360	0	20	
		2.1%	2.1%	2.1%		2.1%	2.1%	2.1%		2.1%	2.1%	2.1%		2.1%	2.1%	2.1%	
Growth 2.1%		0	16	19		63	45	0		0	0	0		39	0	2	
2028 Volumes		**0**	**160**	**190**		**634**	**456**	**0**		**0**	**0**	**0**		**399**	**0**	**22**	
						0%	29%									20%	
Committed	0	0	0	0	0	0	411	0	0	0	0	0	0	0	0	284	(IN)
Assignment			35%	14%													
	0	0	452	181	0	0	0	0	0	0	0	0	0	0	0	0	(OUT)
Committed Traffic	0	0	452	181	0	0	411	0	0	0	0	0	0	0	0	284	
Pre Dev	0	0	612	371	0	634	867	0	0	0	0	0	0	399	0	306	
Project Traffic		0	318	164		0	492	0		0	0	0		0	0	206	
Post Dev		**0**	**930**	**535**		**634**	**1359**	**0**		**0**	**0**	**0**		**399**	**0**	**512**	
Project Traffic Assignment			Out	Out			In									In	
	0%	0%	58%	30%	0%	0%	62%	0%	0%	0%	0%	0%	0%	0%	0%	26%	

Sunrise Residential
AM PEAK HOUR TURNING MOVEMENTS
EXHIBIT 2
Midway Rd & I-95 EB

		ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
7:00 AM	7:15 AM	0	6	106	0	0	0	130	74	0	32	0	91	0	0	0	0
7:15 AM	7:30 AM	0	3	128	0	0	0	124	120	0	34	0	134	0	0	0	0
7:30 AM	7:45 AM	0	5	119	0	0	0	143	150	0	37	0	133	0	0	0	0
7:45 AM	8:00 AM	0	5	119	0	0	0	152	112	0	34	0	117	0	0	0	0
8:00 AM	8:15 AM	0	3	88	0	0	0	134	96	0	22	0	112	0	0	0	0
8:15 AM	8:30 AM	0	5	92	0	0	0	135	108	0	21	0	89	0	0	0	0
8:30 AM	8:45 AM	0	5	68	0	0	0	137	65	0	33	0	110	0	0	0	0
8:45 AM	9:00 AM	0	0	59	0	0	0	111	62	0	12	0	80	0	0	0	0
Peak Hour Traffic Volume																	
7:15 AM	8:15 AM	0	16	454	0	0	0	553	478	0	127	0	496	0	0	0	0

Count Taken:	5/2/2023
Buildout year:	2028
Growth Rate:	2.1%
PSCF	1.04

	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr	
5/2/2023		16	454	0		0	553	478		127	0	496		0	0	0	
Peak Season Factor		1	18	0		0	22	19		5	0	20		0	0	0	
Adjusted Volumes		17	472	0		0	575	497		132	0	516		0	0	0	
		2.1%	2.1%	2.1%		2.1%	2.1%	2.1%		2.1%	2.1%	2.1%		2.1%	2.1%	2.1%	
Growth 2.1%		2	52	0		0	63	54		14	0	57		0	0	0	
2028 Volumes		**19**	**524**	**0**		**0**	**638**	**551**		**146**	**0**	**573**		**0**	**0**	**0**	
							15%			14%	0%						
Committed	0	0	0	0	0	0	106	0	0	99	0	0	0	0	0	0	(IN)
Assignment		20%	15%														
	0	382	286	0	0	0	0	0	0	0	0	0	0	0	0	0	(OUT)
Committed Traffic	0	382	286	0	0	0	106	0	0	99	0	0	0	0	0	0	
Pre Dev	0	401	810	0	0	0	744	551	0	245	0	573	0	0	0	0	
Project Traffic		179	220	0		0	108	0		101	0	0		0	0	0	
Post Dev		**580**	**1030**	**0**		**0**	**852**	**551**		**346**	**0**	**573**		**0**	**0**	**0**	

Project Traffic Assignment		Out	Out				In			In						
	0%	26%	32%	0%	0%	0%	32%	0%	0%	30%	0%	0%	0%	0%	0%	0%

Sunrise Residential
PM PEAK HOUR TURNING MOVEMENTS
EXHIBIT 2
Midway Rd & I-95 EB

		ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
4:00 PM	4:15 PM	0	10	70	0	0	0	176	79	0	39	0	166	0	0	0	0
4:15 PM	4:30 PM	0	14	91	0	0	0	208	112	0	37	0	151	0	0	0	0
4:30 PM	4:45 PM	0	22	94	0	0	0	163	71	0	30	0	116	0	0	0	0
4:45 PM	5:00 PM	0	7	82	0	0	0	161	73	0	40	0	151	0	0	0	0
5:00 PM	5:15 PM	0	10	130	0	0	0	203	95	0	35	0	123	0	0	0	0
5:15 PM	5:30 PM	0	8	114	0	0	0	151	87	0	60	0	121	0	0	0	0
5:30 PM	5:45 PM	0	9	92	0	0	0	178	60	0	37	0	128	0	0	0	0
5:45 PM	6:00 PM	0	10	100	0	0	0	132	56	0	41	0	118	0	0	0	0
Peak Hour Traffic Volume																	
4:15 PM	5:15 PM	0	53	397	0	0	0	735	351	0	142	0	541	0	0	0	0

Count Taken:	5/2/2023
Buildout year:	2028
Growth Rate:	2.1%
PSCF	1.04

	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr	
5/2/2023		53	397	0		0	735	351		142	0	541		0	0	0	
Peak Season Factor		2	16	0		0	29	14		6	0	22		0	0	0	
Adjusted Volumes		55	413	0		0	764	365		148	0	563		0	0	0	
		2.1%	2.1%	2.1%		2.1%	2.1%	2.1%		2.1%	2.1%	2.1%		2.1%	2.1%	2.1%	
Growth 2.1%		6	45	0		0	84	40		16	0	62		0	0	0	
2028 Volumes		**61**	**458**	**0**		**0**	**848**	**405**		**164**	**0**	**625**		**0**	**0**	**0**	
							15%			14%	0%						
Committed	0	0	0	0	0	0	213	0	0	199	0	0	0	0	0	0	(IN)
Assignment		20%	15%														
	0	258	194	0	0	0	0	0	0	0	0	0	0	0	0	0	(OUT)
Committed Traffic	0	258	194	0	0	0	213	0	0	199	0	0	0	0	0	0	
Pre Dev	0	319	652	0	0	0	1061	405	0	363	0	625	0	0	0	0	
Project Traffic		142	175	0		0	254	0		238	0	0		0	0	0	
Post Dev		**461**	**827**	**0**		**0**	**1315**	**405**		**601**	**0**	**625**		**0**	**0**	**0**	
Project Traffic Assignment		Out	Out				In			In							
	0%	26%	32%	0%	0%	0%	32%	0%	0%	30%	0%	0%	0%	0%	0%	0%	

Sunrise Residential

AM PEAK HOUR TURNING MOVEMENTS

EXHIBIT 2

Midway Rd & DW 1

		ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
7:00 AM	7:15 AM	0	0	96	0	0	0	59	0	0	0	0	0	0	0	0	0
7:15 AM	7:30 AM	0	0	80	0	0	0	60	0	0	0	0	0	0	0	0	0
7:30 AM	7:45 AM	0	0	91	0	0	0	79	0	0	0	0	0	0	0	0	0
7:45 AM	8:00 AM	0	0	57	0	0	0	94	0	0	0	0	0	0	0	0	0
8:00 AM	8:15 AM	0	0	75	0	0	0	29	0	0	0	0	0	0	0	0	0
8:15 AM	8:30 AM	0	0	61	0	0	0	64	0	0	0	0	0	0	0	0	0
8:30 AM	8:45 AM	0	0	61	0	0	0	70	0	0	0	0	0	0	0	0	0
8:45 AM	9:00 AM	0	0	54	0	0	0	35	0	0	0	0	0	0	0	0	0
Peak Hour Traffic Volume																	
7:00 AM	8:00 AM	0	0	324	0	0	0	292	0	0	0	0	0	0	0	0	0

Count Taken: 5/11/2022
Buildout year: 2028
Growth Rate: 2.0%
PSCF 1.02

	ebu	ebl	*ebt	ebr	wbu	wbl	*wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr	
5/11/2022		0	324	0		0	292	0		0	0	0		0	0	0	
Peak Season Factor		0	6	0		0	6	0		0	0	0		0	0	0	
Adjusted Volumes		0	330	0		0	298	0		0	0	0		0	0	0	
		2.0%	2.0%	2.0%		2.0%	2.0%	2.0%		2.0%	2.0%	2.0%		2.0%	2.0%	2.0%	
Growth 2%		0	42	0		0	38	0		0	0	0		0	0	0	
2028 Volumes		**0**	**372**	**0**		**0**	**336**	**0**		**0**	**0**	**0**		**0**	**0**	**0**	
				6%		39%	5%								1%		
Committed	0	0	0	42	0	276	35	0	0	0	0	0	0	0	7	0	(IN)
Assignment			5%							6%	1%	39%					
	0	0	95	0	0	0	0	0	0	114	19	744	0	0	0	0	(OUT)
Committed Traffic	0	0	95	42	0	276	35	0	0	114	19	744	0	0	7	0	
Pre Dev	0	0	467	42	0	276	371	0	0	114	19	744	0	0	7	0	
Project Traffic		21	0	0		0	0	371		0	30	0		651	52	37	
Post Dev		**21**	**467**	**42**		**276**	**371**	**371**		**114**	**49**	**744**		**651**	**59**	**37**	
Project Traffic Assignment		In						In			In			Out	Out	Out	
	0%	5%	0%	0%	0%	0%	0%	88%	0%	0%	7%	0%	0%	88%	7%	5%	

* Midway Rd Peak Hour Peak Direcrion Traffic Volume obtained from Midway Rd & I-95 WB
EBT = EBL + EBT +EBR
WBT = NBL + WBT + SBR

Sunrise Residential

PM PEAK HOUR TURNING MOVEMENTS

EXHIBIT 2

Midway Rd & DW 1

		ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
4:00 PM	4:15 PM	0	0	51	0	0	0	112	0	0	0	0	0	0	0	0	0
4:15 PM	4:30 PM	0	0	76	0	0	0	129	0	0	0	0	0	0	0	0	0
4:30 PM	4:45 PM	0	0	74	0	0	0	99	0	0	0	0	0	0	0	0	0
4:45 PM	5:00 PM	0	0	53	0	0	0	66	0	0	0	0	0	0	0	0	0
5:00 PM	5:15 PM	0	0	79	0	0	0	91	0	0	0	0	0	0	0	0	0
5:15 PM	5:30 PM	0	0	71	0	0	0	103	0	0	0	0	0	0	0	0	0
5:30 PM	5:45 PM	0	0	69	0	0	0	97	0	0	0	0	0	0	0	0	0
5:45 PM	6:00 PM	0	0	88	0	0	0	81	0	0	0	0	0	0	0	0	0
Peak Hour Traffic Volume																	
5:00 PM	6:00 PM	0	0	307	0	0	0	372	0	0	0	0	0	0	0	0	0

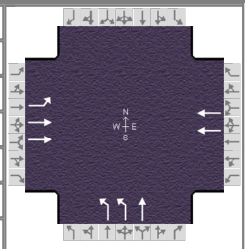
Count Taken: 5/2/2023
Buildout year: 2028
Growth Rate: 2.0%
PSCF 1.02

	ebu	ebl	*ebt	ebr	wbu	wbl	*wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr	
5/2/2023		0	307	0		0	372	0		0	0	0		0	0	0	
Peak Season Factor		0	6	0		0	7	0		0	0	0		0	0	0	
Adjusted Volumes		0	313	0		0	379	0		0	0	0		0	0	0	
		2.0%	2.0%	2.0%		2.0%	2.0%	2.0%		2.0%	2.0%	2.0%		2.0%	2.0%	2.0%	
Growth 2%		0	33	0		0	39	0		0	0	0		0	0	0	
2028 Volumes		**0**	**346**	**0**		**0**	**418**	**0**		**0**	**0**	**0**		**0**	**0**	**0**	
				6%		39%	5%								1%		
Committed	0	0	0	114	0	744	95	0	0	0	0	0	0	0	19	0	(IN)
Assignment			5%							6%	1%	39%					
	0	0	65	0	0	0	0	0	0	77	13	503	0	0	0	0	(OUT)
Committed Traffic	0	0	65	114	0	744	95	0	0	77	13	503	0	0	19	0	
Pre Dev	0	0	411	114	0	744	513	0	0	77	13	503	0	0	19	0	
Project Traffic		47	0	0		0	0	825		0	66	0		586	47	33	
Post Dev		**47**	**411**	**114**		**744**	**513**	**825**		**77**	**79**	**503**		**586**	**66**	**33**	
Project Traffic Assignment		In						In			In			Out	Out	Out	
	0%	5%	0%	0%	0%	0%	0%	88%	0%	0%	7%	0%	0%	88%	7%	5%	

* Midway Rd Peak Hour Peak Direcrion Traffic Volume obtained from Midway Rd & I-95 WB
EBT = EBL + EBT +EBR
WBT = NBL + WBT + SBR

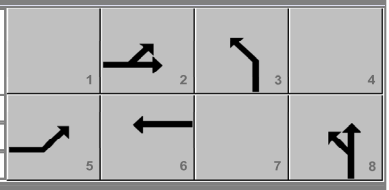
HCS7 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	MEP			Duration, h	0.250
Analyst	MEP	Analysis Date	5/26/2023	Area Type	Other
Jurisdiction		Time Period		PHF	0.95
Urban Street		Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Midway Rd & I-95 EB	File Name	Midway & I-95 EB AM POST.xus		
Project Description	2028 AM POST				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	580	1030			852		346	0				

Signal Information					EB			WB			NB		
Cycle, s	70.2	Reference Phase	2										
Offset, s	0	Reference Point	End	Green	18.9	23.3		9.9	0.0	0.0	0.0		
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	4.0	4.0		4.0	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.0	2.0		2.0	0.0	0.0	0.0		



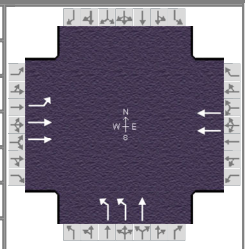
Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	580	1030			852		346	0				
Initial Queue (Q_b), veh/h	0	0			0		0	0				
Base Saturation Flow Rate (s_o), veh/h	1900	1900			1900		1900	1900				
Parking (N_m), man/h		None			None			None				
Heavy Vehicles (P_{HV}), %	2	2			2		2	2				
Ped / Bike / RTOR, /h	0	0		0	0		0	0		0	0	
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0			
Arrival Type (*AT*)	3	3			3		3	3				
Upstream Filtering (*I*)	1.00	1.00			1.00		1.00	1.00				
Lane Width (*W*), ft	12.0	12.0			12.0		12.0	12.0				
Turn Bay Length, ft	0	0			0		0	0				
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	45	45			45		35	35				

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	20.0	50.0		50.0	30.0	30.0		
Yellow Change Interval (*Y*), s	4.0	4.0		4.0	4.0	4.0		
Red Clearance Interval (R_c), s	2.0	2.0		2.0	2.0	2.0		
Minimum Green (G_{min}), s	6	6		6	6	6		
Start-Up Lost Time (*lt*), s	2.0	2.0		2.0	2.0	2.0		
Extension of Effective Green (*e*), s	2.0	2.0		2.0	2.0	2.0		
Passage (*PT*), s	2.0	2.0		2.0	2.0	2.0		
Recall Mode	Off	Min		Min	Off	Off		
Dual Entry	No	Yes		Yes	No	Yes		
Walk (*Walk*), s		0.0				0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0				0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25				0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0				9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0		No	0	0	No		0	
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0			
Pedestrian Signal / Occupied Parking	No	0.50			0.50		No	0.50		No		

HCS7 Signalized Intersection Results Summary

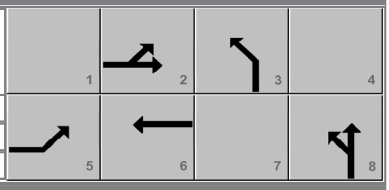
General Information				Intersection Information	
Agency	MEP			Duration, h	0.250
Analyst	MEP	Analysis Date	5/26/2023	Area Type	Other
Jurisdiction		Time Period		PHF	0.95
Urban Street		Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Midway Rd & I-95 EB	File Name	Midway & I-95 EB AM POST.xus		
Project Description	2028 AM POST				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	580	1030			852		346	0				

Signal Information			
Cycle, s	70.2	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	18.9	23.3	9.9	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	2.0	2.0	2.0	0.0	0.0	0.0



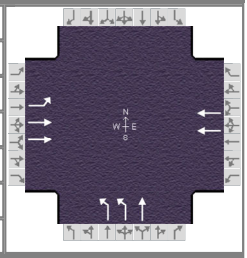
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6		8		
Case Number	1.0	4.0		8.3		10.0		
Phase Duration, s	24.9	54.2		29.3		15.9		
Change Period, (*Y+R c*), s	6.0	6.0		6.0		6.0		
Max Allow Headway (*MAH*), s	3.0	2.9		2.9		3.1		
Queue Clearance Time (*g s*), s	18.6	11.6		17.8		9.1		
Green Extension Time (*g e*), s	0.3	5.5		5.5		0.8		
Phase Call Probability	1.00	1.00		1.00		1.00		
Max Out Probability	1.00	0.00		0.01		0.00		

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2			6		3	8				
Adjusted Flow Rate (*v*), veh/h	611	1084			897		364	0				
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1781			1781		1730	1870				
Queue Service Time (*g s*), s	16.6	9.6			15.8		7.1	0.0				
Cycle Queue Clearance Time (*g c*), s	16.6	9.6			15.8		7.1	0.0				
Green Ratio (*g/C*)	0.63	0.69			0.33		0.14	0.14				
Capacity (*c*), veh/h	650	2448			1184		490	265				
Volume-to-Capacity Ratio (*X*)	0.940	0.443			0.758		0.743	0.000				
Back of Queue (*Q*), ft/ln (95 th percentile)	340.7	91.4			246		129.6	0				
Back of Queue (*Q*), veh/ln (95 th percentile)	13.4	3.6			9.7		5.1	0.0				
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00		0.00	0.00				
Uniform Delay (*d 1*), s/veh	14.9	4.9			20.9		28.9	0.0				
Incremental Delay (*d 2*), s/veh	20.3	0.0			0.4		0.8	0.0				
Initial Queue Delay (*d 3*), s/veh	0.0	0.0			0.0		0.0	0.0				
Control Delay (*d*), s/veh	35.2	5.0			21.3		29.8	0.0				
Level of Service (LOS)	D	A			C		C					
Approach Delay, s/veh / LOS	15.9	B		21.3	C		29.8	C		0.0		
Intersection Delay, s/veh / LOS	19.2						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.85	B	1.39	A	2.14	B	2.31	B
Bicycle LOS Score / LOS	1.89	B	1.23	A	1.09	A		

HCS7 Signalized Intersection Intermediate Values

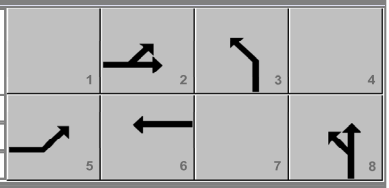
General Information				Intersection Information	
Agency	MEP			Duration, h	0.250
Analyst	MEP	Analysis Date	5/26/2023	Area Type	Other
Jurisdiction		Time Period		PHF	0.95
Urban Street		Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Midway Rd & I-95 EB	File Name	Midway & I-95 EB AM POST.xus		
Project Description	2028 AM POST				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	580	1030			852		346	0				

Signal Information			
Cycle, s	70.2	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	18.9	23.3	9.9	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	2.0	2.0	2.0	0.0	0.0	0.0



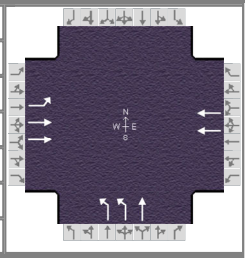
Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000			
Heavy Vehicles and Grade Factor (f_{HVg})	0.984	0.984	0.961	0.984	0.984	0.961	0.984	0.984	0.961			
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.000	0.000	0.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.000	0.000	0.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000			
Lane Utilization Adjustment Factor (f_{LU})	1.000	0.952	1.000	1.000	0.952	1.000	0.971	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		1.000	1.000		0.952	0.000				
Right-Turn Adjustment Factor (f_{RT})		1.000	1.000		1.000	1.000		1.000	1.000			
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000					
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000			
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000			
Movement Saturation Flow Rate (s), veh/h	1781	3651	0	0	3741	0	3563	1870	0			
Proportion of Vehicles Arriving on Green (P)	0.27	0.69	0.00	0.00	0.33	0.00	0.14	0.00	0.00	0.00	0.00	0.00
Incremental Delay Factor (k)	0.41	0.04			0.04		0.04					

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0		6.0		6.0		
Green Ratio (g/C)	0.63	0.69		0.33		0.14		
Permitted Saturation Flow Rate (s_p), veh/h/ln	621	0		529		1781		
Shared Saturation Flow Rate (s_{sh}), veh/h/ln				0				
Permitted Effective Green Time (g_p), s	25.4	0.0		0.0		0.0		
Permitted Service Time (g_u), s	7.6	0.0		0.0		0.0		
Permitted Queue Service Time (g_{ps}), s	7.6							
Time to First Blockage (g_f), s	0.0	0.0		23.4		0.0		
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.198	0.000	0.681	0.000	1.389	0.000	1.557	0.000
Pedestrian F_s / F_{delay}	0.000	0.049	0.000	0.110	0.000	0.150	0.000	0.148
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b	1374.61	3.43	664.71	15.64		42.43		40.26
Bicycle F_w / F_v	-3.64	1.40	-3.64	0.74	-3.64	0.60	-3.64	

HCS7 Signalized Intersection Results Graphical Summary

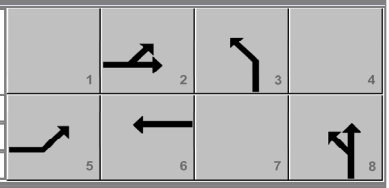
General Information				Intersection Information	
Agency	MEP			Duration, h	0.250
Analyst	MEP	Analysis Date	5/26/2023	Area Type	Other
Jurisdiction		Time Period		PHF	0.95
Urban Street		Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Midway Rd & I-95 EB	File Name	Midway & I-95 EB AM POST.xus		
Project Description	2028 AM POST				



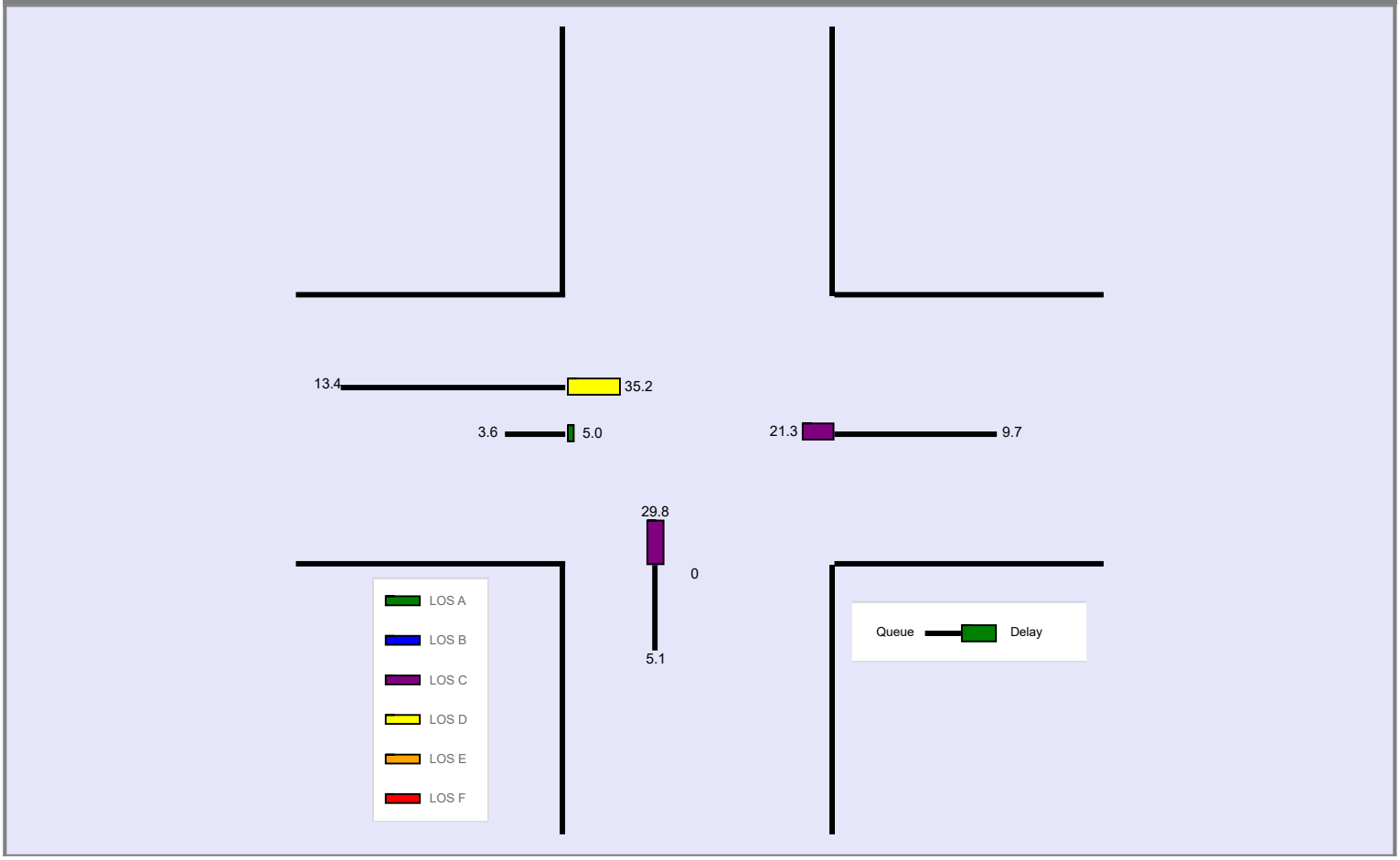
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	580	1030			852		346	0				

Signal Information			
Cycle, s	70.2	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	18.9	23.3	9.9	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	2.0	2.0	2.0	0.0	0.0	0.0

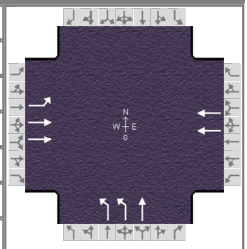


Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	340.7	91.4			246		129.6	0				
Back of Queue (*Q*), veh/ln (95 th percentile)	13.4	3.6			9.7		5.1	0.0				
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00		0.00	0.00				
Control Delay (*d*), s/veh	35.2	5.0			21.3		29.8	0.0				
Level of Service (LOS)	D	A			C		C					
Approach Delay, s/veh / LOS	15.9	B		21.3	C		29.8	C		0.0		
Intersection Delay, s/veh / LOS	19.2						B					



HCS7 Signalized Intersection Input Data

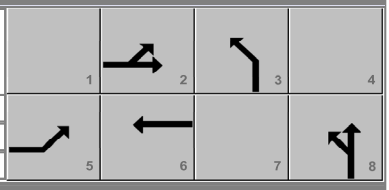
General Information				Intersection Information	
Agency	MEP			Duration, h	0.250
Analyst	MEP	Analysis Date	5/26/2023	Area Type	Other
Jurisdiction		Time Period		PHF	0.95
Urban Street		Analysis Year	2028	Analysis Period	1> 16:00
Intersection	Midway Rd & I-95 EB	File Name	Midway & I-95 EB PM POST.xus		
Project Description	2028 PM POST				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	461	827			1315		601	0				

Signal Information			
Cycle, s	121.7	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	30.0	49.0	24.7	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	2.0	2.0	2.0	0.0	0.0	0.0



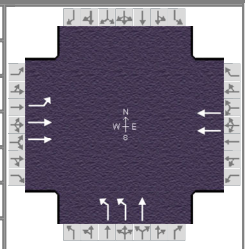
Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	461	827			1315		601	0				
Initial Queue (Q_b), veh/h	0	0			0		0	0				
Base Saturation Flow Rate (s_o), veh/h	1900	1900			1900		1900	1900				
Parking (N_m), man/h		None		0	L			None				
Heavy Vehicles (P_{HV}), %	2	2			2		2	2				
Ped / Bike / RTOR, /h	0	0		0	0		0	0		0	0	
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0			
Arrival Type (*AT*)	3	3			3		3	3				
Upstream Filtering (*I*)	1.00	1.00			1.00		1.00	1.00				
Lane Width (*W*), ft	12.0	12.0			12.0		12.0	12.0				
Turn Bay Length, ft	0	0			0		0	0				
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	45	45			45		35	35				

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	30.0	50.0		50.0	30.0	30.0		
Yellow Change Interval (*Y*), s	4.0	4.0		4.0	4.0	4.0		
Red Clearance Interval (R_c), s	2.0	2.0		2.0	2.0	2.0		
Minimum Green (G_{min}), s	6	6		6	6	6		
Start-Up Lost Time (*l1*), s	2.0	2.0		2.0	2.0	2.0		
Extension of Effective Green (*e*), s	2.0	2.0		2.0	2.0	2.0		
Passage (*PT*), s	2.0	2.0		2.0	2.0	2.0		
Recall Mode	Off	Min		Min	Off	Off		
Dual Entry	No	Yes		Yes	No	Yes		
Walk (*Walk*), s		0.0				0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0				0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25				0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0				9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0		No	0	0	No		0	
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0			
Pedestrian Signal / Occupied Parking	No	0.50			0.50		No	0.50		No		

HCS7 Signalized Intersection Results Summary

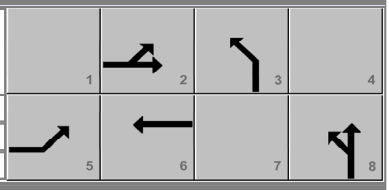
General Information				Intersection Information	
Agency	MEP			Duration, h	0.250
Analyst	MEP	Analysis Date	5/26/2023	Area Type	Other
Jurisdiction		Time Period		PHF	0.95
Urban Street		Analysis Year	2028	Analysis Period	1> 16:00
Intersection	Midway Rd & I-95 EB	File Name	Midway & I-95 EB PM POST.xus		
Project Description	2028 PM POST				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	461	827			1315		601	0				

Signal Information			
Cycle, s	121.7	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	30.0	49.0	24.7	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	2.0	2.0	2.0	0.0	0.0	0.0



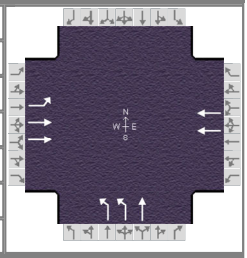
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6		8		
Case Number	1.0	4.0		8.3		10.0		
Phase Duration, s	36.0	91.0		55.0		30.7		
Change Period, ($Y+R_c$), s	6.0	6.0		6.0		6.0		
Max Allow Headway (*MAH*), s	3.0	2.9		2.9		3.1		
Queue Clearance Time (g_s), s	30.0	13.9		48.2		23.7		
Green Extension Time (g_e), s	0.0	6.9		0.8		1.0		
Phase Call Probability	1.00	1.00		1.00		1.00		
Max Out Probability	1.00	0.01		1.00		0.17		

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2			6		3	8				
Adjusted Flow Rate (*v*), veh/h	485	871			1384		633	0				
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1781			1781		1730	1870				
Queue Service Time (g_s), s	28.0	11.9			46.2		21.7	0.0				
Cycle Queue Clearance Time (g_c), s	28.0	11.9			46.2		21.7	0.0				
Green Ratio (*g/C*)	0.67	0.70			0.40		0.20	0.20				
Capacity (*c*), veh/h	507	2487			1434		703	380				
Volume-to-Capacity Ratio (*X*)	0.958	0.350			0.965		0.900	0.000				
Back of Queue (*Q*), ft/ln (95 th percentile)	629.7	175.2			753.2		392	0				
Back of Queue (*Q*), veh/ln (95 th percentile)	24.8	6.9			29.7		15.4	0.0				
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00		0.00	0.00				
Uniform Delay (d_1), s/veh	37.4	7.3			35.5		47.3	0.0				
Incremental Delay (d_2), s/veh	29.2	0.0			15.7		9.9	0.0				
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0		0.0	0.0				
Control Delay (*d*), s/veh	66.6	7.4			51.2		57.2	0.0				
Level of Service (LOS)	E	A			D		E					
Approach Delay, s/veh / LOS	28.6	C		51.2	D		57.2	E		0.0		
Intersection Delay, s/veh / LOS	43.2						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.87	B	1.40	A	2.16	B	2.33	B
Bicycle LOS Score / LOS	1.61	B	1.63	B	1.53	B		

HCS7 Signalized Intersection Intermediate Values

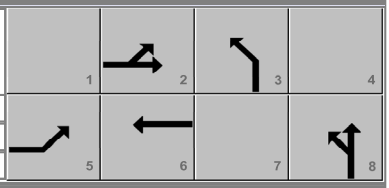
General Information				Intersection Information	
Agency	MEP			Duration, h	0.250
Analyst	MEP	Analysis Date	5/26/2023	Area Type	Other
Jurisdiction		Time Period		PHF	0.95
Urban Street		Analysis Year	2028	Analysis Period	1> 16:00
Intersection	Midway Rd & I-95 EB	File Name	Midway & I-95 EB PM POST.xus		
Project Description	2028 PM POST				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	461	827			1315		601	0				

Signal Information			
Cycle, s	121.7	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	30.0	49.0	24.7	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	2.0	2.0	2.0	0.0	0.0	0.0



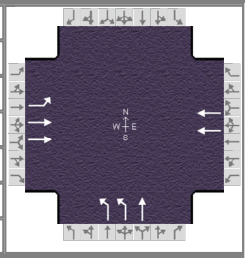
Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000			
Heavy Vehicles and Grade Factor (f_{HVg})	0.984	0.984	0.961	0.984	0.984	0.961	0.984	0.984	0.961			
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.000	0.000	0.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.000	0.000	0.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000			
Lane Utilization Adjustment Factor (f_{LU})	1.000	0.952	1.000	1.000	0.952	1.000	0.971	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		1.000	1.000		0.952	0.000				
Right-Turn Adjustment Factor (f_{RT})		1.000	1.000		1.000	1.000		1.000	1.000			
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000					
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000			
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000			
Movement Saturation Flow Rate (s), veh/h	1781	3651	0	0	3741	0	3563	1870	0			
Proportion of Vehicles Arriving on Green (P)	0.25	0.70	0.00	0.00	0.40	0.00	0.20	0.00	0.00	0.00	0.00	0.00
Incremental Delay Factor (k)	0.46	0.04			0.45		0.26					

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0		6.0		6.0		
Green Ratio (g/C)	0.67	0.70		0.40		0.20		
Permitted Saturation Flow Rate (s_p), veh/h/ln	391	0		646		1781		
Shared Saturation Flow Rate (s_{sh}), veh/h/ln				0				
Permitted Effective Green Time (g_p), s	51.0	0.0		0.0		0.0		
Permitted Service Time (g_u), s	2.8	0.0		0.0		0.0		
Permitted Queue Service Time (g_{ps}), s	2.8							
Time to First Blockage (g_f), s	0.0	0.0		49.0		0.0		
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.198	0.000	0.681	0.000	1.389	0.000	1.557	0.000
Pedestrian F_s / F_{delay}	0.000	0.069	0.000	0.123	0.000	0.169	0.000	0.168
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b	1396.48	5.54	805.35	21.71		68.06	-82.16	65.96
Bicycle F_w / F_v	-3.64	1.12	-3.64	1.14	-3.64	1.04	-3.64	

HCS7 Signalized Intersection Results Graphical Summary

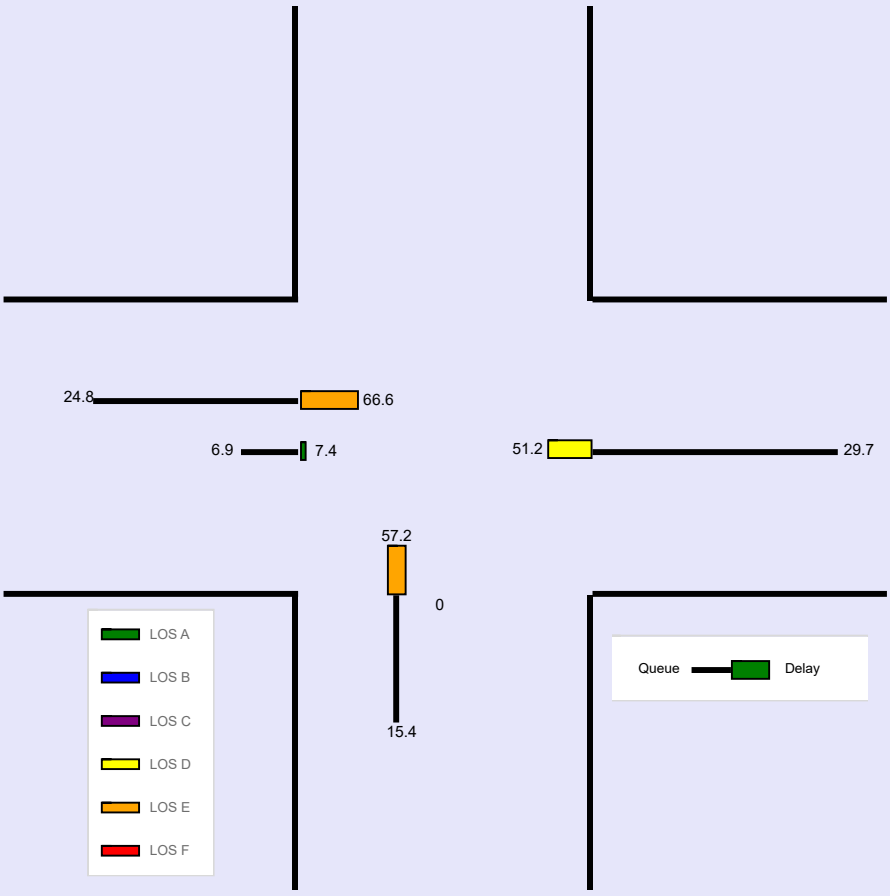
General Information				Intersection Information	
Agency	MEP			Duration, h	0.250
Analyst	MEP	Analysis Date	5/26/2023	Area Type	Other
Jurisdiction		Time Period		PHF	0.95
Urban Street		Analysis Year	2028	Analysis Period	1> 16:00
Intersection	Midway Rd & I-95 EB	File Name	Midway & I-95 EB PM POST.xus		
Project Description	2028 PM POST				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	461	827			1315		601	0				

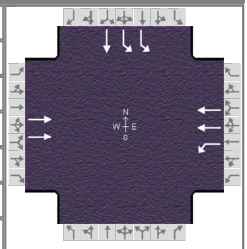
Signal Information					EB			WB			NB			SB		
Cycle, s	121.7	Reference Phase	2													
Offset, s	0	Reference Point	End	Green	30.0	49.0		24.7	0.0	0.0	0.0					
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	4.0	4.0		4.0	0.0	0.0	0.0					
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.0	2.0		2.0	0.0	0.0	0.0					

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	629.7	175.2			753.2		392	0				
Back of Queue (*Q*), veh/ln (95 th percentile)	24.8	6.9			29.7		15.4	0.0				
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00		0.00	0.00				
Control Delay (*d*), s/veh	66.6	7.4			51.2		57.2	0.0				
Level of Service (LOS)	E	A			D		E					
Approach Delay, s/veh / LOS	28.6	C		51.2	D		57.2	E		0.0		
Intersection Delay, s/veh / LOS	43.2						D					



HCS7 Signalized Intersection Input Data

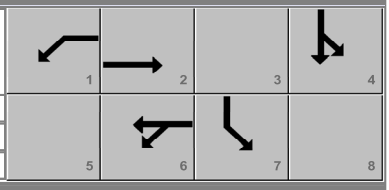
General Information				Intersection Information	
Agency	MEP			Duration, h	0.250
Analyst	MEP	Analysis Date	5/26/2023	Area Type	Other
Jurisdiction		Time Period		PHF	0.95
Urban Street		Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Midway Rd & I-95 WB	File Name	Midway & I-95 WB AM POST.xus		
Project Description	2028 AM POST				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		1281		510	756					396	0	

Signal Information			
Cycle, s	116.4	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	32.5	48.8	17.2	0.0	0.0	0.0	
Yellow	4.0	4.0	4.0	0.0	0.0	0.0	
Red	2.0	2.0	2.0	0.0	0.0	0.0	



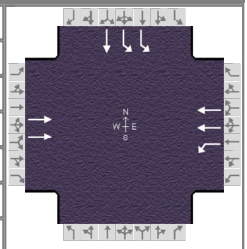
Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		1281		510	756					396	0	
Initial Queue (Q_b), veh/h		0		0	0					0	0	
Base Saturation Flow Rate (s_o), veh/h		1900		1900	1900					1900	1900	
Parking (N_m), man/h		None			None						None	
Heavy Vehicles (P_{HV}), %		2		2	2					2	2	
Ped / Bike / RTOR, /h	0	0		0	0		0	0		0	0	
Buses (N_b), buses/h	0	0	0	0	0	0				0	0	0
Arrival Type (*AT*)		3		3	3					3	3	
Upstream Filtering (*I*)		1.00		1.00	1.00					1.00	1.00	
Lane Width (*W*), ft		12.0		12.0	12.0					12.0	12.0	
Turn Bay Length, ft		0		0	0					0	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h		45		45	45					35	35	

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		70.0	100.0	20.0			20.0	60.0
Yellow Change Interval (*Y*), s		4.0	4.0	4.0			4.0	4.0
Red Clearance Interval (R_c), s		2.0	2.0	2.0			2.0	2.0
Minimum Green (G_{min}), s		6	6	6			6	6
Start-Up Lost Time (*l*t), s		2.0	2.0	2.0			2.0	2.0
Extension of Effective Green (*e*), s		2.0	2.0	2.0			2.0	2.0
Passage (*PT*), s		2.0	2.0	2.0			2.0	2.0
Recall Mode		Min	Off	Min			Off	Off
Dual Entry		Yes	No	Yes			No	Yes
Walk (*Walk*), s				0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s				0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius				0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft				9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0		No	0	0	No		0		0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0				12	5.0	2.0
Pedestrian Signal / Occupied Parking		0.50		No	0.50		No			No	0.50	

HCS7 Signalized Intersection Results Summary

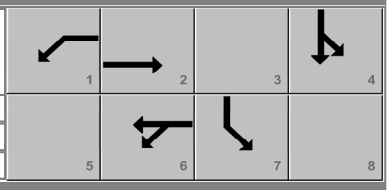
General Information				Intersection Information	
Agency	MEP			Duration, h	0.250
Analyst	MEP	Analysis Date	5/26/2023	Area Type	Other
Jurisdiction		Time Period		PHF	0.95
Urban Street		Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Midway Rd & I-95 WB	File Name	Midway & I-95 WB AM POST.xus		
Project Description	2028 AM POST				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		1281		510	756					396	0	

Signal Information			
Cycle, s	116.4	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	32.5	48.8	17.2	0.0	0.0	0.0	
Yellow	4.0	4.0	4.0	0.0	0.0	0.0	
Red	2.0	2.0	2.0	0.0	0.0	0.0	



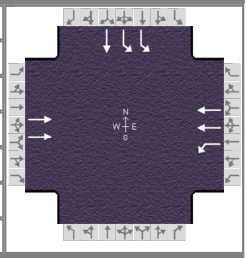
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6				4
Case Number		8.3	1.0	4.0				10.0
Phase Duration, s		54.8	38.5	93.2				23.2
Change Period, ($Y+R_c$), s		6.0	6.0	6.0				6.0
Max Allow Headway (*MAH*), s		2.9	3.0	2.9				3.1
Queue Clearance Time (g_s), s		43.9	30.7	10.5				15.8
Green Extension Time (g_e), s		3.9	1.0	4.3				1.0
Phase Call Probability		1.00	1.00	1.00				1.00
Max Out Probability		0.03	0.00	0.36				0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2		1	6					7	4	
Adjusted Flow Rate (*v*), veh/h		1348		537	796					417	0	
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1781		1781	1781					1730	1870	
Queue Service Time (g_s), s		41.9		28.7	8.5					13.8	0.0	
Cycle Queue Clearance Time (g_c), s		41.9		28.7	8.5					13.8	0.0	
Green Ratio (*g/C*)		0.42		0.72	0.75					0.15	0.15	
Capacity (*c*), veh/h		1495		585	2673					512	277	
Volume-to-Capacity Ratio (*X*)		0.902		0.918	0.298					0.815	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)		621.2		531.9	109					254.4	0	
Back of Queue (*Q*), veh/ln (95 th percentile)		24.5		20.9	4.3					10.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00		0.00	0.00					0.00	0.00	
Uniform Delay (d_1), s/veh		32.1		33.2	4.7					48.9	0.0	
Incremental Delay (d_2), s/veh		3.5		2.6	0.0					1.2	0.0	
Initial Queue Delay (d_3), s/veh		0.0		0.0	0.0					0.0	0.0	
Control Delay (*d*), s/veh		35.6		35.8	4.8					50.1	0.0	
Level of Service (LOS)		D		D	A					D		
Approach Delay, s/veh / LOS	35.6	D		17.3	B		0.0			50.1	D	
Intersection Delay, s/veh / LOS	29.7						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.40	A	1.85	B	2.32	B	2.16	B
Bicycle LOS Score / LOS	1.60	B	1.59	B			1.18	A

HCS7 Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	MEP			Duration, h	0.250
Analyst	MEP	Analysis Date	5/26/2023	Area Type	Other
Jurisdiction		Time Period		PHF	0.95
Urban Street		Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Midway Rd & I-95 WB	File Name	Midway & I-95 WB AM POST.xus		
Project Description	2028 AM POST				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		1281		510	756					396	0	

Signal Information			
Cycle, s	116.4	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4
Green	32.5	48.8	17.2	0.0	0.0	0.0	5	6	7	8
Yellow	4.0	4.0	4.0	0.0	0.0	0.0				
Red	2.0	2.0	2.0	0.0	0.0	0.0				

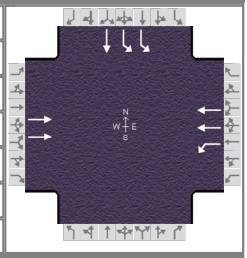
Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000				1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	0.961	0.984	0.961	0.984	0.984	0.961				0.984	0.984	0.961
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	0.000	0.000	0.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	0.000	0.000	0.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000				1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	0.952	1.000	1.000	0.952	1.000	1.000	1.000	1.000	0.971	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	1.000	1.000		0.952	0.000					0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		1.000	1.000		1.000	1.000					1.000	1.000
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000						1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000						1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000				1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000				1.000	1.000	1.000
Movement Saturation Flow Rate (s), veh/h	0	3741	0	1781	3651	0				3563	1870	0
Proportion of Vehicles Arriving on Green (P)	0.00	0.42	0.00	0.28	0.75	0.00	0.00	0.00	0.00	0.15	0.00	0.00
Incremental Delay Factor (k)		0.17		0.04	0.04					0.04		

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		6.0	6.0	6.0				4.0
Green Ratio (g/C)		0.42	0.72	0.75				0.15
Permitted Saturation Flow Rate (s_p), veh/h/ln		693	405	0				1781
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		0						
Permitted Effective Green Time (g_p), s		0.0	51.7	0.0				0.0
Permitted Service Time (g_u), s		0.0	7.1	0.0				0.0
Permitted Queue Service Time (g_{ps}), s			7.1					
Time to First Blockage (g_f), s		49.7	0.0	0.0				0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	0.681	0.000	1.198	0.000	1.557	0.000	1.389	0.000
Pedestrian F_s / F_{delay}	0.000	0.119	0.000	0.052	0.000	0.166	0.000	0.168
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b	837.94	19.65	1498.54	3.66	-85.90	63.31		65.42
Bicycle F_w / F_v	-3.64	1.11	-3.64	1.10	-3.64		-3.64	0.69

HCS7 Signalized Intersection Results Graphical Summary

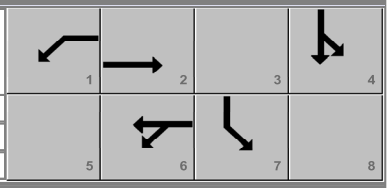
General Information				Intersection Information	
Agency	MEP			Duration, h	0.250
Analyst	MEP	Analysis Date	5/26/2023	Area Type	Other
Jurisdiction		Time Period		PHF	0.95
Urban Street		Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Midway Rd & I-95 WB	File Name	Midway & I-95 WB AM POST.xus		
Project Description	2028 AM POST				



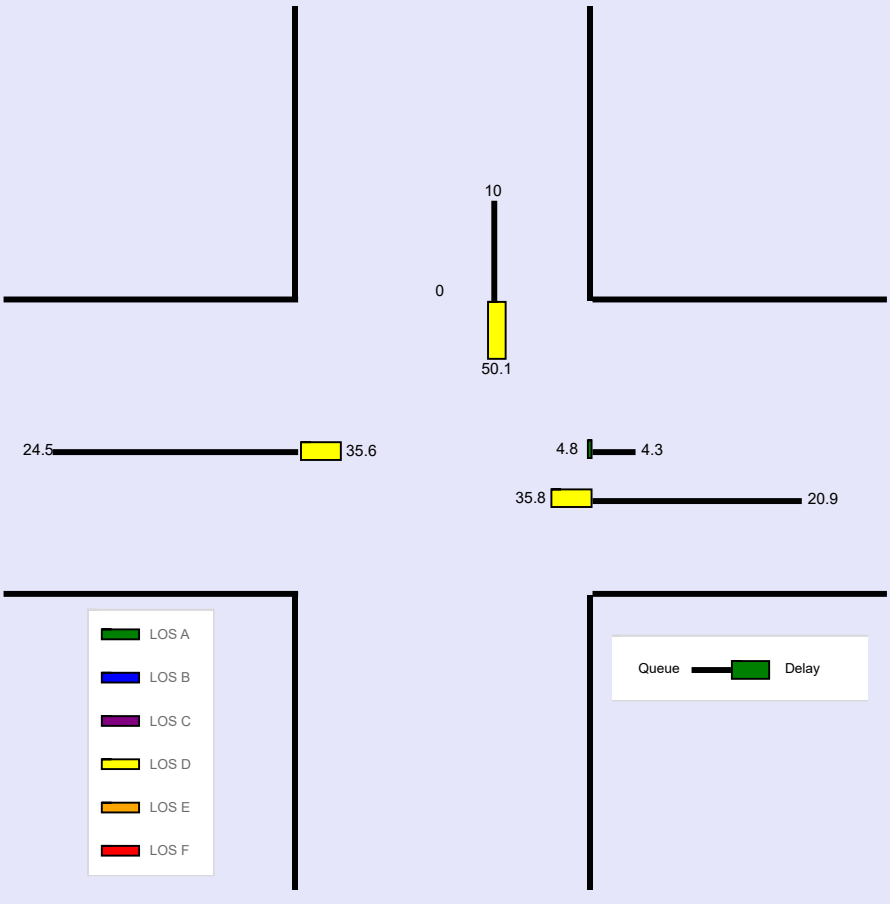
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		1281		510	756					396	0	

Signal Information			
Cycle, s	116.4	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	32.5	48.8	17.2	0.0	0.0	0.0	
Yellow	4.0	4.0	4.0	0.0	0.0	0.0	
Red	2.0	2.0	2.0	0.0	0.0	0.0	

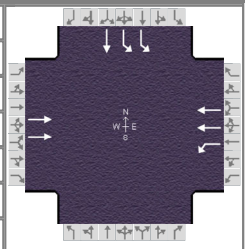


Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)		621.2		531.9	109					254.4	0	
Back of Queue (*Q*), veh/ln (95 th percentile)		24.5		20.9	4.3					10.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00		0.00	0.00					0.00	0.00	
Control Delay (*d*), s/veh		35.6		35.8	4.8					50.1	0.0	
Level of Service (LOS)		D		D	A					D		
Approach Delay, s/veh / LOS	35.6	D		17.3	B		0.0			50.1	D	
Intersection Delay, s/veh / LOS	29.7						C					



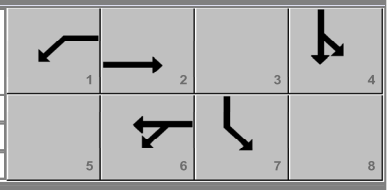
HCS7 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	MEP			Duration, h	0.250
Analyst	MEP	Analysis Date	5/26/2023	Area Type	Other
Jurisdiction		Time Period		PHF	0.95
Urban Street		Analysis Year	2028	Analysis Period	1> 16:00
Intersection	Midway Rd & I-95 WB	File Name	Midway & I-95 WB PM POST.xus		
Project Description	2028 PM POST				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		930		634	1359					399	0	

Signal Information												
Cycle, s	98.3	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	Yes	Simult. Gap E/W	On	Green	34.0	31.3	15.1	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	4.0	0.0	0.0	0.0		
				Red	2.0	2.0	2.0	0.0	0.0	0.0		



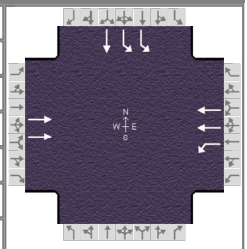
Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		930		634	1359					399	0	
Initial Queue (Q_b), veh/h		0		0	0					0	0	
Base Saturation Flow Rate (s_o), veh/h		1900		1900	1900					1900	1900	
Parking (N_m), man/h		None			None						None	
Heavy Vehicles (P_{HV}), %		2		2	2					2	2	
Ped / Bike / RTOR, /h	0	0		0	0		0	0		0	0	
Buses (N_b), buses/h	0	0	0	0	0	0				0	0	0
Arrival Type (*AT*)		3		3	3					3	3	
Upstream Filtering (*I*)		1.00		1.00	1.00					1.00	1.00	
Lane Width (*W*), ft		12.0		12.0	12.0					12.0	12.0	
Turn Bay Length, ft		0		0	0					0	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h		45		45	45					35	35	

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		50.0	100.0	20.0			20.0	60.0
Yellow Change Interval (*Y*), s		4.0	4.0	4.0			4.0	4.0
Red Clearance Interval (R_c), s		2.0	2.0	2.0			2.0	2.0
Minimum Green (G_{min}), s		6	6	6			6	6
Start-Up Lost Time (*l*t), s		2.0	2.0	2.0			2.0	2.0
Extension of Effective Green (*e*), s		2.0	2.0	2.0			2.0	2.0
Passage (*PT*), s		2.0	2.0	2.0			2.0	2.0
Recall Mode		Min	Off	Min			Off	Off
Dual Entry		Yes	No	Yes			No	Yes
Walk (*Walk*), s				0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s				0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius				0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft				9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0		No	0	0	No		0		0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0				12	5.0	2.0
Pedestrian Signal / Occupied Parking		0.50		No	0.50		No			No	0.50	

HCS7 Signalized Intersection Results Summary

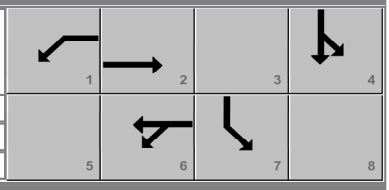
General Information				Intersection Information	
Agency	MEP			Duration, h	0.250
Analyst	MEP	Analysis Date	5/26/2023	Area Type	Other
Jurisdiction		Time Period		PHF	0.95
Urban Street		Analysis Year	2028	Analysis Period	1> 16:00
Intersection	Midway Rd & I-95 WB	File Name	Midway & I-95 WB PM POST.xus		
Project Description	2028 PM POST				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		930		634	1359					399	0	

Signal Information			
Cycle, s	98.3	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	34.0	31.3	15.1	0.0	0.0	0.0	
Yellow	4.0	4.0	4.0	0.0	0.0	0.0	
Red	2.0	2.0	2.0	0.0	0.0	0.0	



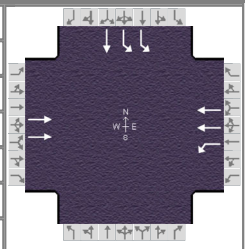
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6				4
Case Number		8.3	1.0	4.0				10.0
Phase Duration, s		37.3	40.0	77.3				21.1
Change Period, ($Y+R_c$), s		6.0	6.0	6.0				6.0
Max Allow Headway (*MAH*), s		2.9	3.0	2.9				3.1
Queue Clearance Time (g_s), s		27.9	31.8	20.4				13.7
Green Extension Time (g_e), s		2.8	1.4	0.0				1.0
Phase Call Probability		1.00	1.00	1.00				1.00
Max Out Probability		0.09	0.00	1.00				0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2		1	6					7	4	
Adjusted Flow Rate (*v*), veh/h		979		667	1431					420	0	
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1781		1781	1781					1730	1870	
Queue Service Time (g_s), s		25.9		29.8	18.4					11.7	0.0	
Cycle Queue Clearance Time (g_c), s		25.9		29.8	18.4					11.7	0.0	
Green Ratio (*g/C*)		0.32		0.69	0.72					0.15	0.15	
Capacity (*c*), veh/h		1136		724	2587					531	287	
Volume-to-Capacity Ratio (*X*)		0.861		0.922	0.553					0.791	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)		406.8		520.4	216.6					218.7	0	
Back of Queue (*Q*), veh/ln (95 th percentile)		16.0		20.5	8.5					8.6	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00		0.00	0.00					0.00	0.00	
Uniform Delay (d_1), s/veh		32.0		23.7	6.3					40.8	0.0	
Incremental Delay (d_2), s/veh		1.7		2.2	0.2					1.0	0.0	
Initial Queue Delay (d_3), s/veh		0.0		0.0	0.0					0.0	0.0	
Control Delay (*d*), s/veh		33.7		25.9	6.4					41.9	0.0	
Level of Service (LOS)		C		C	A					D		
Approach Delay, s/veh / LOS	33.7	C		12.6	B		0.0			41.9	D	
Intersection Delay, s/veh / LOS	22.0						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.41	A	1.85	B	2.32	B	2.15	B
Bicycle LOS Score / LOS	1.30	A	2.22	B			1.18	A

HCS7 Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	MEP			Duration, h	0.250
Analyst	MEP	Analysis Date	5/26/2023	Area Type	Other
Jurisdiction		Time Period		PHF	0.95
Urban Street		Analysis Year	2028	Analysis Period	1> 16:00
Intersection	Midway Rd & I-95 WB	File Name	Midway & I-95 WB PM POST.xus		
Project Description	2028 PM POST				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		930		634	1359					399	0	

Signal Information			
Cycle, s	98.3	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4
Green	34.0	31.3	15.1	0.0	0.0	0.0	5	6	7	8
Yellow	4.0	4.0	4.0	0.0	0.0	0.0				
Red	2.0	2.0	2.0	0.0	0.0	0.0				

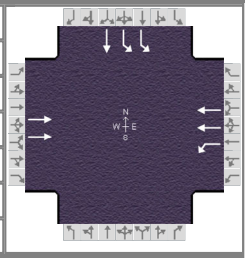
Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000				1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	0.961	0.984	0.961	0.984	0.984	0.961				0.984	0.984	0.961
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	0.000	0.000	0.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	0.000	0.000	0.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000				1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	0.952	1.000	1.000	0.952	1.000	1.000	1.000	1.000	0.971	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	1.000	1.000		0.952	0.000					0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		1.000	1.000		1.000	1.000					1.000	1.000
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000						1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000						1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000				1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000				1.000	1.000	1.000
Movement Saturation Flow Rate (s), veh/h	0	3741	0	1781	3651	0				3563	1870	0
Proportion of Vehicles Arriving on Green (P)	0.00	0.32	0.00	0.35	0.73	0.00	0.00	0.00	0.00	0.15	0.00	0.00
Incremental Delay Factor (k)		0.09		0.04	0.09					0.04		

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		6.0	6.0	6.0				4.0
Green Ratio (g/C)		0.32	0.69	0.72				0.15
Permitted Saturation Flow Rate (s_p), veh/h/ln		380	575	0				1781
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		0						
Permitted Effective Green Time (g_p), s		0.0	34.0	0.0				0.0
Permitted Service Time (g_u), s		0.0	5.7	0.0				0.0
Permitted Queue Service Time (g_{ps}), s			5.7					
Time to First Blockage (g_f), s		32.0	0.0	0.0				0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	0.681	0.000	1.198	0.000	1.557	0.000	1.389	0.000
Pedestrian F_s / F_{delay}	0.000	0.125	0.000	0.053	0.000	0.160	0.000	0.162
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b	636.71	22.85	1449.57	3.72		54.30		56.42
Bicycle F_w / F_v	-3.64	0.81	-3.64	1.73	-3.64		-3.64	0.69

HCS7 Signalized Intersection Results Graphical Summary

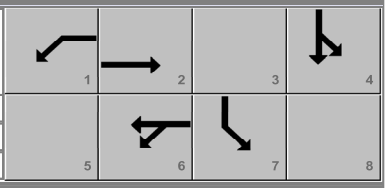
General Information				Intersection Information	
Agency	MEP			Duration, h	0.250
Analyst	MEP	Analysis Date	5/26/2023	Area Type	Other
Jurisdiction		Time Period		PHF	0.95
Urban Street		Analysis Year	2028	Analysis Period	1> 16:00
Intersection	Midway Rd & I-95 WB	File Name	Midway & I-95 WB PM POST.xus		
Project Description	2028 PM POST				



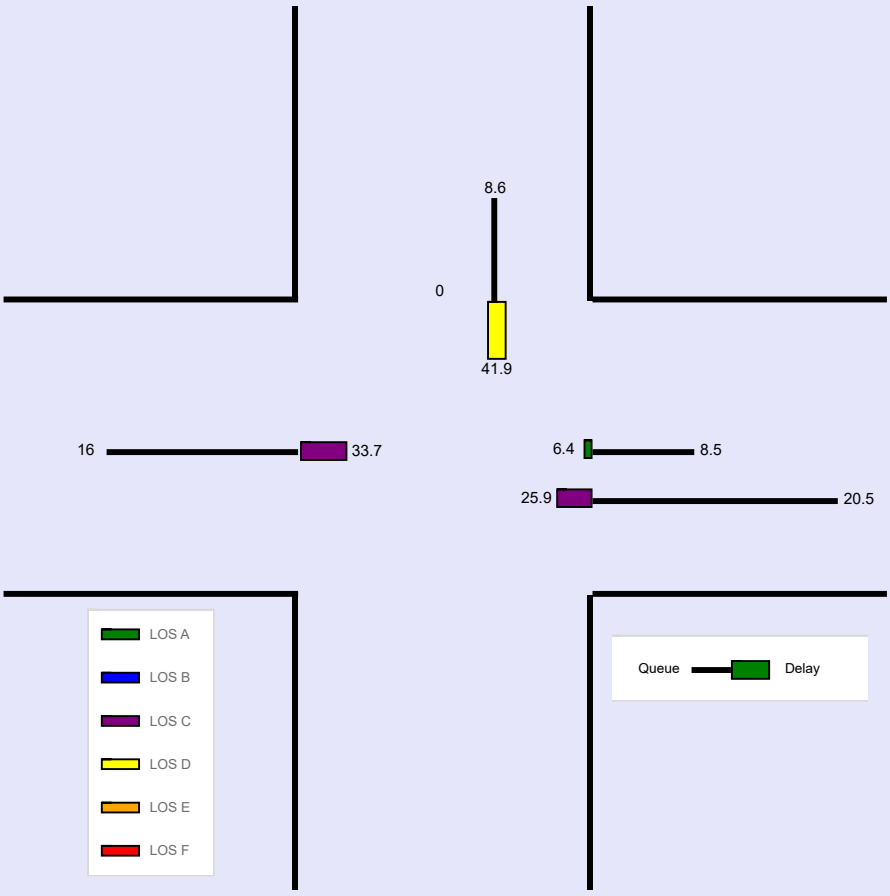
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		930		634	1359					399	0	

Signal Information			
Cycle, s	98.3	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	34.0	31.3	15.1	0.0	0.0	0.0	
Yellow	4.0	4.0	4.0	0.0	0.0	0.0	
Red	2.0	2.0	2.0	0.0	0.0	0.0	

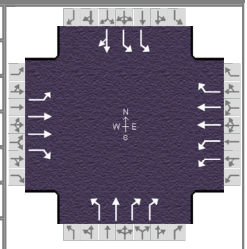


Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)		406.8		520.4	216.6					218.7	0	
Back of Queue (*Q*), veh/ln (95 th percentile)		16.0		20.5	8.5					8.6	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00		0.00	0.00					0.00	0.00	
Control Delay (*d*), s/veh		33.7		25.9	6.4					41.9	0.0	
Level of Service (LOS)		C		C	A					D		
Approach Delay, s/veh / LOS	33.7	C		12.6	B		0.0			41.9	D	
Intersection Delay, s/veh / LOS	22.0						C					



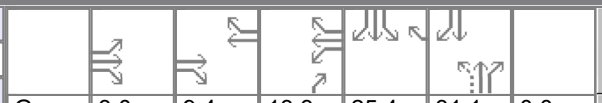
HCS7 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	MEP			Duration, h	0.250
Analyst	MEP	Analysis Date	5/26/2023	Area Type	Other
Jurisdiction		Time Period		PHF	0.95
Urban Street		Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Midway Rd & DW 1 (Art…	File Name	Midway & DW 1 AM POST.xus		
Project Description	2028 AM POST				

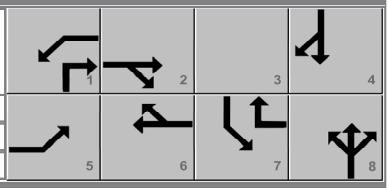


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	21	467	42	276	371	371	114	49	744	651	59	37

Signal Information									
Cycle, s	112.3	Reference Phase	2						
Offset, s	0	Reference Point	End						
Uncoordinated	Yes	Simult. Gap E/W	On						
Force Mode	Fixed	Simult. Gap N/S	On						



Green	3.0	9.4	13.3	25.4	31.1	0.0
Yellow	4.0	4.0	4.0	4.0	4.0	0.0
Red	2.0	2.0	2.0	2.0	2.0	0.0



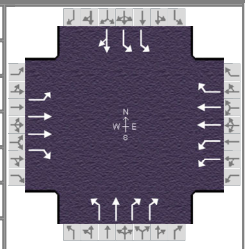
Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	21	467	42	276	371	371	114	49	744	651	59	37
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	2	2	2	2	2	2	2	2	2	2	2	
Ped / Bike / RTOR, /h	0	0	0	0	0	100	0	0	0	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	
Turn Bay Length, ft	0	0	0	0	0	0	0	0	0	0	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	45	45	45	45	45	45	45	45	45	45	45	45

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	20.0	40.0	30.0	60.0		50.0	50.0	20.0
Yellow Change Interval (*Y*), s	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Red Clearance Interval (R_c), s	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Minimum Green (G_{min}), s	6	6	6	6		6	6	6
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Recall Mode	Off	Min	Off	Min		Off	Off	Off
Dual Entry	No	Yes	No	Yes		Yes	No	Yes
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

HCS7 Signalized Intersection Results Summary

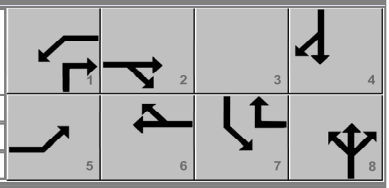
General Information				Intersection Information	
Agency	MEP			Duration, h	0.250
Analyst	MEP	Analysis Date	5/26/2023	Area Type	Other
Jurisdiction		Time Period		PHF	0.95
Urban Street		Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Midway Rd & DW 1 (Art…	File Name	Midway & DW 1 AM POST.xus		
Project Description	2028 AM POST				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	21	467	42	276	371	371	114	49	744	651	59	37

Signal Information			
Cycle, s	112.3	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	3.0	9.4	13.3	25.4	31.1	0.0	
Yellow	4.0	4.0	4.0	4.0	4.0	0.0	
Red	2.0	2.0	2.0	2.0	2.0	0.0	



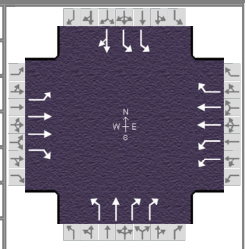
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8	7	4
Case Number	2.0	3.0	2.0	3.0		5.3	2.0	4.0
Phase Duration, s	9.0	24.4	19.3	34.7		37.1	31.4	68.6
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0		6.0	6.0	6.0
Max Allow Headway (*MAH*), s	3.0	3.0	3.1	3.1		3.2	3.0	3.2
Queue Clearance Time (g_s), s	3.4	17.1	11.1	14.8		28.4	23.6	5.1
Green Extension Time (g_e), s	0.0	1.1	2.1	2.2		2.5	1.6	2.6
Phase Call Probability	0.50	1.00	1.00	1.00		1.00	1.00	1.00
Max Out Probability	0.00	0.00	0.00	0.00		0.00	0.00	0.02

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	22	492	44	291	391	285	120	52	783	685	101	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1781	1585	1730	1781	1585	1294	1870	1403	1730	1749	
Queue Service Time (g_s), s	1.4	15.1	2.7	9.1	10.4	12.8	8.3	2.3	26.4	21.6	3.1	
Cycle Queue Clearance Time (g_c), s	1.4	15.1	2.7	9.1	10.4	12.8	8.3	2.3	26.4	21.6	3.1	
Green Ratio (*g/C*)	0.03	0.16	0.16	0.12	0.26	0.48	0.28	0.28	0.40	0.23	0.56	
Capacity (*c*), veh/h	48	585	260	410	911	765	423	520	1112	785	976	
Volume-to-Capacity Ratio (*X*)	0.460	0.841	0.170	0.708	0.429	0.373	0.284	0.099	0.704	0.873	0.104	
Back of Queue (*Q*), ft/ln (95 th percentile)	29.2	273.6	47.5	176.9	197.5	200.4	116.2	46.5	280.3	353	50.7	
Back of Queue (*Q*), veh/ln (95 th percentile)	1.1	10.8	1.9	7.0	7.8	7.9	4.6	1.8	11.0	13.9	2.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	54.2	45.8	40.6	47.9	35.1	18.4	32.5	30.3	28.2	42.1	11.7	
Incremental Delay (d_2), s/veh	2.5	1.3	0.1	0.8	0.1	0.1	0.1	0.0	0.3	1.2	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	56.7	47.1	40.7	48.8	35.3	18.5	32.6	30.3	28.5	43.3	11.7	
Level of Service (LOS)	E	D	D	D	D	B	C	C	C	D	B	
Approach Delay, s/veh / LOS	46.9	D		34.4	C		29.1	C		39.3	D	
Intersection Delay, s/veh / LOS	36.2						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.46	B	2.13	B	2.73	C	2.41	B
Bicycle LOS Score / LOS	0.95	A	1.28	A	2.06	B	1.79	B

HCS7 Signalized Intersection Intermediate Values

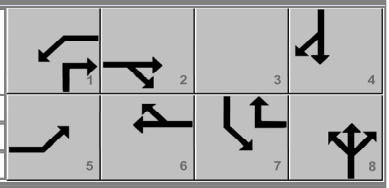
General Information				Intersection Information	
Agency	MEP			Duration, h	0.250
Analyst	MEP	Analysis Date	5/26/2023	Area Type	Other
Jurisdiction		Time Period		PHF	0.95
Urban Street		Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Midway Rd & DW 1 (Art…	File Name	Midway & DW 1 AM POST.xus		
Project Description	2028 AM POST				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	21	467	42	276	371	371	114	49	744	651	59	37

Signal Information			
Cycle, s	112.3	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	3.0	9.4	13.3	25.4	31.1	0.0
Yellow	4.0	4.0	4.0	4.0	4.0	0.0
Red	2.0	2.0	2.0	2.0	2.0	0.0



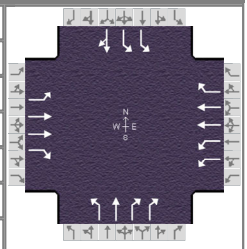
Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	0.984	0.984	0.984	0.984	0.984	0.984	0.984	0.984	0.984	0.984	0.984	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	0.952	1.000	0.971	0.952	1.000	1.000	1.000	0.885	0.971	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.681	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.847		0.000	0.847		0.935	0.935
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Movement Saturation Flow Rate (s), veh/h	1781	3561	1585	3459	3561	1585	1294	1870	2806	3459	1075	674
Proportion of Vehicles Arriving on Green (P)	0.03	0.16	0.16	0.12	0.26	0.26	0.28	0.28	0.28	0.23	0.56	0.56
Incremental Delay Factor (k)	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0		6.0	6.0	6.0
Green Ratio (g/C)	0.03	0.16	0.12	0.26		0.28	0.23	0.56
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0		1294	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0		31.4	0.0	0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0		31.8	0.0	0.0
Permitted Queue Service Time (g_{ps}), s						8.3		
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0		1585		1403		
Protected Right Effective Green Time (g_R), s		0.0		25.6		13.4		

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.710	0.000	1.389	0.000	1.852	0.142	1.710	0.000
Pedestrian F_s / F_{delay}	0.000	0.151	0.000	0.138	0.000	0.135	0.000	0.096
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b	237.03	43.61	510.88	31.12	554.86	29.31	1114.50	11.00
Bicycle F_w / F_v	-3.64	0.46	-3.64	0.80	-3.64	1.58	-3.64	1.30

HCS7 Signalized Intersection Results Graphical Summary

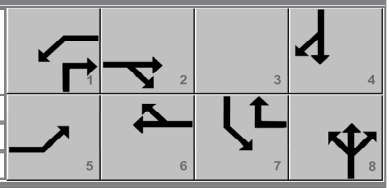
General Information				Intersection Information	
Agency	MEP			Duration, h	0.250
Analyst	MEP	Analysis Date	5/26/2023	Area Type	Other
Jurisdiction		Time Period		PHF	0.95
Urban Street		Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Midway Rd & DW 1 (Art…	File Name	Midway & DW 1 AM POST.xus		
Project Description	2028 AM POST				



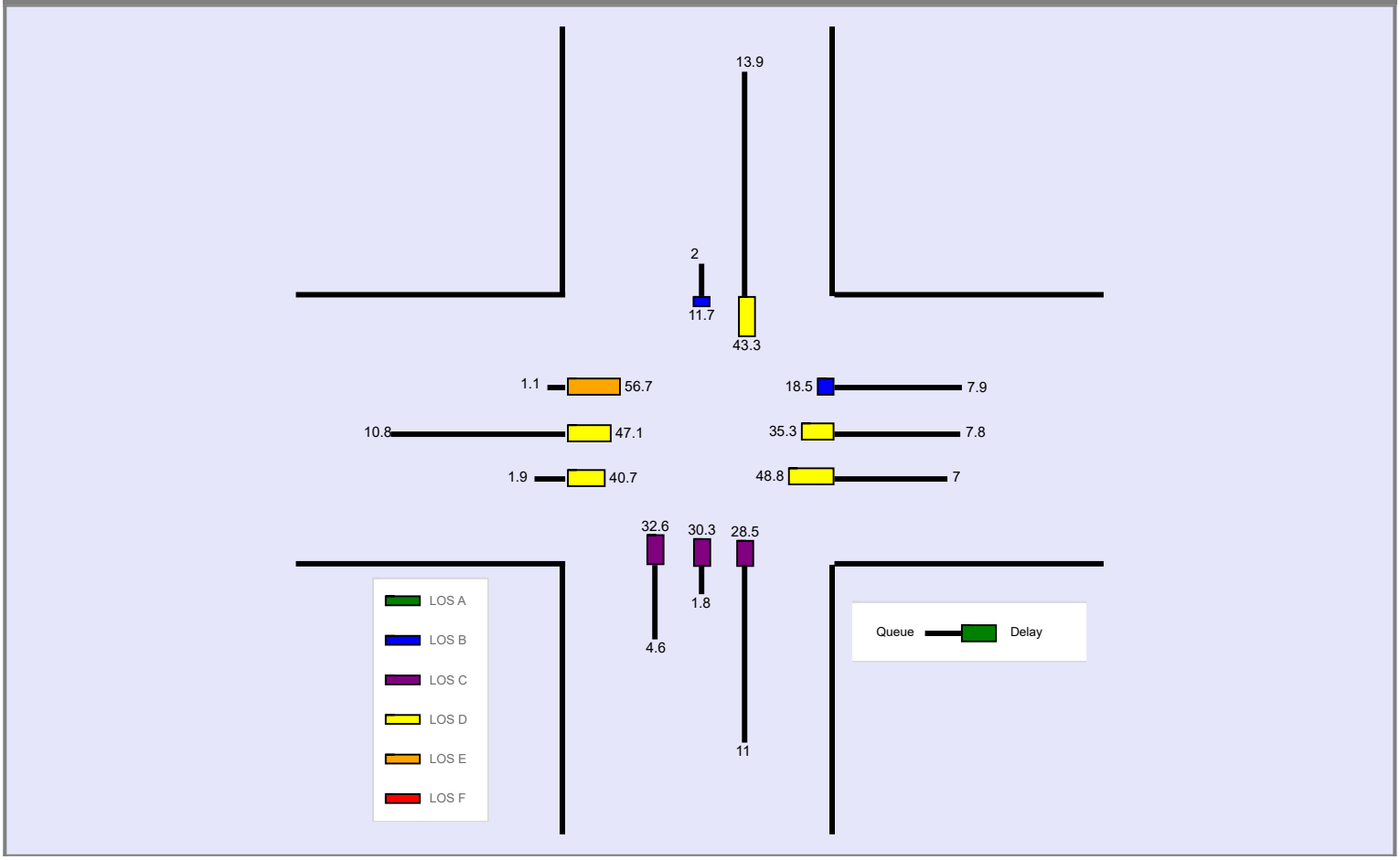
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	21	467	42	276	371	371	114	49	744	651	59	37

Signal Information			
Cycle, s	112.3	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	3.0	9.4	13.3	25.4	31.1	0.0	
Yellow	4.0	4.0	4.0	4.0	4.0	0.0	
Red	2.0	2.0	2.0	2.0	2.0	0.0	

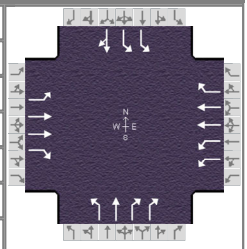


Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	29.2	273.6	47.5	176.9	197.5	200.4	116.2	46.5	280.3	353	50.7	
Back of Queue (*Q*), veh/ln (95 th percentile)	1.1	10.8	1.9	7.0	7.8	7.9	4.6	1.8	11.0	13.9	2.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Control Delay (*d*), s/veh	56.7	47.1	40.7	48.8	35.3	18.5	32.6	30.3	28.5	43.3	11.7	
Level of Service (LOS)	E	D	D	D	D	B	C	C	C	D	B	
Approach Delay, s/veh / LOS	46.9	D		34.4	C		29.1	C		39.3	D	
Intersection Delay, s/veh / LOS	36.2						D					



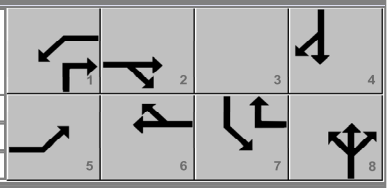
HCS7 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	MEP			Duration, h	0.250
Analyst	MEP	Analysis Date	5/26/2023	Area Type	Other
Jurisdiction		Time Period		PHF	0.95
Urban Street		Analysis Year	2028	Analysis Period	1> 16:00
Intersection	Midway Rd & DW 1 (Art…	File Name	Midway & DW 1 PM POST.xus		
Project Description	2028 PM POST				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	47	411	114	744	513	825	77	79	503	586	66	33

Signal Information										
Cycle, s	113.6	Reference Phase	2							
Offset, s	0	Reference Point	End							
Uncoordinated	Yes	Simult. Gap E/W	On							
Force Mode	Fixed	Simult. Gap N/S	On							
				Green	4.8	6.0	30.8	23.3	18.8	0.0
				Yellow	4.0	4.0	4.0	4.0	4.0	0.0
				Red	2.0	2.0	2.0	2.0	2.0	0.0



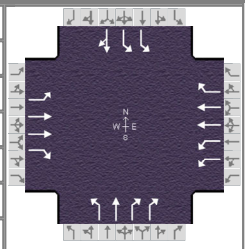
Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	47	411	114	744	513	825	77	79	503	586	66	33
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None		0	L			None			None	
Heavy Vehicles (P_{HV}), %	2	2	2	2	2	2	2	2	2	2	2	
Ped / Bike / RTOR, /h	0	0	0	0	0	300	0	0	0	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	
Turn Bay Length, ft	0	0	0	0	0	0	0	0	0	0	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	45	45	45	45	45	45	45	45	45	45	45	45

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	20.0	40.0	40.0	60.0		50.0	50.0	20.0
Yellow Change Interval (*Y*), s	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Red Clearance Interval (R_c), s	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Minimum Green (G_{min}), s	6	6	6	6		6	6	6
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Recall Mode	Off	Min	Off	Min		Off	Off	Off
Dual Entry	No	Yes	No	Yes		Yes	No	Yes
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

HCS7 Signalized Intersection Results Summary

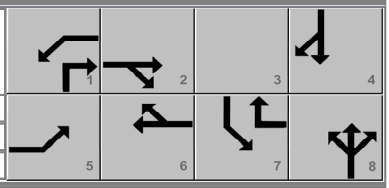
General Information				Intersection Information	
Agency	MEP			Duration, h	0.250
Analyst	MEP	Analysis Date	5/26/2023	Area Type	Other
Jurisdiction		Time Period		PHF	0.95
Urban Street		Analysis Year	2028	Analysis Period	1> 16:00
Intersection	Midway Rd & DW 1 (Art…	File Name	Midway & DW 1 PM POST.xus		
Project Description	2028 PM POST				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	47	411	114	744	513	825	77	79	503	586	66	33

Signal Information			
Cycle, s	113.6	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.8	6.0	30.8	23.3	18.8	0.0	
Yellow	4.0	4.0	4.0	4.0	4.0	0.0	
Red	2.0	2.0	2.0	2.0	2.0	0.0	



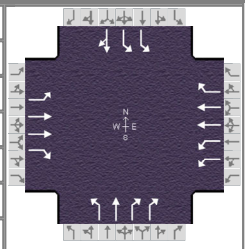
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8	7	4
Case Number	2.0	3.0	2.0	3.0		5.3	2.0	4.0
Phase Duration, s	10.8	22.7	36.8	48.8		24.8	29.3	54.0
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0		6.0	6.0	6.0
Max Allow Headway (*MAH*), s	3.0	3.0	3.1	3.1		3.2	3.0	3.2
Queue Clearance Time (g_s), s	5.1	15.5	26.3	27.5		17.0	21.7	6.1
Green Extension Time (g_e), s	0.0	1.1	4.3	5.1		1.7	1.4	1.7
Phase Call Probability	0.79	1.00	1.00	1.00		1.00	1.00	1.00
Max Out Probability	0.00	0.00	0.16	0.01		0.00	0.00	0.01

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	49	433	120	783	540	553	81	83	529	617	104	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1781	1585	1730	1781	1585	1290	1870	1403	1730	1764	
Queue Service Time (g_s), s	3.1	13.5	8.0	24.3	12.7	25.5	6.4	4.4	15.0	19.7	4.1	
Cycle Queue Clearance Time (g_c), s	3.1	13.5	8.0	24.3	12.7	25.5	6.4	4.4	15.0	19.7	4.1	
Green Ratio (*g/C*)	0.04	0.15	0.15	0.27	0.38	0.58	0.17	0.17	0.44	0.21	0.42	
Capacity (*c*), veh/h	75	525	234	940	1343	923	276	309	1226	711	747	
Volume-to-Capacity Ratio (*X*)	0.663	0.824	0.513	0.833	0.402	0.598	0.293	0.269	0.432	0.868	0.140	
Back of Queue (*Q*), ft/ln (95 th percentile)	65.9	250.1	141.3	395.8	226.1	329.7	91.4	91.9	179.7	329.4	74.9	
Back of Queue (*Q*), veh/ln (95 th percentile)	2.6	9.8	5.6	15.6	8.9	13.0	3.6	3.6	7.1	13.0	2.9	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	53.9	47.2	44.9	39.1	26.1	15.3	42.4	41.6	28.4	43.9	20.2	
Incremental Delay (d_2), s/veh	3.7	1.3	0.6	3.2	0.1	0.2	0.2	0.2	0.1	1.3	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	57.6	48.5	45.5	42.4	26.2	15.5	42.7	41.8	28.4	45.2	20.2	
Level of Service (LOS)	E	D	D	D	C	B	D	D	C	D	C	
Approach Delay, s/veh / LOS	48.7	D		29.8	C		31.7	C		41.6	D	
Intersection Delay, s/veh / LOS	35.2						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.45	B	2.11	B	3.03	C	2.43	B
Bicycle LOS Score / LOS	0.98	A	2.04	B	1.63	B	1.68	B

HCS7 Signalized Intersection Intermediate Values

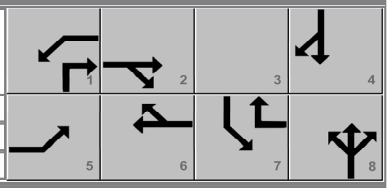
General Information				Intersection Information	
Agency	MEP			Duration, h	0.250
Analyst	MEP	Analysis Date	5/26/2023	Area Type	Other
Jurisdiction		Time Period		PHF	0.95
Urban Street		Analysis Year	2028	Analysis Period	1> 16:00
Intersection	Midway Rd & DW 1 (Art…	File Name	Midway & DW 1 PM POST.xus		
Project Description	2028 PM POST				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	47	411	114	744	513	825	77	79	503	586	66	33

Signal Information			
Cycle, s	113.6	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.8	6.0	30.8	23.3	18.8	0.0						
Yellow	4.0	4.0	4.0	4.0	4.0	0.0						
Red	2.0	2.0	2.0	2.0	2.0	0.0						



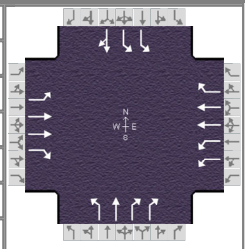
Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	0.984	0.984	0.984	0.984	0.984	0.984	0.984	0.984	0.984	0.984	0.984	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	0.952	1.000	0.971	0.952	1.000	1.000	1.000	0.885	0.971	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.679	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.847		0.000	0.847		0.943	0.943
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Movement Saturation Flow Rate (s), veh/h	1781	3561	1585	3459	3561	1585	1290	1870	2806	3459	1176	588
Proportion of Vehicles Arriving on Green (P)	0.04	0.15	0.15	0.27	0.38	0.38	0.17	0.17	0.17	0.21	0.42	0.42
Incremental Delay Factor (k)	0.04	0.04	0.04	0.17	0.04	0.04	0.04	0.04	0.04	0.04	0.04	

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0		6.0	6.0	6.0
Green Ratio (g/C)	0.04	0.15	0.27	0.38		0.17	0.21	0.42
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0		1290	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0		18.9	0.0	0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0		19.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s						6.4		
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0		1585		1403		
Protected Right Effective Green Time (g_R), s		0.0		23.5		31.0		

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.710	0.000	1.389	0.000	1.852	0.427	1.710	0.000
Pedestrian F_s / F_{delay}	0.000	0.137	0.000	0.124	0.000	0.148	0.000	0.118
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b	542.84	30.15	753.31	22.07	330.17	39.60	845.81	18.92
Bicycle F_w / F_v	-3.64	0.50	-3.64	1.55	-3.64	1.14	-3.64	1.19

HCS7 Signalized Intersection Results Graphical Summary

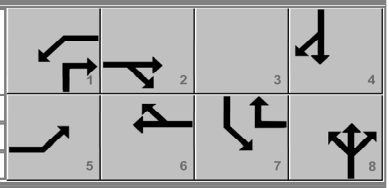
General Information				Intersection Information	
Agency	MEP			Duration, h	0.250
Analyst	MEP	Analysis Date	5/26/2023	Area Type	Other
Jurisdiction		Time Period		PHF	0.95
Urban Street		Analysis Year	2028	Analysis Period	1> 16:00
Intersection	Midway Rd & DW 1 (Art…	File Name	Midway & DW 1 PM POST.xus		
Project Description	2028 PM POST				



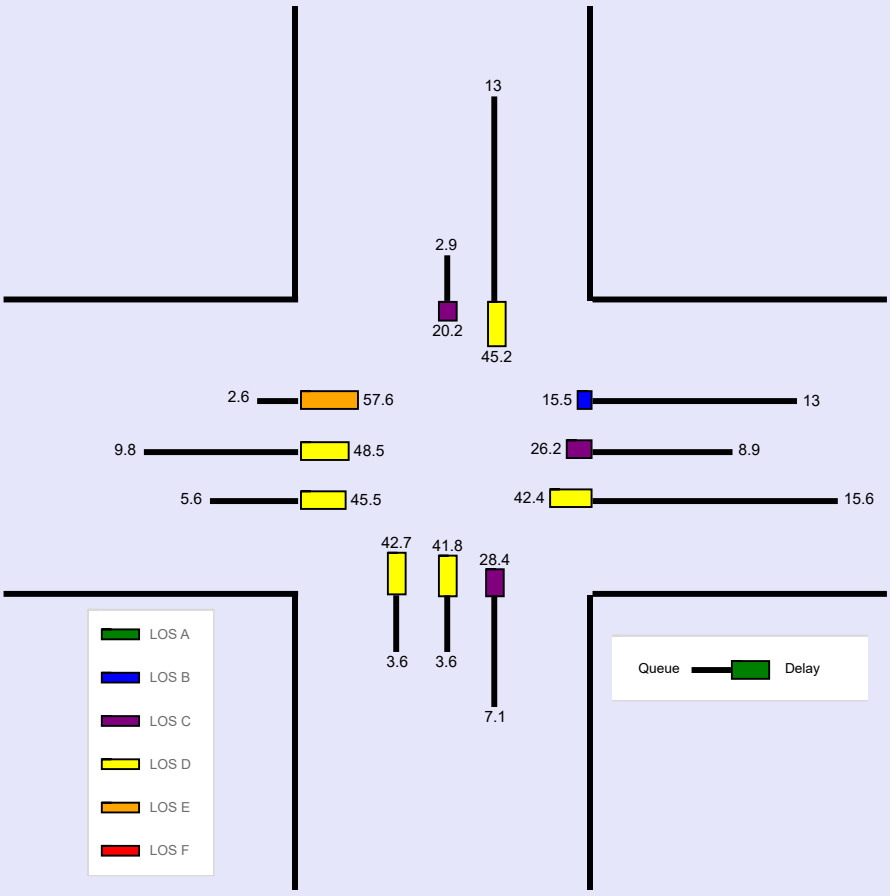
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	47	411	114	744	513	825	77	79	503	586	66	33

Signal Information									
Cycle, s	113.6	Reference Phase	2						
Offset, s	0	Reference Point	End						
Uncoordinated	Yes	Simult. Gap E/W	On						
Force Mode	Fixed	Simult. Gap N/S	On						

Green	4.8	6.0	30.8	23.3	18.8	0.0	
Yellow	4.0	4.0	4.0	4.0	4.0	0.0	
Red	2.0	2.0	2.0	2.0	2.0	0.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	65.9	250.1	141.3	395.8	226.1	329.7	91.4	91.9	179.7	329.4	74.9	
Back of Queue (*Q*), veh/ln (95 th percentile)	2.6	9.8	5.6	15.6	8.9	13.0	3.6	3.6	7.1	13.0	2.9	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Control Delay (*d*), s/veh	57.6	48.5	45.5	42.4	26.2	15.5	42.7	41.8	28.4	45.2	20.2	
Level of Service (LOS)	E	D	D	D	C	B	D	D	C	D	C	
Approach Delay, s/veh / LOS	48.7	D		29.8	C		31.7	C		41.6	D	
Intersection Delay, s/veh / LOS	35.2						D					



APPENDIX A

Land Use: 210
Single-Family Detached Housing

Description

A single-family detached housing site includes any single-family detached home on an individual lot. A typical site surveyed is a suburban subdivision.

Specialized Land Use

Data have been submitted for several single-family detached housing developments with homes that are commonly referred to as patio homes. A patio home is a detached housing unit that is located on a small lot with little (or no) front or back yard. In some subdivisions, communal maintenance of outside grounds is provided for the patio homes. The three patio home sites total 299 dwelling units with overall weighted average trip generation rates of 5.35 vehicle trips per dwelling unit for weekday, 0.26 for the AM adjacent street peak hour, and 0.47 for the PM adjacent street peak hour. These patio home rates based on a small sample of sites are lower than those for single-family detached housing (Land Use 210), lower than those for single-family attached housing (Land Use 251), and higher than those for senior adult housing -- single-family (Land Use 251). Further analysis of this housing type will be conducted in a future edition of *Trip Generation Manual*.

Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

For 30 of the study sites, data on the number of residents and number of household vehicles are available. The overall averages for the 30 sites are 3.6 residents per dwelling unit and 1.5 vehicles per dwelling unit.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Arizona, California, Connecticut, Delaware, Illinois, Indiana, Kentucky, Maryland, Massachusetts, Minnesota, Montana, New Jersey, North Carolina, Ohio, Ontario (CAN), Oregon, Pennsylvania, South Carolina, South Dakota, Tennessee, Vermont, Virginia, and West Virginia.

Source Numbers

100, 105, 114, 126, 157, 167, 177, 197, 207, 211, 217, 267, 275, 293, 300, 319, 320, 356, 357, 367, 384, 387, 407, 435, 522, 550, 552, 579, 598, 601, 603, 614, 637, 711, 716, 720, 728, 735, 868, 869, 903, 925, 936, 1005, 1007, 1008, 1010, 1033, 1066, 1077,1078, 1079

Single-Family Detached Housing
(210)

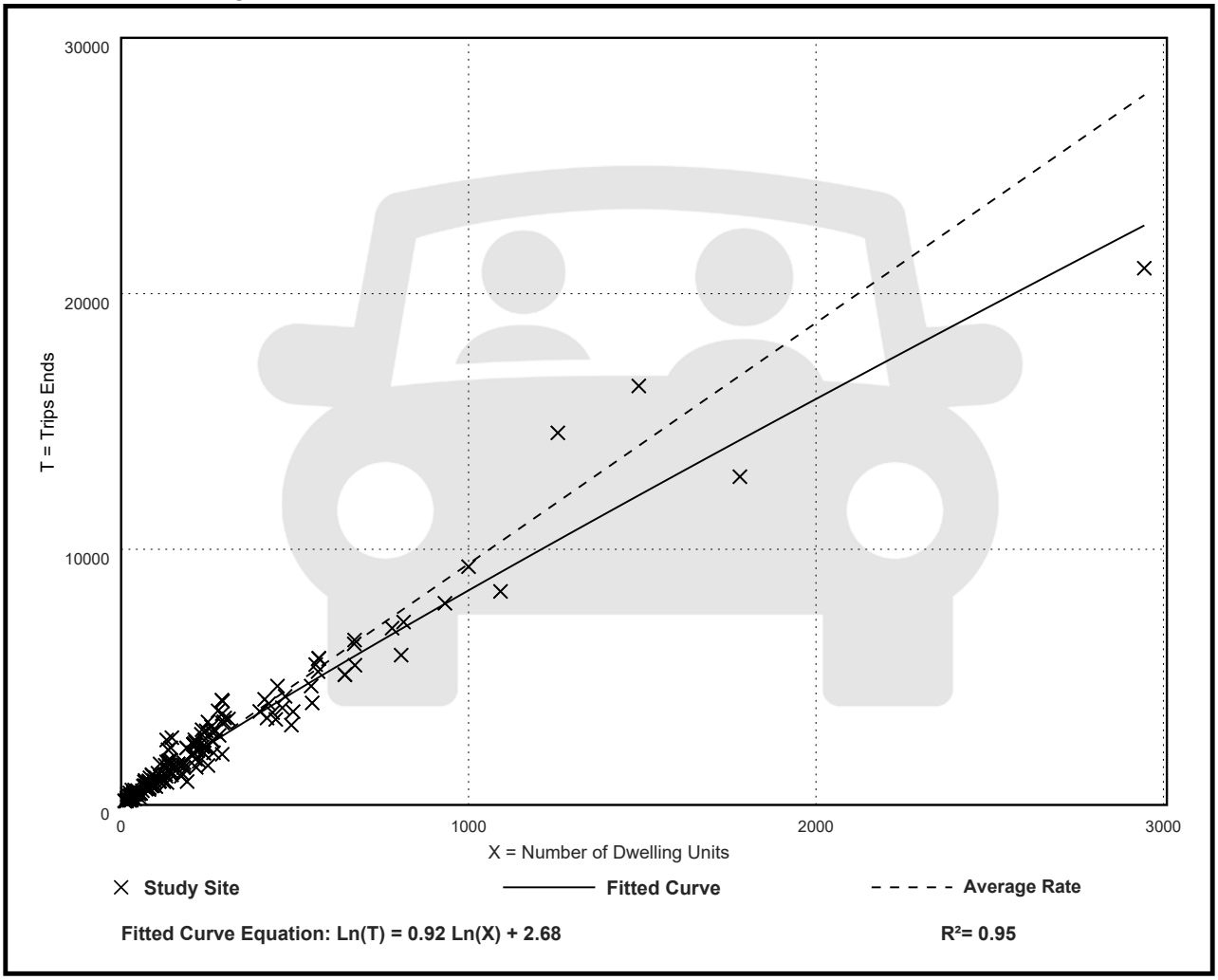
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 174
Avg. Num. of Dwelling Units: 246
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.43	4.45 - 22.61	2.13

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.92 Ln(X) + 2.68

R^2= 0.95

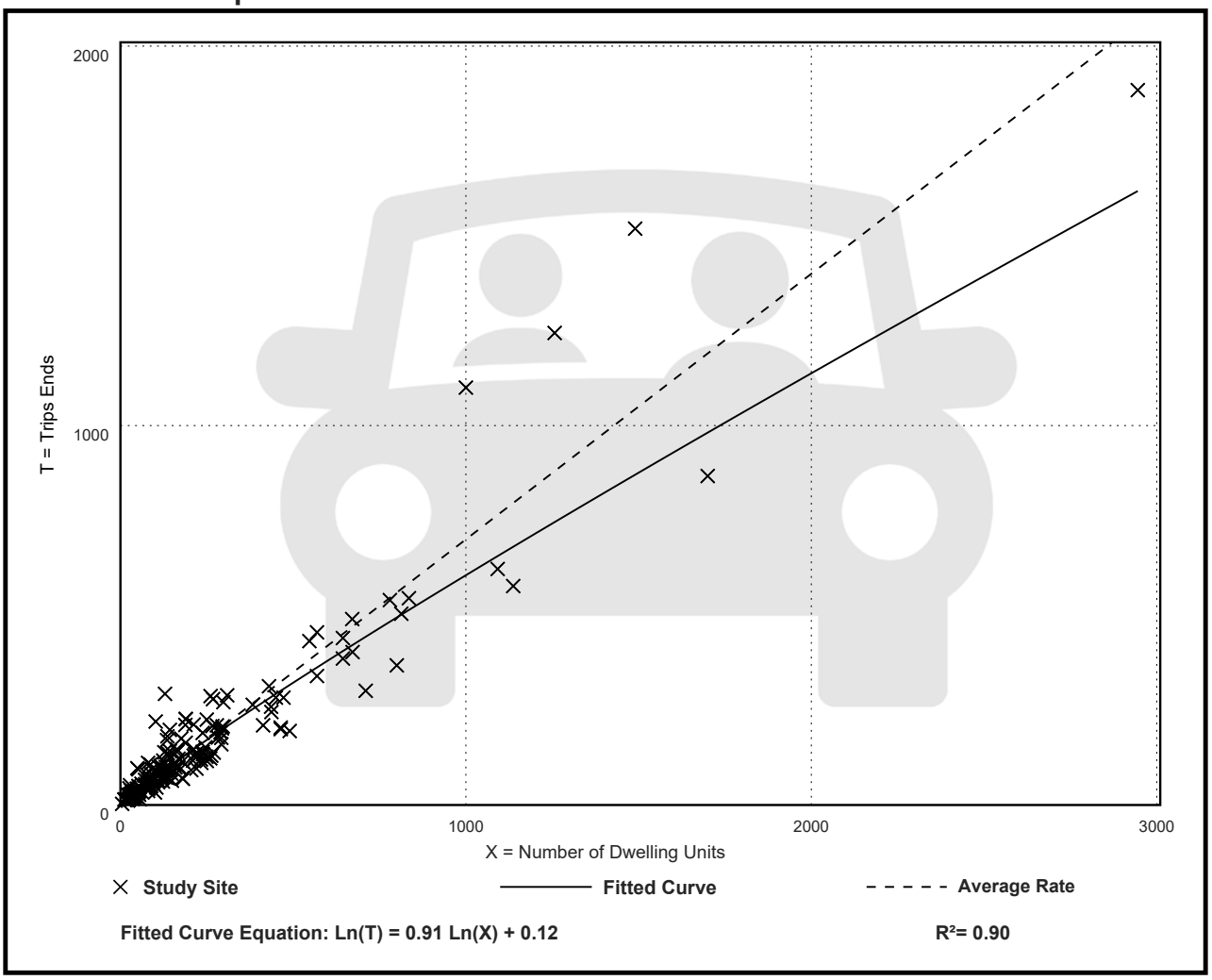
Single-Family Detached Housing
(210)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 192
Avg. Num. of Dwelling Units: 226
Directional Distribution: 26% entering, 74% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.70	0.27 - 2.27	0.24

Data Plot and Equation



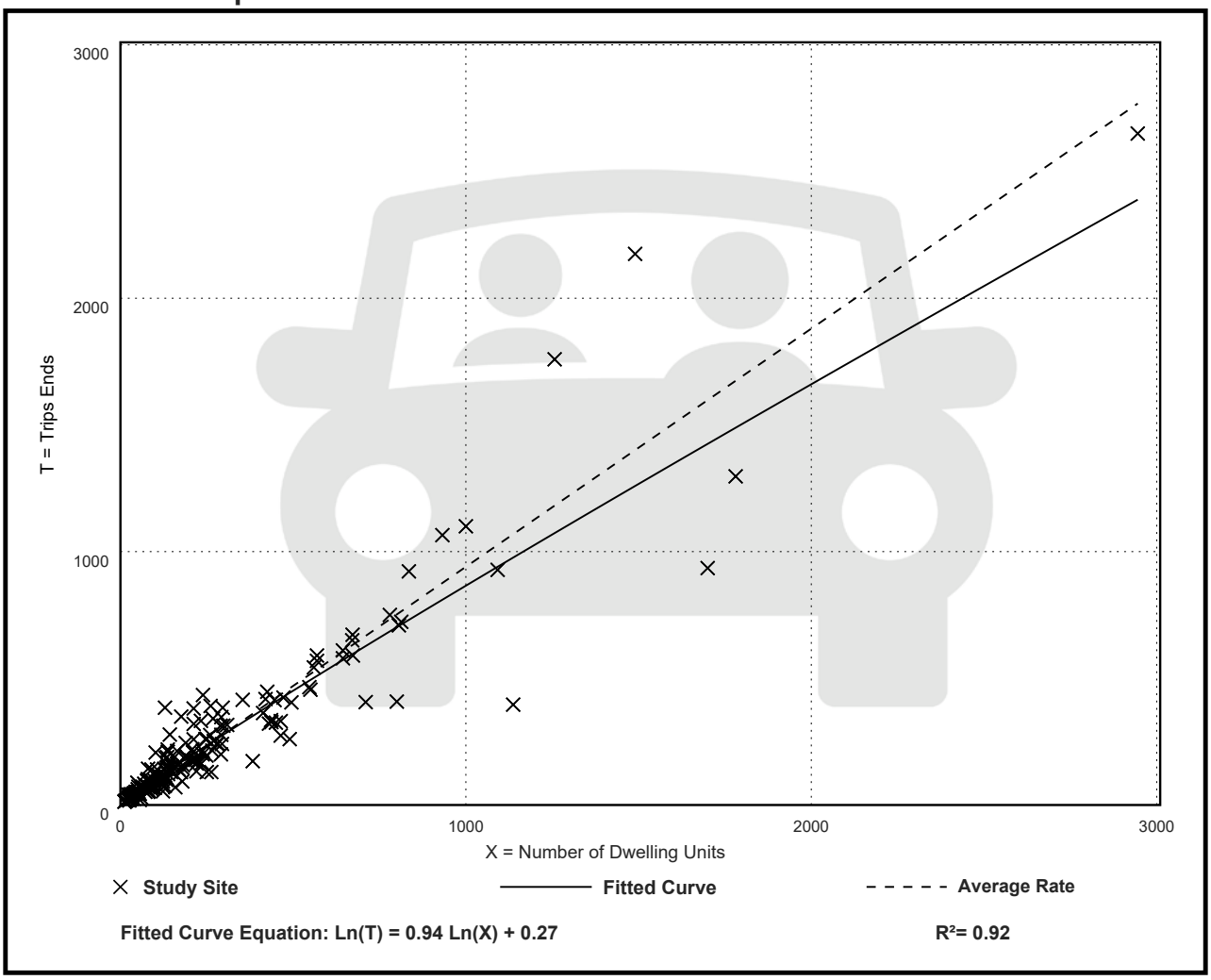
Single-Family Detached Housing
(210)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 208
Avg. Num. of Dwelling Units: 248
Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.94	0.35 - 2.98	0.31

Data Plot and Equation



Land Use: 220
Multifamily Housing (Low-Rise)

Description

Low-rise multifamily housing includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and that have two or three floors (levels). Various configurations fit this description, including walkup apartment, mansion apartment, and stacked townhouse.

- A walkup apartment typically is two or three floors in height with dwelling units that are accessed by a single or multiple entrances with stairways and hallways.

- A mansion apartment is a single structure that contains several apartments within what appears to be a single-family dwelling unit.

- A fourplex is a single two-story structure with two matching dwelling units on the ground and second floors. Access to the individual units is typically internal to the structure and provided through a central entry and stairway.

- A stacked townhouse is designed to match the external appearance of a townhouse. But, unlike a townhouse dwelling unit that only shares walls with an adjoining unit, the stacked townhouse units share both floors and walls. Access to the individual units is typically internal to the structure and provided through a central entry and stairway.

Multifamily housing (mid-rise) (Land Use 221), multifamily housing (high-rise) (Land Use 222), affordable housing (Land Use 223), and off-campus student apartment (low-rise) (Land Use 225) are related land uses.

Land Use Subcategory

Data are presented for two subcategories for this land use: (1) not close to rail transit and (2) close to rail transit. A site is considered close to rail transit if the walking distance between the residential site entrance and the closest rail transit station entrance is ½ mile or less.

Additional Data

For the three sites for which both the number of residents and the number of occupied dwelling units were available, there were an average of 2.72 residents per occupied dwelling unit.

For the two sites for which the numbers of both total dwelling units and occupied dwelling units were available, an average of 96.2 percent of the total dwelling units were occupied.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip

generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

For the three sites for which data were provided for both occupied dwelling units and residents, there was an average of 2.72 residents per occupied dwelling unit.

It is expected that the number of bedrooms and number of residents are likely correlated to the trips generated by a residential site. To assist in future analysis, trip generation studies of all multifamily housing should attempt to obtain information on occupancy rate and on the mix of residential unit sizes (i.e., number of units by number of bedrooms at the site complex).

The sites were surveyed in the 1980s, the 1990s, the 2000s, the 2010s, and the 2020s in British Columbia (CAN), California, Delaware, Florida, Georgia, Illinois, Indiana, Maine, Maryland, Massachusetts, Minnesota, New Jersey, Ontario (CAN), Oregon, Pennsylvania, South Carolina, South Dakota, Tennessee, Texas, Utah, and Washington.

Source Numbers

188, 204, 237, 300, 305, 306, 320, 321, 357, 390, 412, 525, 530, 579, 583, 638, 864, 866, 896, 901, 903, 904, 936, 939, 944, 946, 947, 948, 963, 964, 966, 967, 1012, 1013, 1014, 1036, 1047, 1056, 1071, 1076

Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

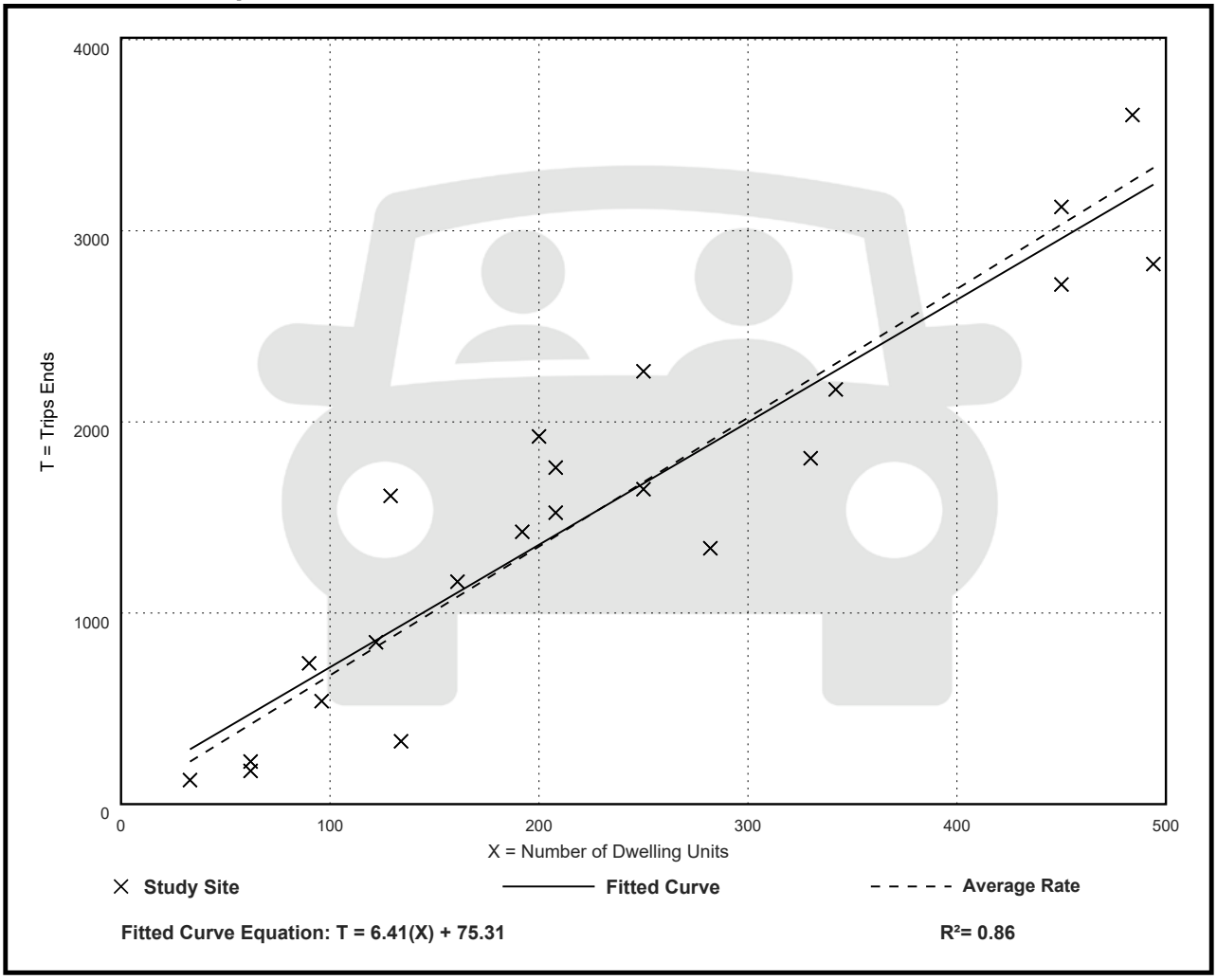
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 22
Avg. Num. of Dwelling Units: 229
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
6.74	2.46 - 12.50	1.79

Data Plot and Equation



Fitted Curve Equation: T = 6.41(X) + 75.31

R^2= 0.86

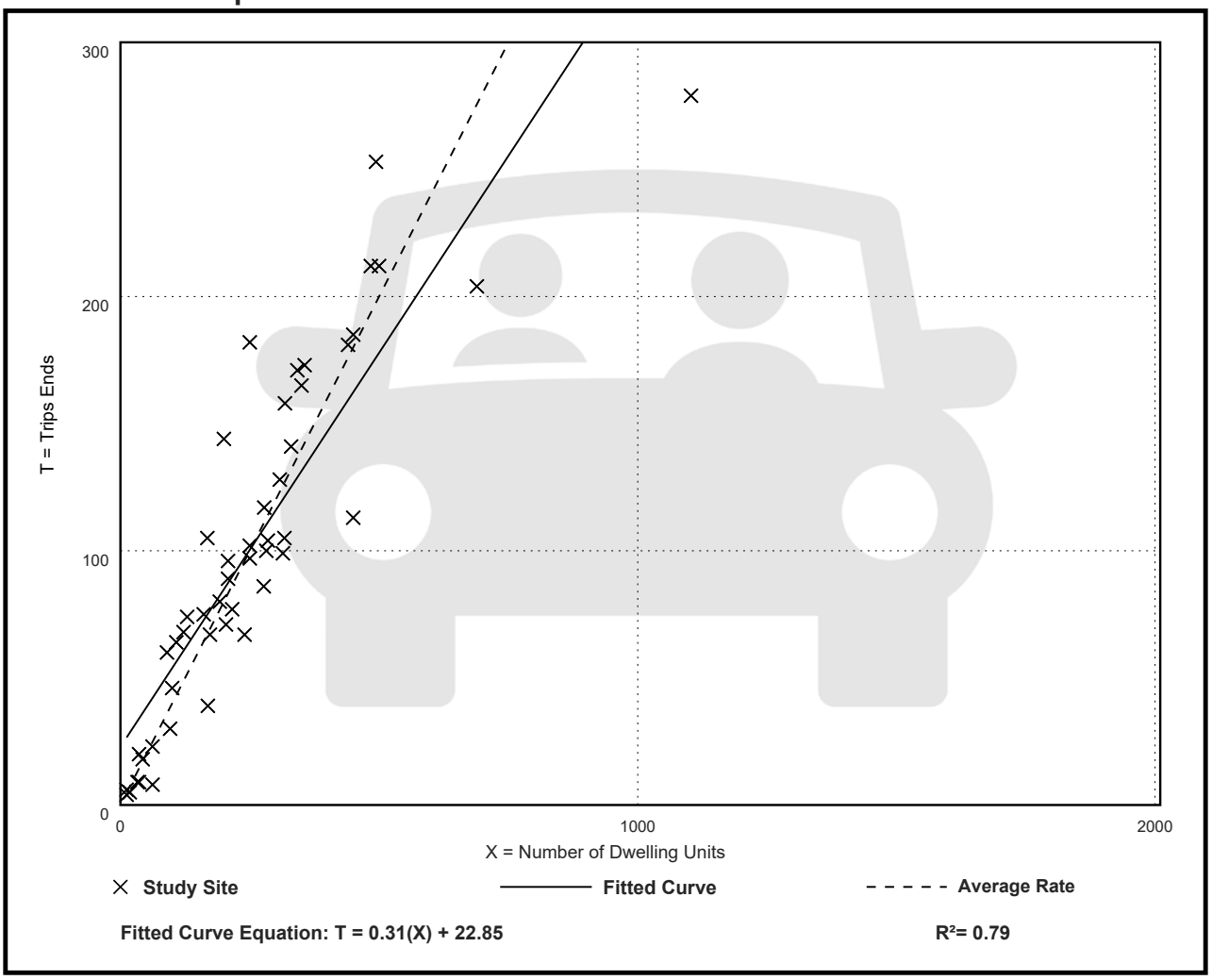
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 49
Avg. Num. of Dwelling Units: 249
Directional Distribution: 24% entering, 76% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.40	0.13 - 0.73	0.12

Data Plot and Equation



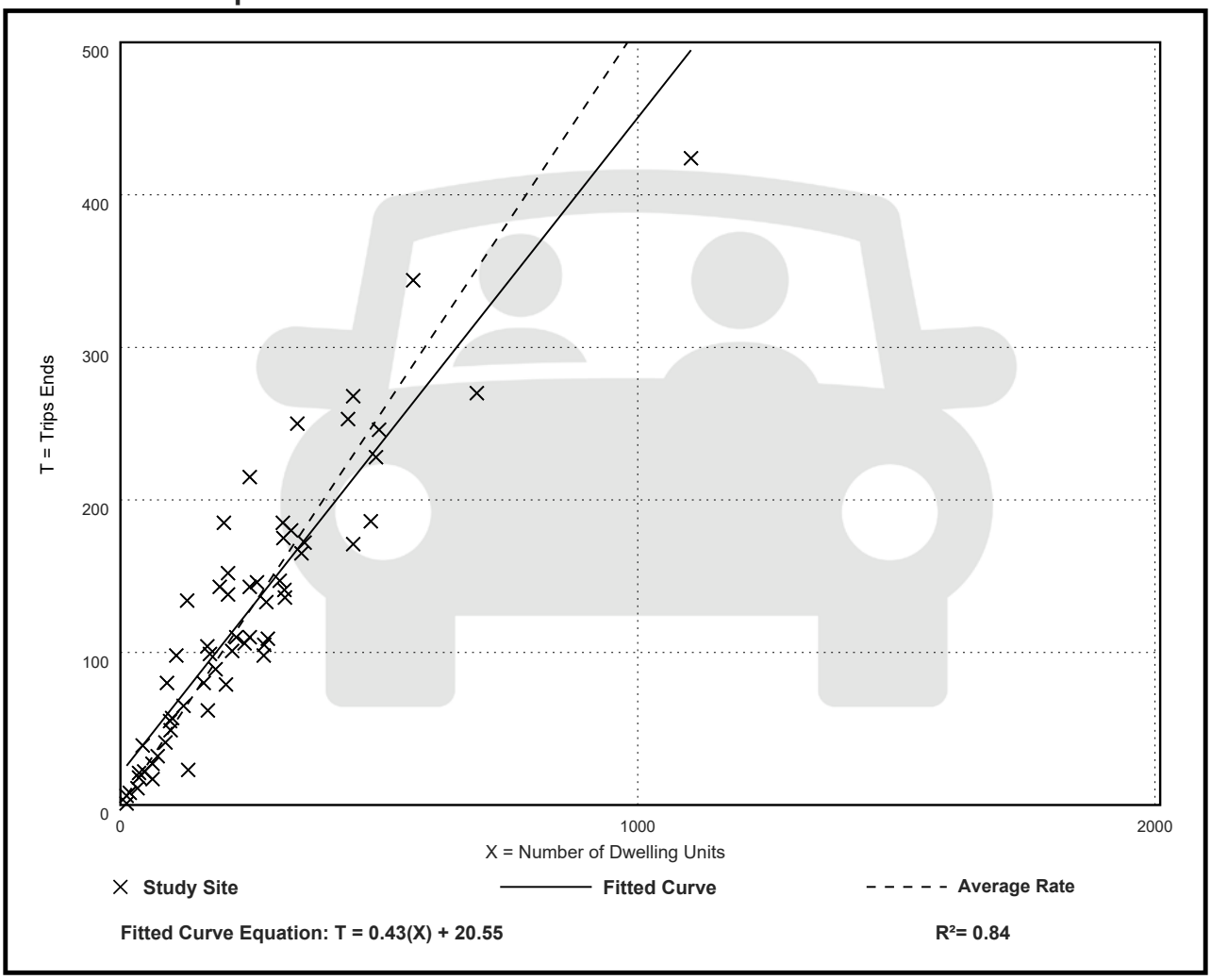
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 59
Avg. Num. of Dwelling Units: 241
Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.51	0.08 - 1.04	0.15

Data Plot and Equation



Land Use: 821
Shopping Plaza (40-150k)

Description

A shopping plaza is an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. Each study site in this land use has between 40,000 and 150,000 square feet of gross leasable area (GLA). The term "plaza" in the land use name rather than "center" is simply a means of distinction between the different shopping center size ranges. Various other names are commonly used to categorize a shopping plaza within this size range, depending on its specific size and tenants, such as neighborhood center, community center, and fashion center.

Its major tenant is often a supermarket but many sites are anchored by home improvement, discount, or other stores. A shopping plaza typically contains more than retail merchandising facilities. Office space, a movie theater, restaurants, a post office, banks, a health club, and recreational facilities are common tenants. A shopping plaza is almost always open-air and the GLA is the same as the gross floor area of the building.

The 150,000 square feet GLA threshold value between shopping plaza and shopping center (Land Use 820) is based on an examination of trip generation data. For a shopping plaza that is smaller than the threshold value, the presence or absence of a supermarket within the plaza has a measurable effect on site trip generation. For a shopping center that is larger than the threshold value, the trips generated by its other major tenants mask any effects of the presence or absence of an on-site supermarket.

The 40,000 square feet GFA threshold between shopping plaza and strip retail plaza (Land Use 822) was selected based on an examination of the overall shopping center/plaza database. No shopping plaza with a supermarket as its anchor is smaller than 40,000 square feet GLA.

Shopping center (>150k) (Land Use 820), strip retail plaza (<40k) (Land Use 822), and factory outlet center (Land Use 823) are related uses.

Land Use Subcategory

The presence or absence of a supermarket in a shopping plaza has been determined to have a measurable effect on site trip generation. Therefore, data are presented for two subcategories for this land use: sites with a supermarket anchor and sites without a supermarket.

Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), British Columbia (CAN), California, Connecticut, District of Columbia, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Maine, Maryland, Massachusetts, Minnesota, Nevada, New Jersey, New York, Ontario (CAN), Oregon, Pennsylvania, South Dakota, Texas, Vermont, Virginia, Washington, and Wisconsin.

Source Numbers

105, 110, 156, 159, 186, 198, 204, 211, 213, 239, 259, 260, 295, 301, 304, 305, 307, 317, 319, 358, 376, 390, 400, 404, 437, 444, 446, 507, 580, 598, 658, 728, 908, 926, 944, 946, 960, 973, 974, 1004, 1009, 1025, 1069

Shopping Plaza (40-150k) - Supermarket - Yes (821)

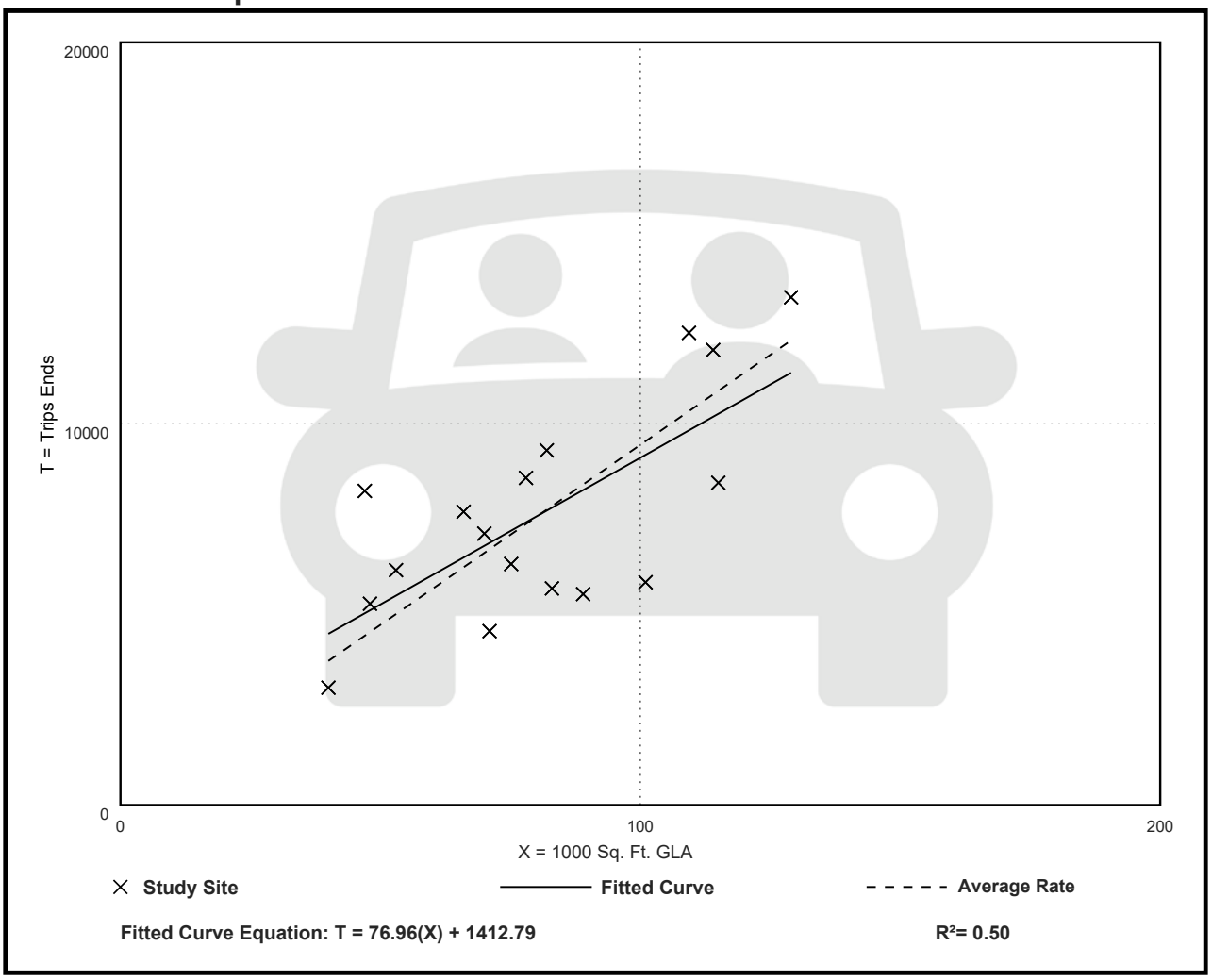
Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 17
Avg. 1000 Sq. Ft. GLA: 81
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
94.49	57.86 - 175.32	26.55

Data Plot and Equation



Fitted Curve Equation: T = 76.96(X) + 1412.79

R^2= 0.50

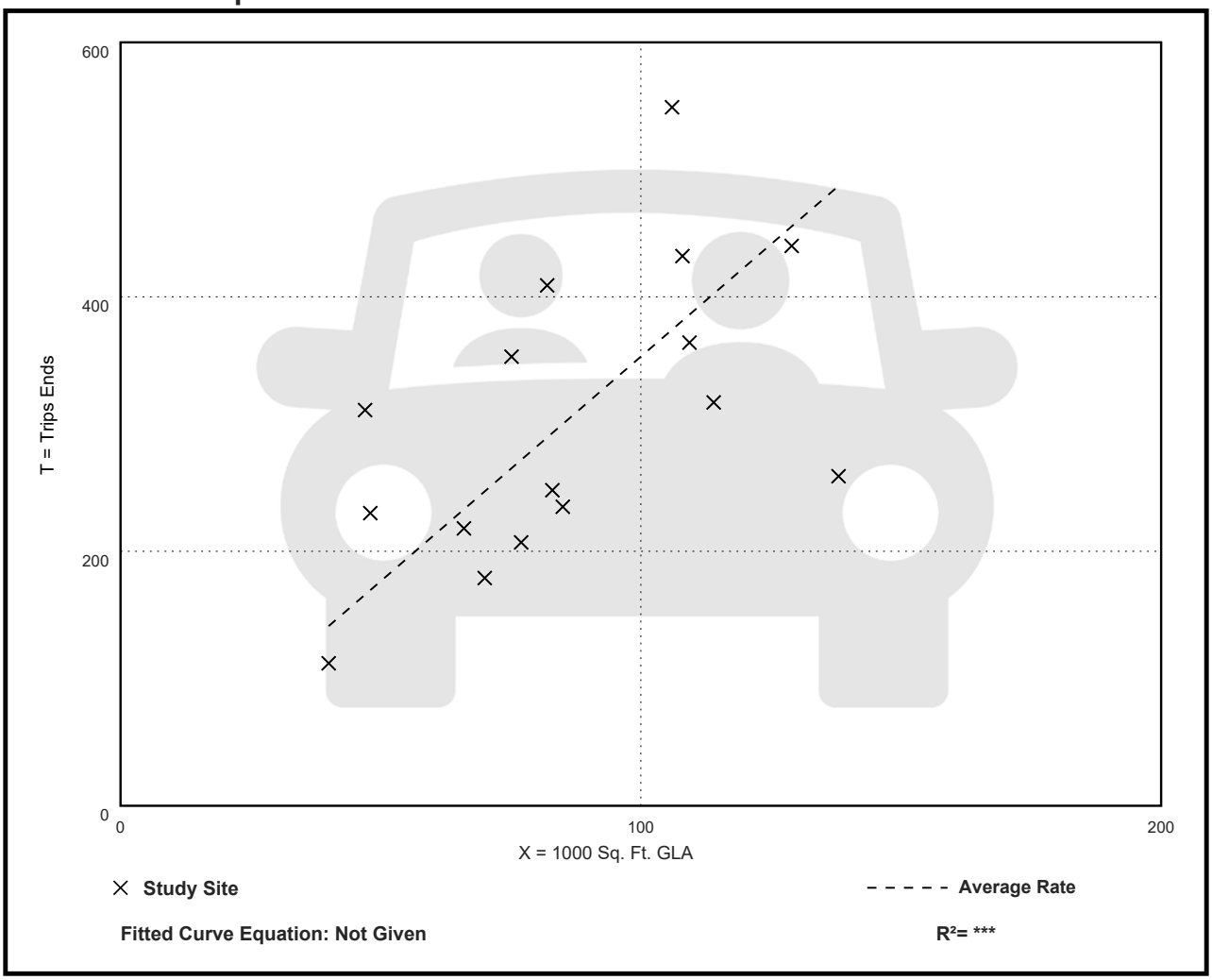
Shopping Plaza (40-150k) - Supermarket - Yes (821)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 16
Avg. 1000 Sq. Ft. GLA: 86
Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
3.53	1.88 - 6.62	1.17

Data Plot and Equation



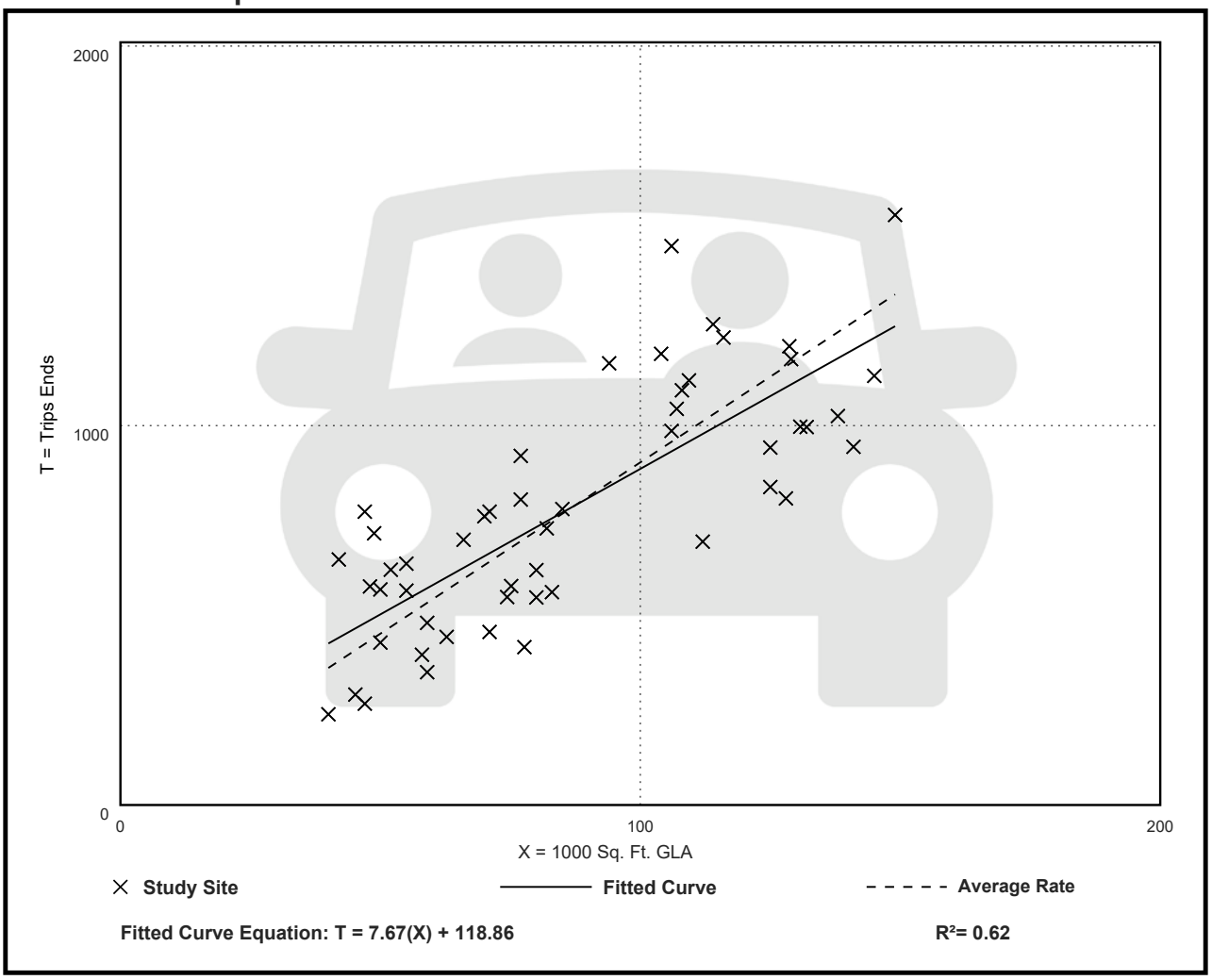
Shopping Plaza (40-150k) - Supermarket - Yes (821)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 51
Avg. 1000 Sq. Ft. GLA: 87
Directional Distribution: 48% entering, 52% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
9.03	5.35 - 16.45	2.37

Data Plot and Equation



Fitted Curve Equation: T = 7.67(X) + 118.86

R^2= 0.62

Vehicle Pass-By Rates by Land Use

Source: ITE *Trip Generation Manual* , 11th Edition

Land Use Code	821
Land Use	Shopping Plaza (40 - 150k)
Setting	General Urban/Suburban
Time Period	Weekday PM Peak Period
# Data Sites	15
Average Pass-By Rate	40%

Pass-By Characteristics for Individual Sites

GLA (000)	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips			Adj Street Peak Hour Volume	Source
					Primary (%)	Diverted (%)	Total (%)		
45	Florida	1992	844	56	24	20	44	—	30
50	Florida	1992	555	41	41	18	59	—	30
52	Florida	1995	665	42	33	25	58	—	30
53	Florida	1993	162	59	—	—	41	—	30
57.23	Kentucky	1993	247	31	53	16	69	2659	34
60	Florida	1995	1583	40	38	22	60	—	30
69.4	Kentucky	1993	109	25	42	33	75	1559	34
77	Florida	1992	365	46	—	—	54	—	30
78	Florida	1991	702	55	23	22	45	—	30
82	Florida	1992	336	34	—	—	66	—	30
92.857	Kentucky	1993	133	22	50	28	78	3555	34
100.888	Kentucky	1993	281	28	50	22	72	2111	34
121.54	Kentucky	1993	210	53	30	17	47	2636	34
144	New Jersey	1990	176	32	44	24	68	—	24
146.8	Kentucky	1993	—	36	39	25	64	—	34

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 9401 CEN.-W OF US1 TO I95

WEEK	DATES	SF	MOCF: 0.95 PSCF
1	01/01/2022 - 01/01/2022	0.99	1.04
2	01/02/2022 - 01/08/2022	0.99	1.04
3	01/09/2022 - 01/15/2022	0.98	1.03
* 4	01/16/2022 - 01/22/2022	0.97	1.02
* 5	01/23/2022 - 01/29/2022	0.96	1.01
* 6	01/30/2022 - 02/05/2022	0.96	1.01
* 7	02/06/2022 - 02/12/2022	0.95	1.00
* 8	02/13/2022 - 02/19/2022	0.94	0.99
* 9	02/20/2022 - 02/26/2022	0.94	0.99
*10	02/27/2022 - 03/05/2022	0.94	0.99
*11	03/06/2022 - 03/12/2022	0.94	0.99
*12	03/13/2022 - 03/19/2022	0.94	0.99
*13	03/20/2022 - 03/26/2022	0.95	1.00
*14	03/27/2022 - 04/02/2022	0.96	1.01
*15	04/03/2022 - 04/09/2022	0.96	1.01
*16	04/10/2022 - 04/16/2022	0.97	1.02
17	04/17/2022 - 04/23/2022	0.98	1.03
18	04/24/2022 - 04/30/2022	0.99	1.04
19	05/01/2022 - 05/07/2022	0.99	1.04
20	05/08/2022 - 05/14/2022	1.00	1.05
21	05/15/2022 - 05/21/2022	1.01	1.06
22	05/22/2022 - 05/28/2022	1.02	1.07
23	05/29/2022 - 06/04/2022	1.03	1.08
24	06/05/2022 - 06/11/2022	1.04	1.09
25	06/12/2022 - 06/18/2022	1.05	1.11
26	06/19/2022 - 06/25/2022	1.07	1.13
27	06/26/2022 - 07/02/2022	1.08	1.14
28	07/03/2022 - 07/09/2022	1.10	1.16
29	07/10/2022 - 07/16/2022	1.11	1.17
30	07/17/2022 - 07/23/2022	1.09	1.15
31	07/24/2022 - 07/30/2022	1.07	1.13
32	07/31/2022 - 08/06/2022	1.05	1.11
33	08/07/2022 - 08/13/2022	1.03	1.08
34	08/14/2022 - 08/20/2022	1.01	1.06
35	08/21/2022 - 08/27/2022	1.02	1.07
36	08/28/2022 - 09/03/2022	1.03	1.08
37	09/04/2022 - 09/10/2022	1.04	1.09
38	09/11/2022 - 09/17/2022	1.05	1.11
39	09/18/2022 - 09/24/2022	1.03	1.08
40	09/25/2022 - 10/01/2022	1.02	1.07
41	10/02/2022 - 10/08/2022	1.00	1.05
42	10/09/2022 - 10/15/2022	0.98	1.03
43	10/16/2022 - 10/22/2022	0.99	1.04
44	10/23/2022 - 10/29/2022	1.00	1.05
45	10/30/2022 - 11/05/2022	1.02	1.07
46	11/06/2022 - 11/12/2022	1.03	1.08
47	11/13/2022 - 11/19/2022	1.04	1.09
48	11/20/2022 - 11/26/2022	1.03	1.08
49	11/27/2022 - 12/03/2022	1.02	1.07
50	12/04/2022 - 12/10/2022	1.00	1.05
51	12/11/2022 - 12/17/2022	0.99	1.04
52	12/18/2022 - 12/24/2022	0.99	1.04
53	12/25/2022 - 12/31/2022	0.98	1.03

* PEAK SEASON

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 9402 WEST-W OF I95

WEEK	DATES	SF	MOCF: 0.90 PSCF
1	01/01/2022 - 01/01/2022	0.99	1.10
2	01/02/2022 - 01/08/2022	1.00	1.11
3	01/09/2022 - 01/15/2022	1.02	1.13
4	01/16/2022 - 01/22/2022	0.99	1.10
* 5	01/23/2022 - 01/29/2022	0.96	1.07
* 6	01/30/2022 - 02/05/2022	0.92	1.02
* 7	02/06/2022 - 02/12/2022	0.89	0.99
* 8	02/13/2022 - 02/19/2022	0.86	0.96
* 9	02/20/2022 - 02/26/2022	0.86	0.96
*10	02/27/2022 - 03/05/2022	0.86	0.96
*11	03/06/2022 - 03/12/2022	0.86	0.96
*12	03/13/2022 - 03/19/2022	0.86	0.96
*13	03/20/2022 - 03/26/2022	0.88	0.98
*14	03/27/2022 - 04/02/2022	0.91	1.01
*15	04/03/2022 - 04/09/2022	0.93	1.03
*16	04/10/2022 - 04/16/2022	0.96	1.07
*17	04/17/2022 - 04/23/2022	0.98	1.09
18	04/24/2022 - 04/30/2022	0.99	1.10
19	05/01/2022 - 05/07/2022	1.01	1.12
20	05/08/2022 - 05/14/2022	1.02	1.13
21	05/15/2022 - 05/21/2022	1.04	1.16
22	05/22/2022 - 05/28/2022	1.05	1.17
23	05/29/2022 - 06/04/2022	1.06	1.18
24	06/05/2022 - 06/11/2022	1.07	1.19
25	06/12/2022 - 06/18/2022	1.09	1.21
26	06/19/2022 - 06/25/2022	1.09	1.21
27	06/26/2022 - 07/02/2022	1.10	1.22
28	07/03/2022 - 07/09/2022	1.10	1.22
29	07/10/2022 - 07/16/2022	1.11	1.23
30	07/17/2022 - 07/23/2022	1.11	1.23
31	07/24/2022 - 07/30/2022	1.11	1.23
32	07/31/2022 - 08/06/2022	1.11	1.23
33	08/07/2022 - 08/13/2022	1.11	1.23
34	08/14/2022 - 08/20/2022	1.11	1.23
35	08/21/2022 - 08/27/2022	1.11	1.23
36	08/28/2022 - 09/03/2022	1.12	1.24
37	09/04/2022 - 09/10/2022	1.12	1.24
38	09/11/2022 - 09/17/2022	1.12	1.24
39	09/18/2022 - 09/24/2022	1.09	1.21
40	09/25/2022 - 10/01/2022	1.05	1.17
41	10/02/2022 - 10/08/2022	1.01	1.12
42	10/09/2022 - 10/15/2022	0.97	1.08
43	10/16/2022 - 10/22/2022	0.97	1.08
44	10/23/2022 - 10/29/2022	0.98	1.09
45	10/30/2022 - 11/05/2022	0.98	1.09
46	11/06/2022 - 11/12/2022	0.99	1.10
47	11/13/2022 - 11/19/2022	0.99	1.10
48	11/20/2022 - 11/26/2022	0.99	1.10
49	11/27/2022 - 12/03/2022	0.99	1.10
50	12/04/2022 - 12/10/2022	0.99	1.10
51	12/11/2022 - 12/17/2022	0.99	1.10
52	12/18/2022 - 12/24/2022	1.00	1.11
53	12/25/2022 - 12/31/2022	1.02	1.13

* PEAK SEASON

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Traffic Counts and Level of Service Report
2022

Roadway Name	Location	STATION ID	2022 AADT *	Last Physical Count Year	Pk Hr Service Capacity	AM Pk Hr Pk Dir			PM Pk Hr Pk Dir		
						Volume	LOS	V/C	Volume	LOS	V/C
17TH ST	ORANGE AVE to AVENUE D	608	2,627	2020	750	147	C	0.196	140	C	0.187
17TH ST	AVENUE D to AVENUE Q	608	2,627	2020	750	147	C	0.196	140	C	0.187
25TH ST	MIDWAY RD to BELL AVE	940016	19,410	2020	2,100	1,235	C	0.588	1,152	C	0.549
25TH ST	BELL AVE to EDWARDS RD	159	18,943	2020	2,100	1,111	C	0.529	1,108	C	0.528
25TH ST	EDWARDS RD to CORTEZ BLVD	940021	21,493	2020	2,000	1,263	C	0.632	1,259	C	0.63
25TH ST	CORTEZ BLVD to VIRGINIA AVE	529	24,089	2019	2,000	1,356	C	0.678	1,447	C	0.724
25TH ST	VIRIGINIA AVE to NEBRASKA AVE	940015	21,256	2020	2,000	1,219	C	0.61	1,092	C	0.546
25TH ST	NEBRASKA AVE to OKEECHOBEE RD	940015	21,256	2020	2,000	1,219	C	0.61	1,092	C	0.546
25TH ST	OKEECHOBEE RD to GEORGIA AVE	609	21,897	2020	1,630	1,011	D	0.62	1,049	D	0.644
25TH ST	GEORGIA AVE to DELAWARE AVE	609	21,897	2020	1,630	1,011	D	0.62	1,049	D	0.644
25TH ST	DELAWARE AVE to ORANGE AVE	940014	20,450	2020	1,630	1,043	D	0.64	1,037	D	0.636
25TH ST	ORANGE AVE to AVENUE D	610	17,824	2019	1,630	822	D	0.504	848	D	0.52
25TH ST	AVENUE D to AVENUE Q	940050	16,835	2020	1,630	850	D	0.521	826	D	0.507
25TH ST	AVENUE Q to JUANITA AVE	945152	15,107	2020	2,000	787	C	0.394	721	C	0.361
25TH ST	JUANITA AVE to ST LUCIE BLVD	940791	15,898	2013	2,100	844	C	0.402	792	C	0.377
25TH ST	ST LUCIE BLVD to US 1	945165	7,932	2020	2,100	390	C	0.186	435	C	0.207
33RD ST	OKEECHOBEE RD to DELAWARE AVE	611	6,788	2019	750	406	D	0.541	357	C	0.476
33RD ST	DELAWARE AVE to ORANGE AVE	948507	5,700	2020	790	263	C	0.333	263	C	0.333
35TH ST	KIRBY LOOP RD to CORTEZ BLVD	612	6,724	2019	540	531	D	0.983	433	D	0.802
35TH ST	CORTEZ BLVD to VIRGINIA AVE	612	6,724	2019	790	531	D	0.672	433	D	0.548
35TH ST	VIRGINIA AVE to OKEECHOBEE RD	613	4,593	2020	750	226	C	0.301	243	C	0.324
53RD ST	ANGLE RD to JUANITA AVE	614	2,400	2022	540	128	C	0.237	141	C	0.261
AE BACKUS AVE	7TH ST to US 1	632	900	2022	750	61	C	0.081	71	C	0.095
AIROSO BLVD	PORT ST LUCIE BLVD to THORNHILL DR	303	17,500	2022	2,100	1,142	C	0.544	961	C	0.458
AIROSO BLVD	THORNHILL DR to CROSSTOWN PKWY	303	17,500	2022	2,100	1,142	C	0.544	961	C	0.458

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2022

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						Volume	LOS	V/C	Volume	LOS	V/C
GEORGIA AVE	25TH ST to OKEECHOBEE RD	667	4,951	2019	600	305	D	0.508	276	C	0.46
GEORGIA AVE	OKEECHOBEE RD to 17TH ST	667	4,951	2019	750	305	C	0.407	276	C	0.368
GEORGIA AVE	17TH ST to 13TH ST	508	4,705	2018	600	262	C	0.437	266	C	0.443
GEORGIA AVE	13TH ST to 7TH ST	506	2,156	2018	600	133	C	0.222	136	C	0.227
GEORGIA AVE	7TH ST to US 1	504	1,942	2018	600	122	C	0.203	135	C	0.225
GILSON RD	MARTIN C.L. to BECKER RD	111	10,950	2020	710	918	F	1.293	949	F	1.337
GILSON RD	BECKER RD to LAKERIDGE DR	111	10,950	2020	540	918	F	1.7	949	F	1.757
GLADES CUT-OFF RD	RANGE LINE RD to RESERVE BLVD	668	2,700	2022	1,070	191	B	0.179	240	B	0.224
GLADES CUT-OFF RD	RESERVE BLVD to COMMERCE CENTER DR	119	7,700	2022	1,070	713	C	0.666	713	C	0.666
GLADES CUT-OFF RD	CARLTON RD to RANGE LINE RD	668	2,700	2022	390	191	B	0.49	240	C	0.615
GLADES CUT-OFF RD	COMMERCE CENTER DR to MIDWAY RD	940279	3,104	2020	920	181	C	0.197	165	C	0.179
GLADES CUT-OFF RD	MIDWAY RD to JENKINS RD	115	10,496	2020	790	629	D	0.796	667	D	0.844
GLADES CUT-OFF RD	JENKINS RD to SELVITZ RD	113	6,831	2019	830	382	C	0.46	399	C	0.481
GRAHAM RD	KINGS HWY to JENKINS RD	669	2,400	2022	630	164	C	0.26	156	C	0.248
GREEN RIVER PKWY	MARTIN C.L. to CHARLESTON DR	319	5,571	2020	1,070	386	C	0.361	351	B	0.328
GREEN RIVER PKWY	CHARLESTON DR to MELALEUCA BLVD	319	5,571	2020	1,070	386	C	0.361	351	B	0.328
GREEN RIVER PKWY	MELALEUCA BLVD to WALTON RD	319	5,571	2020	1,070	386	C	0.361	351	B	0.328
HARTMAN RD	OKEECHOBEE RD to PETERSON RD	670	6,110	2020	750	291	C	0.388	285	C	0.38
HARTMAN RD	PETERSON RD to DELAWARE AVE	670	6,110	2020	540	291	D	0.539	285	D	0.528
HARTMAN RD	DELAWARE AVE to ORANGE AVE	670	6,110	2020	790	291	C	0.368	285	C	0.361
HEADER CANAL RD	OKEECHOBEE RD to ORANGE AVE	121	589	2018	670	49	B	0.073	59	B	0.088
HILLMOOR DR	US 1 to LENNARD RD	671	7,803	2019	790	405	D	0.513	515	D	0.652
I-95	GATLIN BLVD to ST LUCIE WEST BLVD	941901	85,025	2020	5,500	4,596	D	0.836	4,151	C	0.755
I-95	ST LUCIE WEST BLVD to MIDWAY RD	941904	68,355	2018	5,500	4,058	C	0.738	3,500	C	0.636
I-95	MIDWAY RD to OKEECHOBEE RD	941902	82,322	2018	5,500	5,490	D	0.998	4,457	C	0.81

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Traffic Counts and Level of Service Report
2022

Roadway Name	Location	STATION ID	2022 AADT *	Last Physical Count Year	Pk Hr Service Capacity	AM Pk Hr Pk Dir			PM Pk Hr Pk Dir		
						Volume	LOS	V/C	Volume	LOS	V/C
MARIPOSA AVE	LENNARD RD to HALLAHAN ST	166	7,018	2019	880	532	C	0.605	753	C	0.856
MCCARTY RD	WILLIAMS RD to MIDWAY RD	680	350	2022	540	30	C	0.056	32	C	0.059
MCCARTY RD	MIDWAY RD to OKEECHOBEE RD	681	417	2019	540	36	C	0.067	36	C	0.067
MCNEIL RD	OKEECHOBEE RD to KIRBY LOOP RD	682	6,893	2019	790	422	D	0.534	420	D	0.532
MCNEIL RD	KIRBY LOOP RD to EDWARDS RD	682	6,893	2019	540	422	D	0.781	420	D	0.778
MELALEUCA BLVD	LENNARD RD to GREEN RIVER PKWY	683	10,609	2020	920	624	C	0.678	595	C	0.647
MIDWAY RD	EAST TORINO PKWY to MILNER DR	134	24,000	2022	880	1,173	F	1.333	1,233	F	1.401
MIDWAY RD	MILNER DR to W OF SELVITZ RD	134	24,000	2022	790	1,173	F	1.485	1,233	F	1.561
MIDWAY RD	OKEECHOBEE RD to SHINN RD	940732	6,679	2020	760	342	C	0.45	435	C	0.572
MIDWAY RD	SHINN RD to MCCARTY RD	940732	6,679	2020	630	342	C	0.543	435	C	0.69
MIDWAY RD	MCCARTY RD to I-95	940732	6,679	2020	700	342	C	0.489	435	C	0.621
MIDWAY RD	I-95 to GLADES CUT-OFF RD	945140	19,256	2020	2,100	942	C	0.449	1,044	C	0.497
MIDWAY RD	GLADES CUT-OFF RD to EAST TORINO PKWY	228	22,500	2022	2,100	1,189	C	0.566	1,223	C	0.582
MIDWAY RD	W OF SELVITZ RD to SELVITZ RD	134	24,000	2022	2,100	1,173	C	0.559	1,233	C	0.587
MIDWAY RD	SELVITZ RD to CHRISTENSEN RD	132	20,000	2022	2,100	961	C	0.458	916	C	0.436
MIDWAY RD	CHRISTENSEN RD to 25TH ST	132	20,000	2022	2,100	961	C	0.458	916	C	0.436
MIDWAY RD	25TH ST to SUNRISE BLVD	130	20,000	2022	2,100	1,091	C	0.52	1,002	C	0.477
MIDWAY RD	SUNRISE BLVD to OLEANDER AVE	130	20,000	2022	2,100	1,091	C	0.52	1,002	C	0.477
MIDWAY RD	OLEANDER AVE to US 1	242	16,500	2022	2,100	871	C	0.415	862	C	0.41
MIDWAY RD	US 1 to WALLACE ST	940023	3,764	2020	790	216	C	0.273	239	C	0.303
MIDWAY RD	WALLACE ST to WEATHERBEE RD	940023	3,764	2020	920	216	C	0.235	239	C	0.26
MIDWAY RD	WEATHERBEE RD to INDIAN RIVER DR	940023	3,764	2020	630	216	C	0.343	239	C	0.379
MORNINGSIDE BLVD	WESTMORELAND BLVD to PORT ST LUCIE BLVD	333	2,300	2022	920	138	C	0.15	132	C	0.143
MORNINGSIDE BLVD	PORT ST LUCIE BLVD to LYNGATE DR	331	3,789	2019	880	301	C	0.342	320	C	0.364
NEBRASKA AVE	25TH ST to 13TH ST	684	3,800	2022	1,710	236	C	0.138	199	C	0.116

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						Volume	LOS	V/C	Volume	LOS	V/C
OAKRIDGE DR	MOUNTWELL ST to OAKLYN ST	621	6,950	2019	700	432	C	0.617	376	C	0.537
OHIO AVE	SUNRISE BLVD to COLONIAL RD	686	3,600	2022	540	213	C	0.394	208	C	0.385
OHIO AVE	COLONIAL RD to US 1	686	3,600	2022	750	213	C	0.284	208	C	0.277
OKEECHOBEE RD	OKEECHOBEE C.L. to BLUEFIELD RD	687	11,342	2020	1,580	592	B	0.375	637	B	0.403
OKEECHOBEE RD	BLUEFIELD RD to CARLTON RD	687	11,342	2020	2,000	592	B	0.296	637	B	0.319
OKEECHOBEE RD	CARLTON RD to SNEED RD	940039	7,535	2020	2,100	370	B	0.176	362	B	0.172
OKEECHOBEE RD	IDEAL HOLDING RD to HEADER CANAL RD	940039	7,535	2020	2,100	370	B	0.176	362	B	0.172
OKEECHOBEE RD	SNEED RD to IDEAL HOLDING RD	940039	7,535	2020	2,100	370	B	0.176	362	B	0.172
OKEECHOBEE RD	HEADER CANAL RD to MIDWAY RD	940039	7,535	2020	2,450	370	B	0.151	362	B	0.148
OKEECHOBEE RD	MIDWAY RD to SHINN RD	940039	7,535	2020	3,110	370	B	0.119	362	B	0.116
OKEECHOBEE RD	SHINN RD to MCCARTY RD	940195	6,920	2020	3,240	376	B	0.116	376	B	0.116
OKEECHOBEE RD	MCCARTY RD to FLORIDA'S TURNPIKE	940025	8,360	2020	3,240	401	B	0.124	416	B	0.128
OKEECHOBEE RD	FLORIDA'S TURNPIKE to KINGS HWY	940025	8,360	2020	2,100	401	C	0.191	416	C	0.198
OKEECHOBEE RD	KINGS HWY to CROSSROADS PKWY	940748	21,934	2020	4,240	1,058	C	0.25	1,116	C	0.263
OKEECHOBEE RD	CROSSROADS PKWY to I-95	940106	26,526	2020	4,240	1,282	C	0.302	1,310	C	0.309
OKEECHOBEE RD	I-95 to JENKINS RD	940029	31,865	2020	4,240	2,082	C	0.491	1,801	C	0.425
OKEECHOBEE RD	JENKINS RD to MCNEIL RD	940029	31,865	2020	4,040	2,082	C	0.515	1,801	C	0.446
OKEECHOBEE RD	MCNEIL RD to VIRGINIA AVE	940742	29,519	2020	3,170	1,550	C	0.489	1,618	C	0.51
OKEECHOBEE RD	VIRGINIA AVE to HARTMAN RD	688	12,094	2019	2,100	665	C	0.317	704	C	0.335
OKEECHOBEE RD	HARTMAN RD to 35TH ST	688	12,094	2019	1,630	665	C	0.408	704	C	0.432
OKEECHOBEE RD	35TH ST to 33RD ST	689	16,610	2019	1,630	901	D	0.553	881	D	0.54
OKEECHOBEE RD	33RD ST to 25TH ST	689	16,610	2019	1,630	901	D	0.553	881	D	0.54
OKEECHOBEE RD	25TH ST to GEORGIA AVE	690	13,247	2019	1,630	762	D	0.467	724	C	0.444
OKEECHOBEE RD	GEORGIA AVE to DELAWARE AVE	690	13,247	2019	1,710	762	C	0.446	724	C	0.423
OLD DIXIE HWY	US 1 to SR A1A NORTH	691	150	2022	790	11	C	0.014	10	C	0.013

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Traffic Counts and Level of Service Report
2022

Roadway Name	Location	STATION ID	2022 AADT *	Last Physical Count Year	Pk Hr Service Capacity	AM Pk Hr Pk Dir			PM Pk Hr Pk Dir		
						Volume	LOS	V/C	Volume	LOS	V/C
PORT ST LUCIE BLVD	VETERANS MEMORIAL PKWY to MORNINGSIDE BLVD	940776	38,628	2020	3,020	2,568	C	0.85	2,278	C	0.754
PORT ST LUCIE BLVD	MORNINGSIDE BLVD to US 1	945072	39,257	2020	3,170	3,013	C	0.95	1,879	C	0.593
PRIMA VISTA BLVD	BAYSHORE BLVD to AIROSO BLVD	314	24,567	2020	2,100	1,080	C	0.514	1,185	C	0.564
PRIMA VISTA BLVD	AIROSO BLVD to FLORESTA DR	150	24,142	2021	2,100	1,112	C	0.53	1,042	C	0.496
PRIMA VISTA BLVD	FLORESTA DR to NARANJA AVE	148	34,321	2020	2,100	1,975	C	0.94	1,879	C	0.895
PRIMA VISTA BLVD	NARANJA AVE to RIO MAR DR	148	34,321	2020	2,000	1,975	D	0.988	1,879	C	0.94
PRIMA VISTA BLVD	RIO MAR DR to US 1	146	23,876	2021	2,100	1,160	C	0.552	1,059	C	0.504
PRIMA VISTA BLVD	US 1 to LENNARD RD	699	8,508	2020	1,710	460	C	0.269	438	C	0.256
RANGE LINE RD	MARTIN C.L. to BECKER RD	145	1,741	2018	1,080	117	B	0.108	116	B	0.107
RANGE LINE RD	BECKER RD to 2 MI S OF GLADES CUT-OFF RD	145	1,741	2018	1,080	117	B	0.108	116	B	0.107
RANGE LINE RD	2 MI S OF GLADES CUT-OFF RD to GLADES CUT-OF...	145	1,741	2018	1,080	117	B	0.108	116	B	0.107
RIO MAR DR	PRIMA VISTA BLVD to BEACH AVE	147	5,726	2019	750	354	C	0.472	372	D	0.496
RIO MAR DR	BEACH AVE to US 1	147	5,726	2019	790	354	C	0.448	372	C	0.471
ROSSER BLVD	APRICOT RD to GATLIN BLVD	948510	4,020	2020	920	185	C	0.201	185	C	0.201
ROSSER BLVD	PAAR DR to APRICOT RD	948510	4,020	2020	1,070	185	B	0.173	185	B	0.173
SAVONA BLVD	BECKER RD to PAAR DR	236	10,556	2020	790	939	F	1.189	844	F	1.068
SAVONA BLVD	PAAR DR to GATLIN BLVD	236	10,556	2020	750	939	F	1.252	844	F	1.125
SAVONA BLVD	GATLIN BLVD to CALIFORNIA BLVD	702	14,200	2020	790	659	D	0.834	695	D	0.88
SAVAGE BLVD	GATLIN BLVD to GALIANO RD	168	4,244	2018	920	280	C	0.304	225	C	0.245
SAVANNAH RD	US 1 to INDIAN RIVER DR	514	2,157	2018	540	153	C	0.283	151	C	0.28
SELVITZ RD	BAYSHORE BLVD to ST JAMES BLVD	948501	9,240	2020	750	450	D	0.6	450	D	0.6
SELVITZ RD	ST JAMES BLVD to MIDWAY RD	948501	9,240	2020	750	450	D	0.6	450	D	0.6
SELVITZ RD	MIDWAY RD to GLADES CUT-OFF RD	703	10,073	2020	700	590	C	0.843	594	C	0.849
SELVITZ RD	GLADES CUT-OFF RD to EDWARDS RD	704	14,479	2020	790	767	D	0.971	764	D	0.967
SHINN RD	MIDWAY RD to OKEECHOBEE RD	705	450	2022	580	29	C	0.05	28	C	0.048

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

* Volumes shown were adjusted using FDOT Seasonal Factors

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

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

*** Counts with an ID format of 6 digits have data extracted from FDOT count stations.**

St. Lucie Transportation Planning Organization

Coco Vista Centre
466 SW Port St. Lucie Blvd, Suite 111
Port St. Lucie, FL 34953
772-462-1593 www.stlucietpo.org

Traffic Counts and Level of Service Report
2022

Roadway Name	Location	STATION ID	2022 AADT *	Last Physical Count Year	Pk Hr Service Capacity	AM Pk Hr Pk Dir			PM Pk Hr Pk Dir		
						Volume	LOS	V/C	Volume	LOS	V/C
SHINN RD	OKEECHOBEE RD to ORANGE AVE	149	773	2018	1,080	58	B	0.054	58	B	0.054
SNEED RD	OKEECHOBEE RD to ORANGE AVE	151	1,080	2018	670	68	B	0.101	83	B	0.124
SOUTHBEND BLVD	BECKER RD to FLORESTA DR	337	15,000	2022	790	756	D	0.957	818	E	1.035
SR A1A NORTH	US 1 to OLD DIXIE HWY	940709	8,229	2020	920	498	C	0.541	498	C	0.541
SR A1A NORTH	OLD DIXIE HWY to N HWY A1A	706	10,940	2020	920	618	C	0.672	654	C	0.711
SR A1A NORTH	SHOREWINDS DR to INDIAN RIVER C.L.	940114	8,124	2020	920	388	C	0.422	426	C	0.463
SR A1A SOUTH	NETTLES ISLAND to FPL PLANT	940719	4,951	2020	920	266	C	0.289	239	C	0.26
SR A1A SOUTH	FPL PLANT to BLUE HERON BLVD	940116	3,912	2020	700	334	C	0.477	268	C	0.383
SR A1A SOUTH	BLUE HERON BLVD to SEAWAY DR	945016	8,230	2020	600	402	D	0.67	481	D	0.802
SR A1A SOUTH	OCEAN DR to BINNEY DR	940115	14,474	2020	600	691	F	1.152	723	F	1.205
SR A1A SOUTH	BINNEY DR to S CAUSEWAY PARK	940115	14,474	2020	790	691	D	0.875	723	D	0.915
SR A1A SOUTH	S CAUSEWAY PARK to INDIAN RIVER DR	940711	12,247	2020	1,550	646	C	0.417	585	C	0.377
SR A1A SOUTH	INDIAN RIVER DR to US 1	940711	12,247	2020	1,710	646	C	0.378	585	C	0.342
ST JAMES DR	AIROSO BLVD to ST JAMES BLVD	172	18,834	2019	2,100	1,288	C	0.613	1,242	C	0.591
ST JAMES DR	ST JAMES BLVD to PEACHTREE BLVD	239	18,791	2019	2,100	1,330	C	0.633	1,287	C	0.613
ST JAMES DR	PEACHTREE BLVD to TELFORD AVE	172	18,834	2019	1,800	1,288	C	0.716	1,242	C	0.69
ST JAMES DR	TELFORD AVE to MIDWAY RD	345	24,304	2019	2,100	1,481	C	0.705	1,462	C	0.696
ST JAMES BLVD	SELVITZ RD to ST JAMES DR	707	4,986	2020	790	276	C	0.349	277	C	0.351
ST LUCIE BLVD	KINGS HWY to KEEN RD	156	6,072	2020	880	406	C	0.461	446	C	0.507
ST LUCIE BLVD	KEEN RD to 25TH ST	156	6,072	2020	880	406	C	0.461	446	C	0.507
ST LUCIE BLVD	25TH ST to SENECA AVE	940270	4,122	2020	750	198	C	0.264	202	C	0.269
ST LUCIE BLVD	SENECA AVE to US 1	940270	4,122	2020	790	198	C	0.251	202	C	0.256
ST LUCIE WEST BLVD	COMMERCE CENTER DR to W OF I-95	152	16,500	2022	700	758	F	1.083	775	F	1.107
ST LUCIE WEST BLVD	I-95 to CALIFORNIA BLVD	318	37,500	2022	2,100	1,770	C	0.843	1,770	C	0.843
ST LUCIE WEST BLVD	CALIFORNIA BLVD to COUNTRY CLUB DR	318	37,500	2022	2,100	1,770	C	0.843	1,770	C	0.843

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

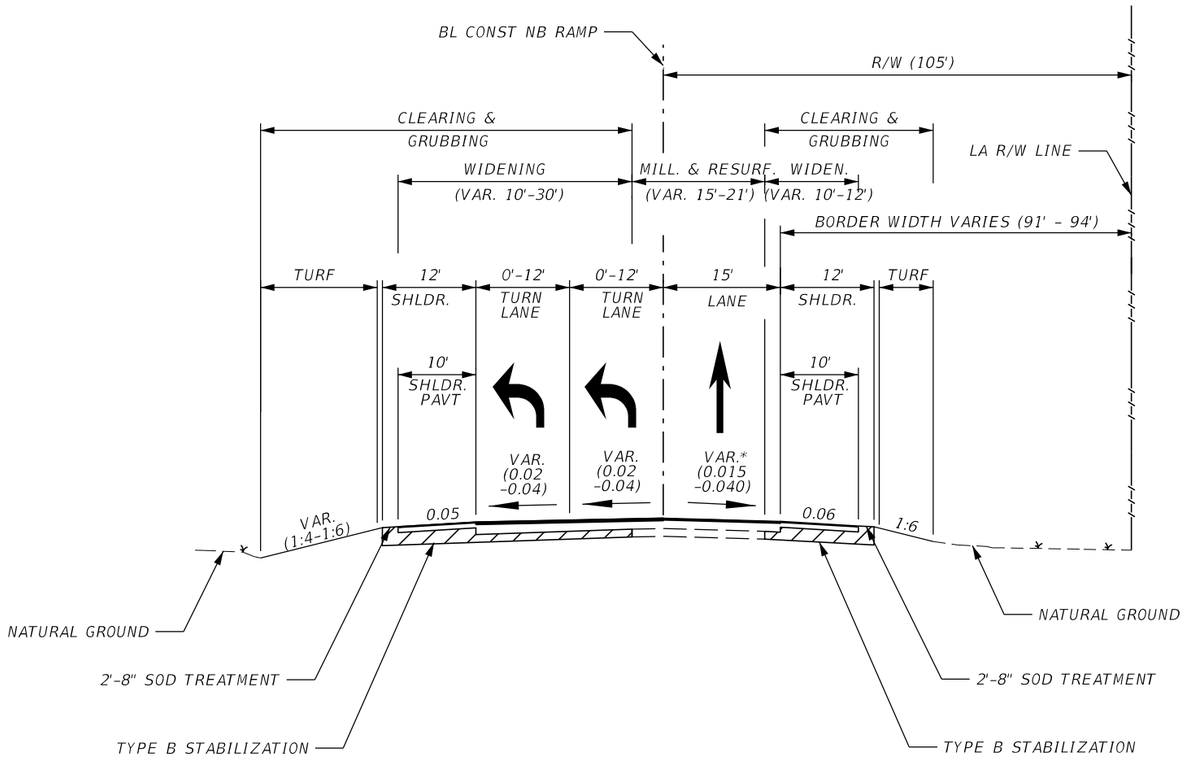
* Volumes shown were adjusted using FDOT Seasonal Factors

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

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

*** Counts with an ID format of 6 digits have data extracted from FDOT count stations.**

APPENDIX D



*MATCH EXISTING CROSS SLOPE

TYPICAL SECTION
NB RAMP (NB I-95 TO MIDWAY ROAD)
DESIGN SPEED = 35 MPH

STA 10+51.07 TO STA 18+32.89 (BL CONST NB RAMP)
MP 0.199 TO MP 0.347

MILLING
MILL EXISTING ASPHALT PAVEMENT FOR DEPTH (1.50")

RESURFACING
FRICTION COURSE FC-12.5 (TRAFFIC C) PG 76-22 (1.50")

WIDENING & RECONSTRUCTION
OPTIONAL BASE GROUP 9 WITH
TYPE SP-12.5 (TRAFFIC C) (4.25")
AND FRICTION COURSE FC-12.5 (TRAFFIC C) PG 76-22 (1.50")

SHOULDER MILLING
MILL EXISTING ASPHALT PAVEMENT FOR DEPTH (1.50")

SHOULDER RESURFACING
FRICTION COURSE FC-12.5 (TRAFFIC C) PG 76-22 (1.50")

SHOULDER WIDENING
OPTIONAL BASE GROUP 8 WITH
FRICTION COURSE FC-12.5 (TRAFFIC C) PG 76-22 (1.50")

TRAFFIC DATA

CURRENT YEAR = 2017 AADT = 6100
ESTIMATED OPENING YEAR = 2024 AADT = 8900
ESTIMATED DESIGN YEAR = 2044 AADT = 15000
K = 9.00% D = 100% T = 13.5% (24 HOUR)
DESIGN HOUR T = 6.75%
DESIGN SPEED = 35 MPH

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

SHAUN P. CONNOR, P.E.
P.E. LICENSE NUMBER 83321
LAKES ENGINEERING, INC.
4870 SW 72ND AVENUE
MIAMI, FLORIDA 33155

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 9	ST. LUCIE	439754-1-52-01

TYPICAL SECTIONS

SHEET NO. 8

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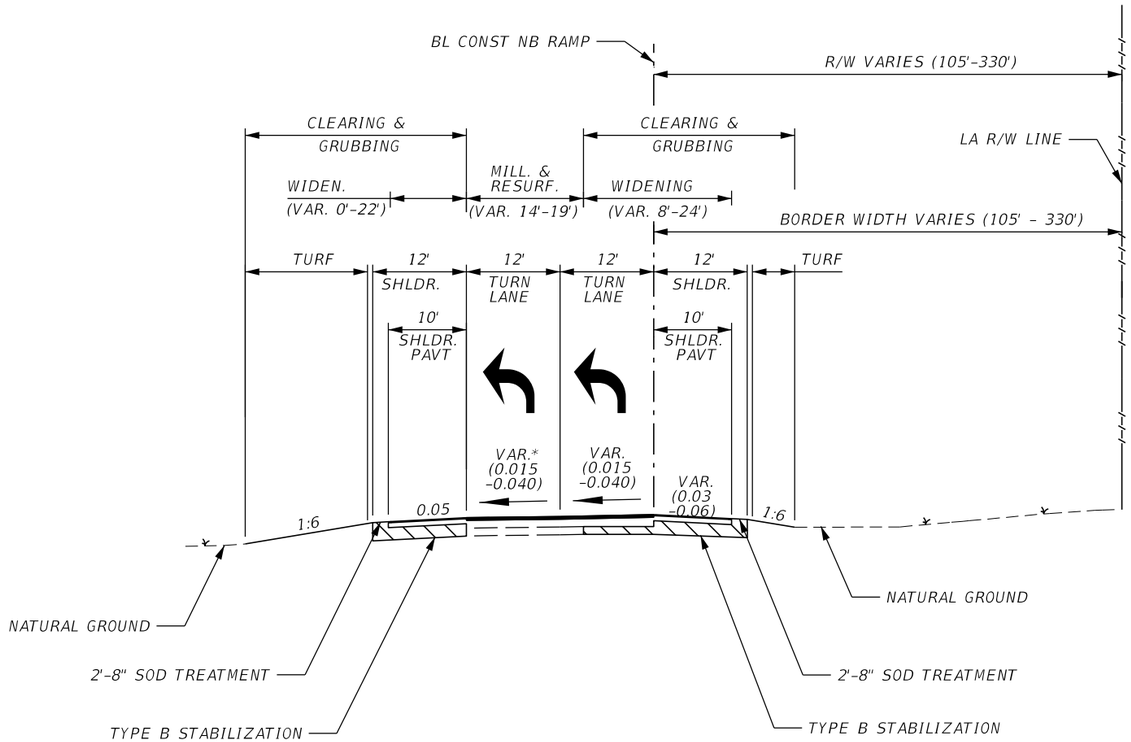

*MATCH EXISTING CROSS SLOPE

TYPICAL SECTION
NB RAMP (NB I-95 TO MIDWAY ROAD)
DESIGN SPEED = 35 MPH

STA 18+32.89 TO STA 21+36.54 (BL CONST NB RAMP)
MP 0.347 TO MP 0.404

TRAFFIC DATA

CURRENT YEAR = 2017 AADT = 6100
ESTIMATED OPENING YEAR = 2024 AADT = 8900
ESTIMATED DESIGN YEAR = 2044 AADT = 15000
K = 9.00% D = 100% T = 13.5% (24 HOUR)
DESIGN HOUR T = 6.75%
DESIGN SPEED = 35 MPH

MILLING
MILL EXISTING ASPHALT PAVEMENT FOR DEPTH (1.50")

RESURFACING
FRICTION COURSE FC-12.5 (TRAFFIC C) PG 76-22 (1.50")

WIDENING & RECONSTRUCTION
OPTIONAL BASE GROUP 9 WITH
TYPE SP-12.5 (TRAFFIC C) (4.25")
AND FRICTION COURSE FC-12.5 (TRAFFIC C) PG 76-22 (1.50")

SHOULDER MILLING
MILL EXISTING ASPHALT PAVEMENT FOR DEPTH (1.50")

SHOULDER RESURFACING
FRICTION COURSE FC-12.5 (TRAFFIC C) PG 76-22 (1.50")

SHOULDER WIDENING
OPTIONAL BASE GROUP 8 WITH
FRICTION COURSE FC-12.5 (TRAFFIC C) PG 76-22 (1.50")

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

SHAUN P. CONNOR, P.E.
P.E. LICENSE NUMBER 83321
LAKES ENGINEERING, INC.
4870 SW 72ND AVENUE
MIAMI, FLORIDA 33155

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 9	ST. LUCIE	439754-1-52-01

TYPICAL SECTIONS

SHEET NO. 9

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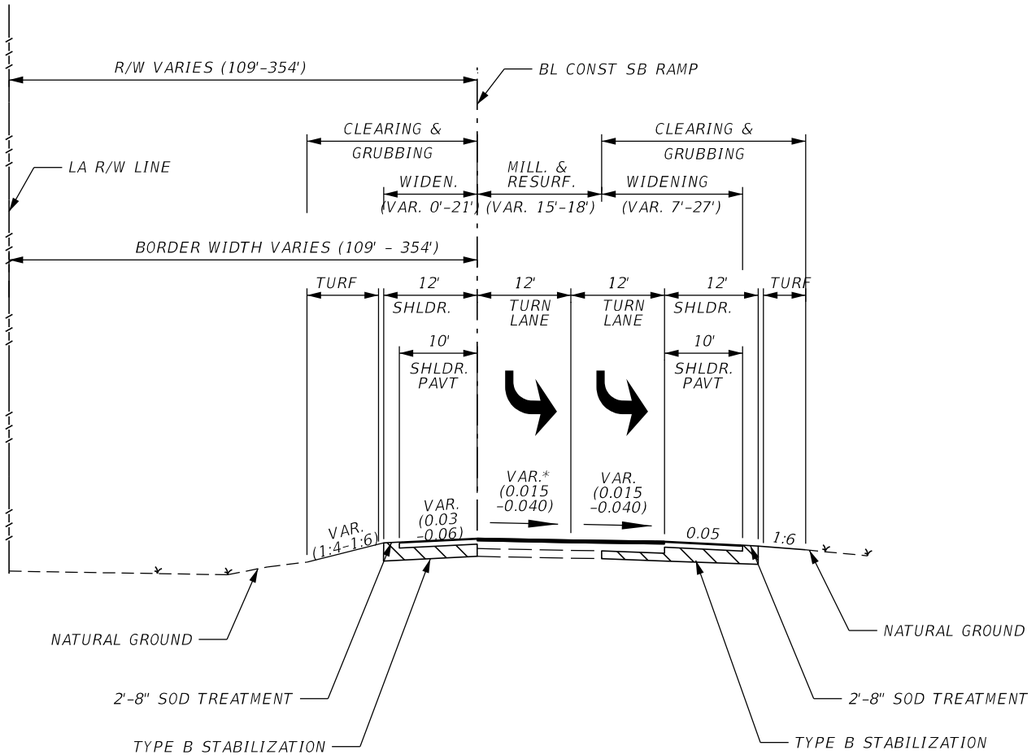

*MATCH EXISTING CROSS SLOPE

TYPICAL SECTION
SB RAMP (SB I-95 TO MIDWAY ROAD)
DESIGN SPEED = 35 MPH

STA 0+54.81 TO STA 3+81.45 (BL CONST SB RAMP)
MP 0.414 TO MP 0.354

MILLING
MILL EXISTING ASPHALT PAVEMENT FOR DEPTH (1.50")

RESURFACING
FRICTION COURSE FC-12.5 (TRAFFIC C) PG 76-22 (1.50")

WIDENING & RECONSTRUCTION
OPTIONAL BASE GROUP 9 WITH
TYPE SP-12.5 (TRAFFIC C) (4.50")
AND FRICTION COURSE FC-12.5 (TRAFFIC C) PG 76-22 (1.50")

SHOULDER MILLING
MILL EXISTING ASPHALT PAVEMENT FOR DEPTH (1.50")

SHOULDER RESURFACING
FRICTION COURSE FC-12.5 (TRAFFIC C) PG 76-22 (1.50")

SHOULDER WIDENING
OPTIONAL BASE GROUP 6 WITH
TYPE SP-12.5 (TRAFFIC C) (2.50")
FRICTION COURSE FC-12.5 (TRAFFIC C) PG 76-22 (1.50")

TRAFFIC DATA

CURRENT YEAR = 2017 AADT = 2900
ESTIMATED OPENING YEAR = 2024 AADT = 7200
ESTIMATED DESIGN YEAR = 2044 AADT = 14000
K = 9.00% D = 100% T = 13.5% (24 HOUR)
DESIGN HOUR T = 6.75%
DESIGN SPEED = 35 MPH

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

SHAUN P. CONNOR, P.E.
P.E. LICENSE NUMBER 83321
LAKES ENGINEERING, INC.
4870 SW 72ND AVENUE
MIAMI, FLORIDA 33155

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 9	ST. LUCIE	439754-1-52-01

TYPICAL SECTIONS

SHEET NO. 10

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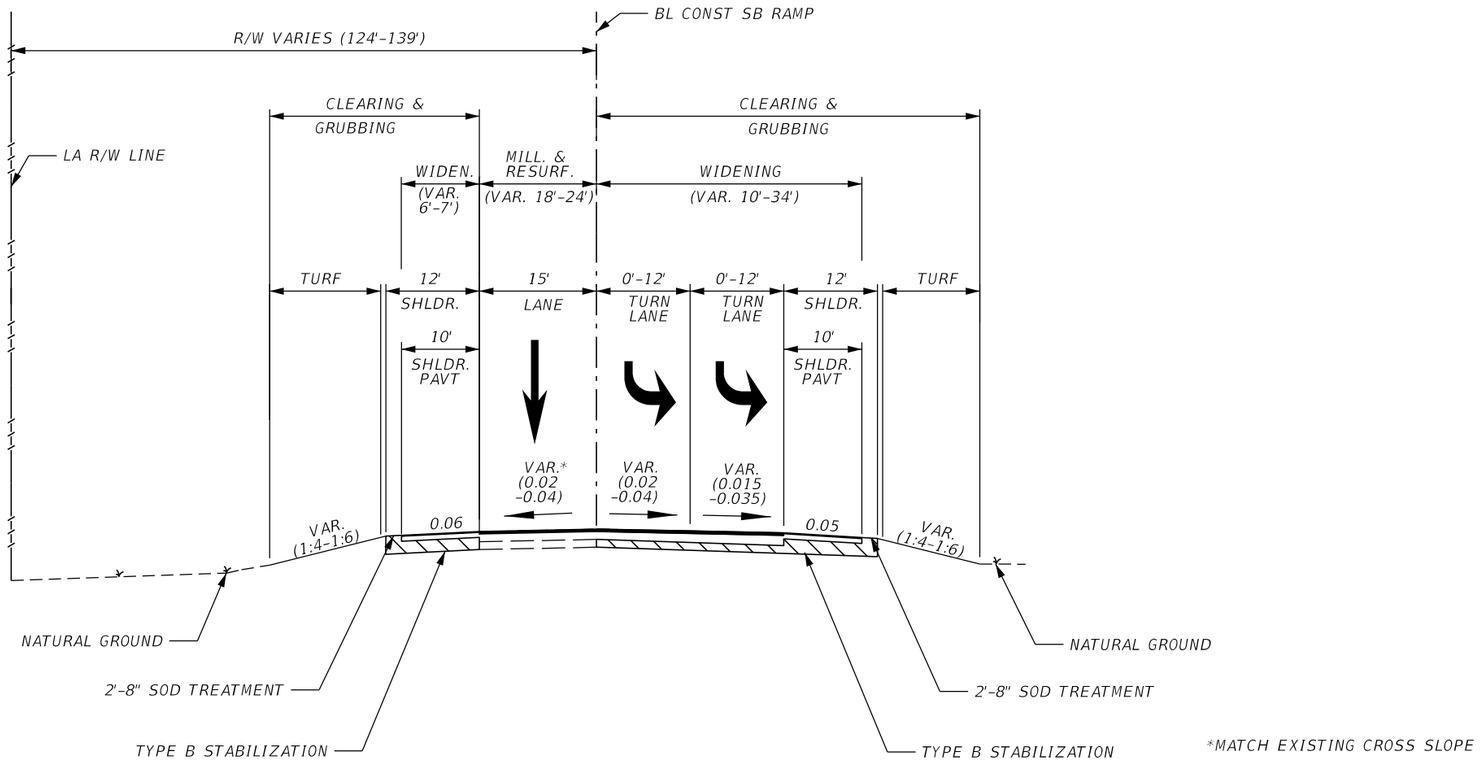


TYPICAL SECTION
SB RAMP (SB I-95 TO MIDWAY ROAD)
DESIGN SPEED = 35 MPH

STA 3+81.45 TO 10+89.55 (BL CONST SB RAMP)
MP 0.354 TO MP 0.216

MILLING
MILL EXISTING ASPHALT PAVEMENT FOR DEPTH (1.50")

RESURFACING
FRICTION COURSE FC-12.5 (TRAFFIC C) PG 76-22 (1.50")

WIDENING & RECONSTRUCTION
OPTIONAL BASE GROUP 6 WITH
TYPE SP-12.5 (TRAFFIC C) (4.50")
AND FRICTION COURSE FC-12.5 (TRAFFIC C) PG 76-22 (1.50")

SHOULDER MILLING
MILL EXISTING ASPHALT PAVEMENT FOR DEPTH (1.50")

SHOULDER RESURFACING
FRICTION COURSE FC-12.5 (TRAFFIC C) PG 76-22 (1.50")

SHOULDER WIDENING
OPTIONAL BASE GROUP 6 WITH
TYPE SP-12.5 (TRAFFIC C) (2.50")
FRICTION COURSE FC-12.5 (TRAFFIC C) PG 76-22 (1.50")

TRAFFIC DATA

CURRENT YEAR = 2017 AADT = 2900
ESTIMATED OPENING YEAR = 2024 AADT = 7200
ESTIMATED DESIGN YEAR = 2044 AADT = 14000
K = 9.00% D = 100% T = 13.5% (24 HOUR)
DESIGN HOUR T = 6.75%
DESIGN SPEED = 35 MPH

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

SHAUN P. CONNOR, P.E.
P.E. LICENSE NUMBER 83321
LAKES ENGINEERING, INC.
4870 SW 72ND AVENUE
MIAMI, FLORIDA 33155

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 9	ST. LUCIE	439754-1-52-01

TYPICAL SECTIONS

SHEET NO. 11

C3C & C3R

Motor Vehicle Arterial Generalized Service Volume Tables

(C3C-Suburban Commercial)

Peak Hour Directional

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

Peak Hour Two-Way

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

AADT

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

(C3R-Suburban Residential)

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

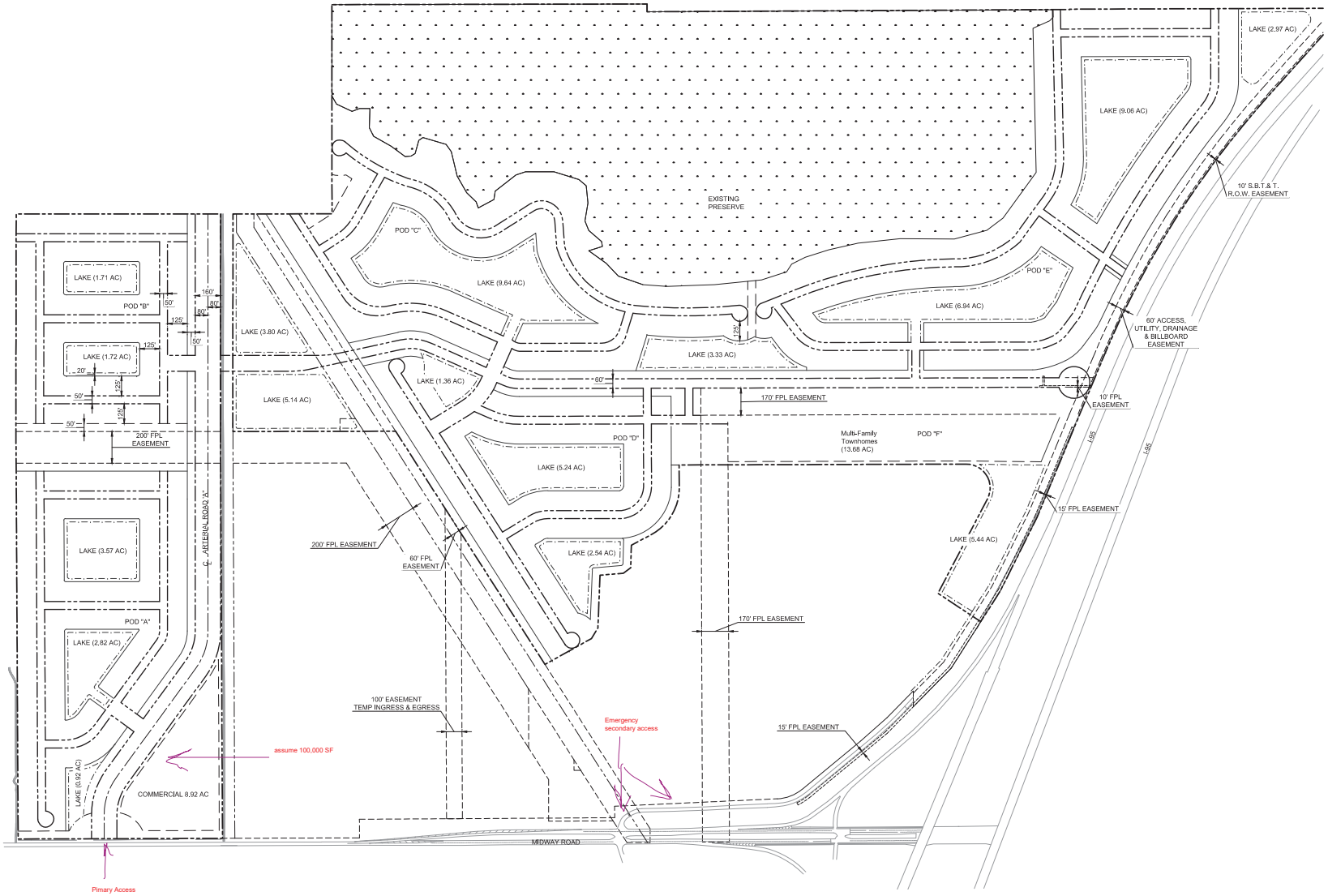
	B	C	D	E
2 Lane	*	1,760	2,020	**
4 Lane	*	3,090	3,360	**
6 Lane	*	4,760	4,960	**

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

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

APPENDIX F

lucido & associates
701 E Ocean Blvd., Stuart, Florida 34994 (772) 220-2100, Fax (772) 223-0220



Site Data

Total Site Area:	516.95 ac	100%
-Easements:	46.21 ac	9%
-Existing Preserve:	136.56 ac	26%
-Lakes:	64.84 ac	13%
Residential:	269.89 ac	52%

Developable Area

Total Site Area:	516.95 ac	100%
-Easements:	46.21 ac	9%
-Existing Preserve:	136.56 ac	26%
Developed Area:	334.18 ac	65%

This plan is conceptual and is subject to further review and revisions.

This plan has not been completely reviewed for compliance with all jurisdictional codes and requirements which may require additional plan revisions.

All boundary, existing facilities and/or structures shown on this plan are approximate and may be subject to change upon a formal survey, which also may result in revisions to the proposed portions of this plan.

Scale: 1" = 300'
0 150' 300' 600'
NORTH
Date: 10.31.2022

Sunrise Residential

22-405
Site Plan

EXHIBIT "G"

Trip Generation: LTC Ranch - Trip Tracking

Date: _____

Site Plan Name/Number: _____

Daily

Allowed Uses | Resultant Rates to be Used for Trip Tracking | Factored to Allowable Trips | Enter Site Plan Units and Calculate Trips

Land Use	ITE Code	Intensity	Units	In	Out	Total	West Side Trips	East Side Trips	West Side Trips	East Side Trips	East Side DUs or SF	East Side Trips	West Side DUs or SF	West Side Trips
Single Family Detached	210	3,350	DU	2.89	2.85	5.73	19,207		20,940	-				
Multi-Famiily Housing	220	650	DU	2.76	2.72	5.48	3,559		3,880	-				
General Office	710	1,508,500	Sft	3.86	2.55	6.41		9,680	-	10,553				
Industrial Park	130	1,000,000	Sft	1.33	0.94	2.27		2,275	-	2,480				
Warehousing	150	960,000	Sft	0.64	0.46	1.10		1,054	-	1,149				
Shopping Center	820	725,000	Sft	4.81	8.14	12.95	9,387		10,234	-				
TOTALS							**32,153**	**13,009**	**35,054**	**14,182**				
								45,162		49,236				

Source: ITE 10th Edition Trip Generation Rates

AM Peak Hour

Resultant Rates to be Used for Trip Tracking | Factored to Allowable Trips 3447

Land Use	ITE Code	Intensity	Units	In	Out	Total	West Side Tips	East Side Trips	West Side Trips	East Side Trips	East Side DUs or SF	East Side Trips	West Side DUs or SF	West Side Trips
Single Family Detached	210	3,350	DU	0.17	0.35	0.52	1,739		1,739	-				
Multi-Famiily Housing	220	650	DU	0.09	0.22	0.32	206		206	-				
General Office	710	1,508,500	Sft	0.55	0.08	0.63		949	-	951				
Industrial Park	130	1,000,000	Sft	0.21	0.05	0.26		263	-	263				
Warehousing	150	960,000	Sft	0.08	0.03	0.11		107	-	107				
Shopping Center	820	725,000	Sft	0.11	0.14	0.25	181		181	-				
TOTALS							**2,126**	**1,319**	**2,126**	**1,321**				
								3,445		3,447				

Source: ITE 10th Edition Trip Generation Rates

PM Peak Hour

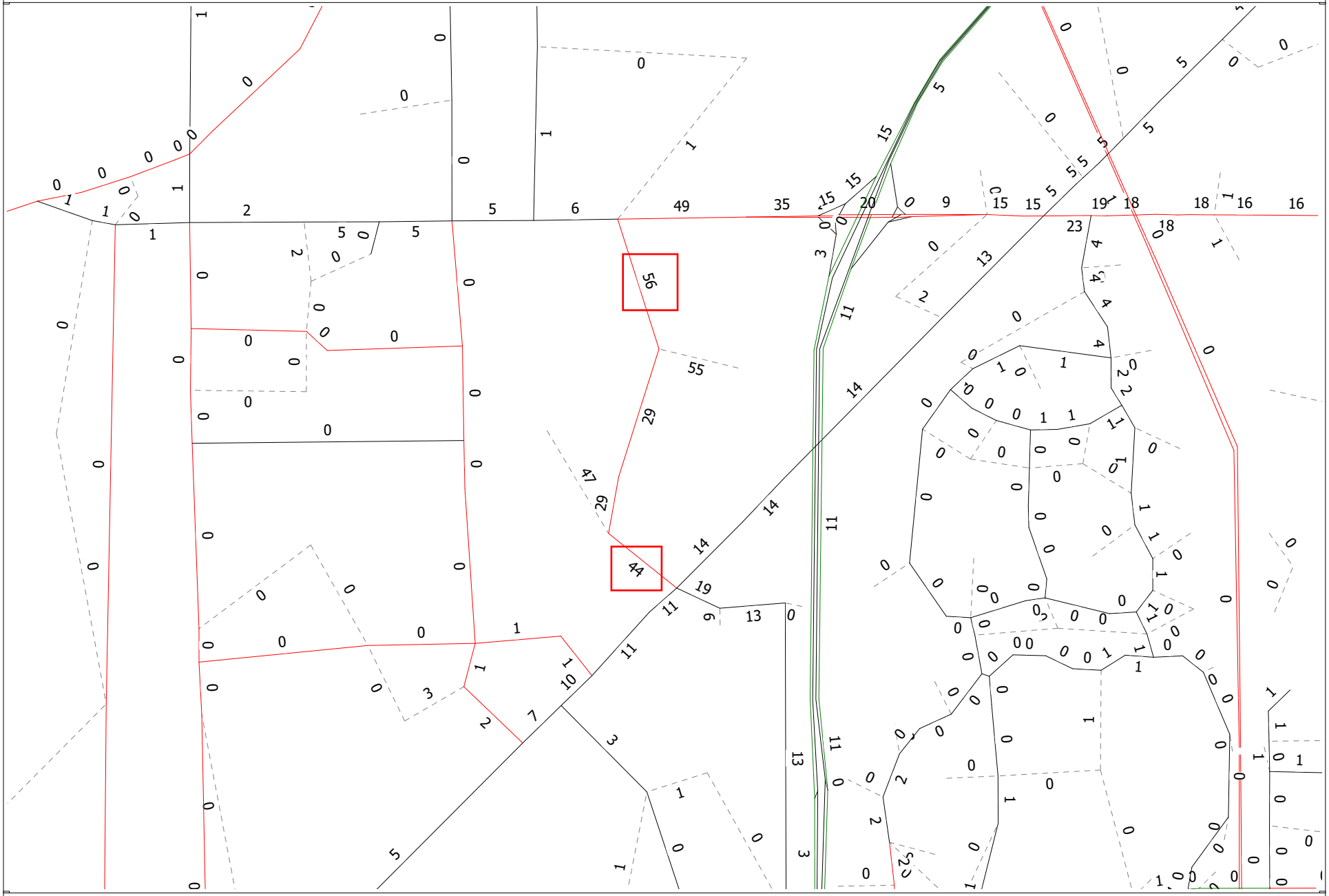
Resultant Rates to be Used for Trip Tracking | Factored to Allowable Trips 5291

Land Use	ITE Code	Intensity	Units	In	Out	Total	West Side Tips	East Side Trips	West Side Trips	East Side Trips	East Side DUs or SF	East Side Trips	West Side DUs or SF	West Side Trips
Single Family Detached	210	3,350	DU	0.48	0.16	0.64	2,146		2,416	-				
Multi-Famiily Housing	220	650	DU	0.26	0.08	0.34	226		254	-				
General Office	710	1,508,500	Sft	0.05	0.66	0.71		1,073	-	1,208				
Industrial Park	130	1,000,000	Sft	0.04	0.25	0.29		286	-	322				
Warehousing	150	960,000	Sft	0.03	0.11	0.14		130	-	146				
Shopping Center	820	725,000	Sft	0.18	0.97	1.15	840		945	-				
TOTALS							**3,212**	**1,489**	**3,615**	**1,676**				
								4,701		5,291				

Source: ITE 10th Edition Trip Generation Rates

xx Exernal Assignment = 100%

LTC West Traffic Assignment
2040 Cost Feasible Model



FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

SITE: 0279 - CR 709/GLADES CUTOFF RD - S OF CR 712/MIDWAY RD. (HPMS SAMPLE 2007)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	3400 S	N 1800	S 1600	9.00	51.40	31.50
2021	3400 F	N 1800	S 1600	9.00	50.90	31.50
2020	3400 C	N 1800	S 1600	9.00	51.30	31.50
2019	2800 S	N 1400	S 1400	9.00	51.00	21.80
2018	2800 F	N 1400	S 1400	9.00	51.30	21.80
2017	2800 C	N 1400	S 1400	9.00	50.90	21.80
2016	2700 F	N 1400	S 1300	9.00	50.90	27.20
2015	2700 C	N 1400	S 1300	9.00	51.00	27.20
2014	2700 C	N 1400	S 1300	9.00	50.80	19.60
2013	2500 C	N 1300	S 1200	9.00	50.80	16.20
2012	2400 C	N 1200	S 1200	9.00	56.80	16.20
2011	2300 C	N 1200	S 1100	9.00	57.20	16.20
2010	2500 C	N 1300	S 1200	10.32	55.40	23.40
2009	2800 C	N 1500	S 1300	10.27	57.35	23.40
2008	2600 C	N 1400	S 1200	10.45	58.06	23.40
2007	2050 C	N 1200	S 850	10.31	58.74	15.20

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

SITE: 0732 - CR 712/MIDWAY RD - W OF SR 9/I-95 (COUNTY 732)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	6900 C	E 3400	W 3500	9.00	53.00	21.80
2021	4800 C	E 2500	W 2300	9.00	53.10	16.40
2020	8400 F	E 3900	W 4500	9.00	54.30	16.40
2019	8400 C	E 3900	W 4500	9.00	54.30	16.40
2018	5000 C	E 2500	W 2500	9.00	55.20	19.00
2017	5800 C	E 2900	W 2900	9.00	56.20	19.00
2016	4700 C	E 2400	W 2300	9.00	57.10	19.00
2015	4400 C	E 2300	W 2100	9.00	56.30	29.40
2014	4400 C	E 2200	W 2200	9.00	54.70	19.70
2013	4200 C	E 2100	W 2100	9.00	57.20	12.70
2012	4600 C	E 2300	W 2300	9.00	57.00	14.10
2011	4400 F	E 1900	W 2500	9.00	56.50	14.10
2010	4600 C	E 2000	W 2600	11.51	57.07	14.10
2009	4600 C	E 2300	W 2300	11.11	58.68	26.00
2008	4500 C	E 2200	W 2300	11.51	54.38	26.00
2007	5000 C	E 2500	W 2500	11.51	58.16	21.70

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

SITE: 5140 - CR 712 / MIDWAY RD - E OF SR 9/I-95 (COUNTY 5140)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	23000 C	E 11500	W 11500	9.00	51.40	22.60
2021	22500 C	E 11500	W 11000	9.00	50.90	22.60
2020	19400 C	E 10000	W 9400	9.00	51.30	22.60
2019	21000 C	E 10500	W 10500	9.00	51.00	17.10
2018	19100 C	E 9700	W 9400	9.00	51.30	17.10
2017	16500 C	E 8300	W 8200	9.00	50.90	17.10
2016	15200 C	E 7500	W 7700	9.00	50.90	12.10
2015	15900 C	E 8100	W 7800	9.00	51.00	12.10
2014	15900 C	E 7800	W 8100	9.00	50.80	20.90
2013	14200 C	E 7500	W 6700	9.00	50.80	15.30
2012	15500 C	E 7700	W 7800	9.00	56.80	16.10
2011	12400 C	E 6300	W 6100	9.00	57.20	16.10
2010	14300 C	E 7300	W 7000	10.32	55.40	16.10
2009	13800 C	E 7000	W 6800	10.27	57.35	17.10
2008	13400 C	E 6600	W 6800	10.45	58.06	17.10
2007	19000 C	E 9500	W 9500	10.31	58.74	19.30

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

SITE: 7014 - ON GLADES CUT-OFF RD - N. OF RESERVE COM PKWY (COUNTY 117)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	4400 F	N 2200	S 2200	9.00	53.00	23.10
2021	4200 C	N 2100	S 2100	9.00	53.10	23.10
2020	5900 S	N 2900	S 3000	9.00	54.30	19.90
2019	5900 F	N 2900	S 3000	9.00	54.30	19.90
2018	5700 C	N 2800	S 2900	9.00	55.20	19.90
2017	2700 S	N 1300	S 1400	9.00	56.20	10.00
2016	2500 F	N 1200	S 1300	9.00	57.10	6.20
2015	2300 C	N 1100	S 1200	9.00	56.30	41.80
2014	2500 V	N 1200	S 1300	9.00	54.70	49.50
2013	2500 X	N 1200	S 1300	9.00	57.20	11.90
2012	2500 T	N 1200	S 1300	9.00	57.00	7.10
2011	2500 S	N 1200	S 1300	9.00	56.50	18.00
2010	2500 F	N 1200	S 1300	11.51	57.07	18.10
2009	2700 C	N 1300	S 1400	11.11	58.68	18.10

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

SITE: 8537 - MIDWAY RD FROM MC CARTY RD TO I-95 (HPMS)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	5400 S	E 2700	W 2700	9.50	53.00	17.00
2021	5200 F	E 2600	W 2600	9.50	53.10	17.00
2020	5200 C	E 2600	W 2600	9.50	54.30	17.00
2019	4600 S	E 2300	W 2300	9.50	54.30	20.60
2018	4400 F	E 2200	W 2200	9.50	55.20	20.60
2017	4200 C	E 2100	W 2100	9.50	56.20	20.60
2016	3800 F	E 1900	W 1900	9.50	57.10	22.00
2015	3600 C	E 1800	W 1800	9.50	52.70	22.00
2014	2400 C	E 1200	W 1200	9.50	52.50	26.50
2013	3300 E	E 1650	W 1650	9.00	55.90	16.20
2012	3200 C	E 1600	W 1600	9.00	55.80	16.20
2011	3800 T	0	0	9.00	56.20	16.00
2010	3800 S	E 1900	W 1900	11.16	56.34	28.00
2009	3800 F	E 1900	W 1900	11.51	56.49	28.00
2008	3800 C	E 1900	W 1900	11.31	55.19	28.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

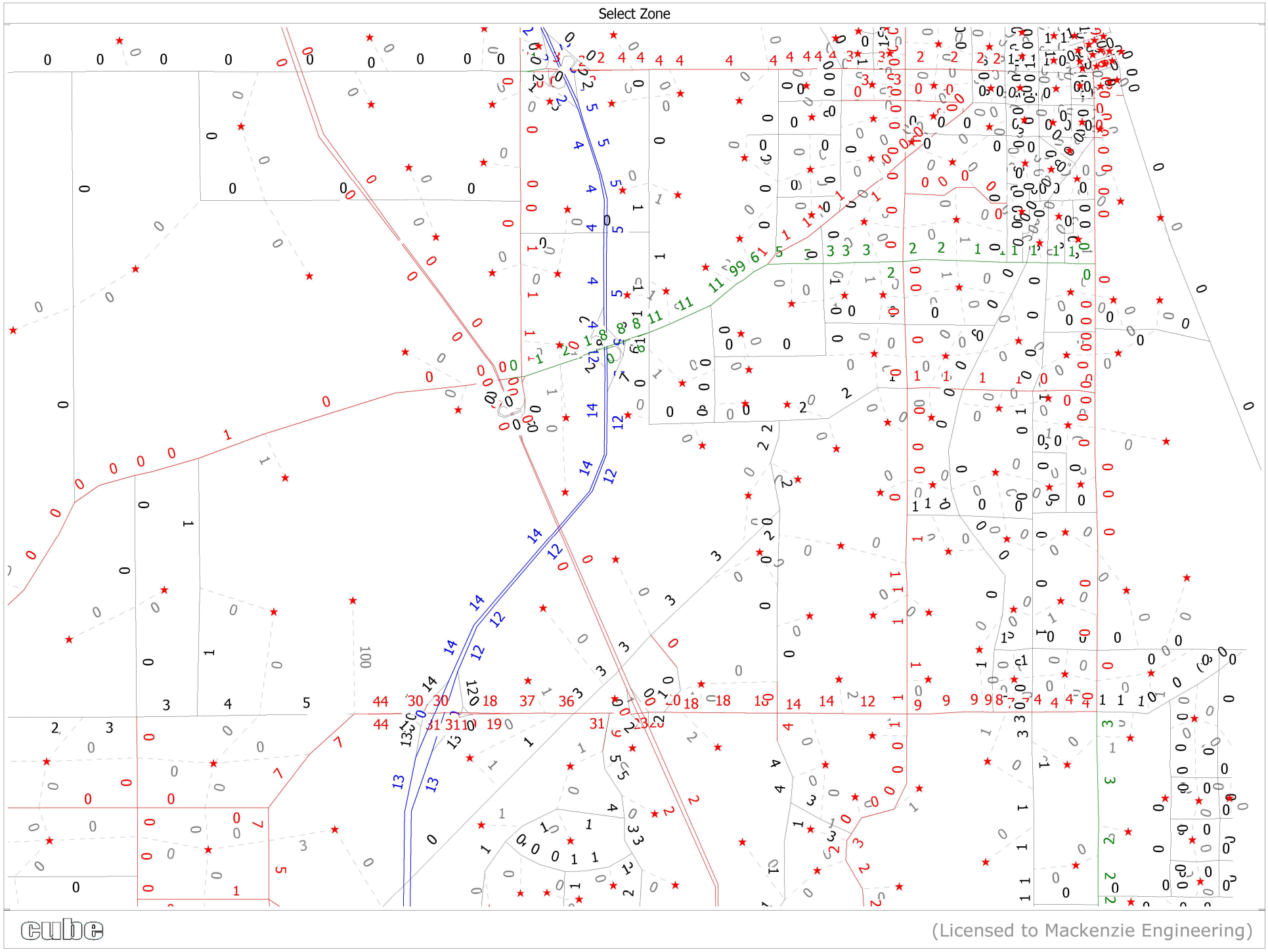
COUNTY: 94 - ST.LUCIE

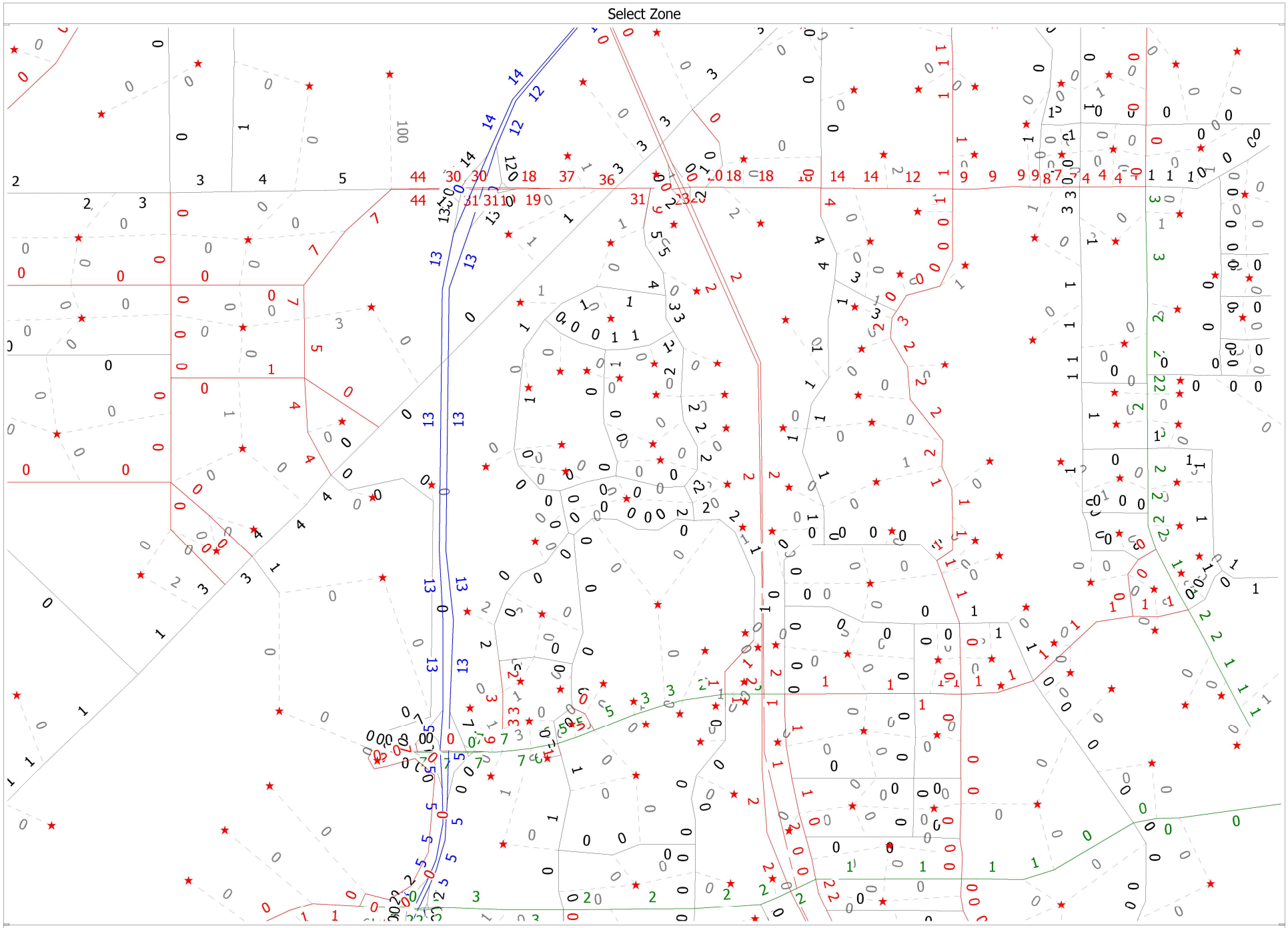
SITE: 8538 - MIDWAY RD FROM GLADE RD TO FLORIDA TURNPIKE (HPMS)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	18500 F	E 9800	W 8700	9.00	51.40	17.20
2021	18700 C	E 9900	W 8800	9.00	50.90	17.20
2020	15900 S	E 8200	W 7700	9.00	51.30	10.90
2019	16600 F	E 8600	W 8000	9.00	51.00	10.90
2018	16800 C	E 8700	W 8100	9.00	51.30	10.90
2017	16000 S	E 8200	W 7800	9.00	50.90	19.50
2016	15800 F	E 8100	W 7700	9.00	50.90	19.50
2015	15600 C	E 8000	W 7600	9.00	56.30	19.50
2014	15900 F	E 7900	W 8000	9.00	54.70	7.60
2013	15700 C	E 7800	W 7900	9.00	57.20	7.60
2012	16200 C	E 8100	W 8100	9.00	57.00	7.60
2011	13000 T	0	0	9.00	56.50	7.60
2010	13000 S	E 6600	W 6400	11.51	57.07	13.50
2009	13600 F	E 6900	W 6700	11.11	58.68	13.50
2008	14100 C	E 7200	W 6900	11.51	54.38	13.50

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

APPENDIX J




Select Zone
cube
(Licensed to Mackenzie Engineering)

APPENDIX J

Property Identi cation

Site Address: 10050 W MIDWAY RD
Sec/Town/Range: 02/36S/39E
Parcel ID: 3302-212-0001-000-4
Jurisdiction: Fort Pierce

Use Type: 6000
Account #: 156019
Map ID: 33/03N
Zoning:

Ownership

Willow Lakes LLC

433 S Main ST Ste 300
West Hartford, CT 06110

Legal Description

2/3 36 39 FROM NW COR OF SEC 3-36-39 RUN N 89 46 35 W ALG N LI OF SEC 3 2622 FT TO E R/W LI OF NSLRWCD CANAL NO. 93, TH S 00 02 49 W ALG E R/W LI 52.50 FT TO N R/W LI OF 200 FT FP&L ESMT AND POB,TH S 89 46 35 ALG N R/W LI 1026.62 FT TO E R/W LI OF 60 FT FP&L ESMT,TH S 32 18 17 E ALG E R/W LI 1746.02 FT,TH N 61 15 41 E 335.12 FT,TH N 31 56 28 E 78.35 FT,TH N 02 37 14 E 332.85 FT,TH N 85 17 03 E 146.97 FT,TH N 53 57 44 E 58.71 FT,TH N 01 56 01 E 142.19 FT,TH N 62 33 43 E 139.15 FT TO CURVE CONC NW,R OF 335 FT,TH NELY ALG ARC 365.79 FT,TH N 00 00 00 W 142.46 FT,TH S 89 50 50 E 1811.20 FT TO CURVE CONC SW,R OF 150 FT,TH SELY ALG ARC 308.52 FT,TH S 27 59 51 W 671.72 FT,TH S 56 07 55 E 323.59 FT TO W R/W LI OF I-95,TH S 32 49 14 W ALG W R/W LI 346.97 FT,TH S 44 46 35 W 339.92 FT,TH N 00 04 30 E 99.51 FT,TH S 44 46 35 W 303.05 FT, TH S 50 43 56 W 631.70 FT TO CURVE CONC N,R OF 266 FT,TH WLY ALG ARC 171.53 FT,TH S 87 40 44 W 1027.79 FT,TH S 00 01 50 E 72 FT,TH S 89 58 10 W 1610.26 FT,TH S 00 01 50 E 117.14 FT TO N R/W LI OF MIDWAY RD,TH N 89 52 26 W ALG N R/W LI 786.26 FT TO E R/W LI OF NSLRWCD CANAL NO. 93,TH N 00 02 49 E ALG E R/W LI 2564.70 FT TO N R/W LI OF FP&L ESMT AND POB-(200.30 AC - 8,725,068 SF) (OR 2658-2617: 2035-1421)

Total Areas

Finished/Under Air (SF):	0
Gross Sketched Area (SF):	0
Land Size (acres):	200.3
Land Size (SF):	8,725,068

Current Values

Just/Market Value:	$1,846,145
Assessed Value:	$55,083
Exemptions:	$0
Taxable Value:	$55,083

Property taxes are subject to change upon change of ownership.

- **Past taxes are not a reliable projection of future taxes.**
- **The sale of a property will prompt the removal of all exemptions, assessment caps, and special classifications.**

Building Design Wind Speed

Occupancy Category	I	II	III
Speed	140	150	160

Sources/links:

Taxes for this parcel: SLC Tax Collector's Office
Download TRIM for this parcel: Download PDF

Sale History

Date	Book/Page	Sale Code	Deed	Grantor	Price
Jul 30, 2004	2035 / 1421	XX02	SPWD	Hendler Hyman B	$4,333,400
Aug 1, 1981	0365 / 1624	XX01	CV		$0

Building Information (1 of 1)

Finished Area: 0 SF

Gross Sketched Area: 0 SF

Exterior Data

View: Roof Cover: Roof Structure:

Property Identification

Site Address: TBD
Sec/Town/Range: 34/35S/39E
Parcel ID: 2334-410-0000-000-1
Jurisdiction: Fort Pierce

Use Type: 6000
Account #: 14562
Map ID: 23/34S
Zoning: Planned De

Ownership

Juni Jusuf (TR)
Hwee Lee Beh (TR)
Wai Leung Chu (TR)

8800 N Gainey Center DR Ste 345
Scottsdale, AZ 85258

Legal Description

34/35 35 39 AND 2/3 36 39 FROM NW COR OF SEC 3-36-39 RUN N 89 46 35 W ALG N LI OF SEC 2622.04 FT TO E R/W LI OF NSLRWCD CANAL NO. 93 AND POB,TH N 00 20 10 E ALG E R/W LI 1318.99 FT TO S LI OF W 1/2 OF NW 1/4 OF SE 1/4 OF SEC 34-35-39,TH S 89 46 53 E ALG S LI 624.96 FT,TH N 00 16 46 E 1319.04 FT TO 1/4 SEC LI OF SEC 34,TH S 89 47 10 E ALG 1/4 SEC LI 1987.99 FT TO E LI OF SEC,TH S 00 06 37 W ALG E LI 49 FT TO S R/W LI OF NSLRWCD CANAL NO. 101,TH S 89 59 09 E ALG S R/W LI 2664.42 FT TO 1/4 SEC LI OF SEC 35,TH N 00 12 25 E ALG 1/4 SEC LI 2.00 FT,TH S 89 52 23 E 1750.18 FT TO W R/W LI OF I-95,TH S 42 14 14 W ALG W R/W LI 727.09 FT TO CURVE CONC SE,R OF 5903.58 FT,TH SWLY ALG ARC 1998.21 FT,TH S 22 50 38 W 363.01 FT TO N R/W LI OF NSLRWCD CANAL NO. 102,TH N 89 48 50 W 60.02 FT,TH N 89 53 51 W 1760.14 FT TO W LI OF SW 1/4 OF SEC 35,TH S 00 04 39 W ALG W LI 42.50 FT TO NW COR OF NW 1/4 OF SEC 2-36-39,TH S 00 06 35 W ALG W LI 42.50 FT TO S R/W LI OF NSLRWCD CANAL NO. 102,TH S 89 53 51 ALG S R/W LI 2630.08 FT TO W R/W LI OF 30 FT RD R/W,TH S 00 03 15 W ALG R/W LI 129.69 FT,TH S 22 50 38 W 470.73 FT,TH S 26 50 37 W 519.99 FT,TH S 32 49 14 W 230.02 FT,TH N 56 07 55 W 323.59 FT,TH N 27 59 51E 671.72 FT TO CURVE CONC SW,R OF 150 FT,TH NWLY ALG ARC 308.52 FT,TH N 89 50 50 W 1811.20 FT,TH S 00 00 00 E 142.46 FT TO CURVE CONC NW,R OF 335 FT,TH SWLY ALG ARC 365.79 FT,TH S 62 33 43 W 139.15 FT,TH S 01 56 01 W 142.19 FT,TH S 53 57 44 W 58.71 FT,TH S 85 17 03 W 146.97 FT,TH S 02 37 14 W 332.85 FT,TH S 31 56 28 W 78.35 FT,TH S 61 15 41 W 335.12 FT TO E R/W LI OF 60 FT FP&L ESMT,TH N 32 18 17 W ALG E R/W LI 1746.02 FT TO N R/W LI OF 200 FT FP&L ESMT,TH N 89 46 35 W ALG N R/W LI 1026.62 FT TO E R/W LI OF NSLRWCD CANAL NO. 93 ,TH N 00 02 49 E ALG E R/W LI 52.50 FT TO N SEC LI OF SEC 3 AND POB- (402.69 AC) (OR 3589-1086: 3629- 630 thru 750, 858 thru 1164, 1904 thru 2270: 2345 thru 2997; 3630-1 thru 235, 317 thru 479; 485 thru 587; 593 thru 695; 701 thru 1206; 1212 thru 1452; 1500 thru 1590; 3633-2001thru 2295; 3634-614 thru 956; OR 3640 954 thru 1470; 2509 thru 2977; 3641- 899 thru 1205; 1605 thru 1887 ; 2092 thru 2392 ; 2577 thru 2859 ; 3642-2688 thru 2916 ; 3643- 77 thru 251; 3647-1347 thru 1485 ; 1768 thru 1876 ; 2132 thru 2396 ; 3647-2082 thru 2196 ; 3648 - 360 thru 456 ; 3655-808 thru 910 ; 1000 thru 1072 ; 1168 thru 1174,1180 thru 1288 ; 1302 thru 1344 ; 1490 thru 1616 ; 3661-1515 thru 1605 ; 3064 - 916 thru 922,928 thru 988 ; 1032 thru 1122 ; 3670 - 2079 thru 2163 ; 3672-962 thru 1016 ; 3672-1037 ; 3681-1069 thru 1081 : 3730-35 ; 3730-42 : 3730-49)

Total Areas

Finished/Under Air (SF):	0
Gross Sketched Area (SF):	0
Land Size (acres):	402.69
Land Size (SF):	17,541,176

Building Design Wind Speed

Occupancy Category	I	II	III
Speed	140	150	160

Sources/links:

Current Values

Just/Market Value:	$3,711,553
Assessed Value:	$110,740
Exemptions:	$0
Taxable Value:	$110,740

Property taxes are subject to change upon change of ownership.

- **Past taxes are not a reliable projection of future taxes.**
- **The sale of a property will prompt the removal of all exemptions, assessment caps, and special classifications.**

Taxes for this parcel: SLC Tax Collector's Office
Download TRIM for this parcel: Download PDF

Sale History

Date	Book/Page	Sale Code	Deed	Grantor	Price
Feb 25, 2015	3730 / 0042	0316	SPWD	Zou (TR) Yunlin	$30,000
Feb 25, 2015	3730 / 0042	0316	SPWD	Zhong (TR) Xiaomin	$30,000
Feb 25, 2015	3730 / 0042	0316	SPWD	Zheng (TR) Hong	$30,000
Feb 25, 2015	3730 / 0042	0316	SPWD	Zhang (TR) Lisha	$30,000
Feb 25, 2015	3730 / 0042	0316	SPWD	Zhang (TR) Haiyan	$30,000
Feb 25, 2015	3730 / 0042	0316	SPWD	Yuen (TR) Kwan	$30,000
Feb 25, 2015	3730 / 0042	0316	SPWD	Yu (TR) Wai-Yung	$30,000
Feb 25, 2015	3730 / 0042	0316	SPWD	Yu (TR) Shi Chen	$30,000
Feb 25, 2015	3730 / 0042	0316	SPWD	Yokoyama (TR) Yukio	$30,000
Feb 25, 2015	3730 / 0042	0316	SPWD	Yokota (TR) Takihisa	$30,000
Feb 25, 2015	3730 / 0042	0316	SPWD	Yip (TR) Weng Yan	$30,000
Feb 25, 2015	3730 / 0042	0316	SPWD	Yeung (TR) Queenie M F	$30,000
Feb 25, 2015	3730 / 0042	0316	SPWD	Yeo (TR) Yue Ngiap	$30,000
Feb 25, 2015	3730 / 0042	0316	SPWD	Yee (TR) Rena Mee Foong	$30,000
Feb 25, 2015	3730 / 0042	0316	SPWD	Yee (TR) Li Sun	$30,000
Feb 25, 2015	3730 / 0042	0316	SPWD	Yee (TR) Joseph K H	$30,000
Feb 25, 2015	3730 / 0042	0316	SPWD	Yap (TR) Te Chieh	$30,000
Feb 25, 2015	3730 / 0042	0316	SPWD	Yap (TR) Patricia M L	$30,000
Feb 25, 2015	3730 / 0042	0316	SPWD	Yap (TR) Patricia M L	$30,000
Feb 25, 2015	3730 / 0042	0316	SPWD	Zou (TR) Yunlin	$30,000
Feb 25, 2015	3730 / 0042	0316	SPWD	Yang (TR) Liugen	$30,000
Feb 25, 2015	3730 / 0042	0316	SPWD	Zhou (TR) Ying	$30,000
Feb 25, 2015	3730 / 0042	0316	SPWD	Xue (TR) Dan	$30,000
Feb 25, 2015	3730 / 0042	0316	SPWD	Zhao (TR) Keman	$30,000
Feb 25, 2015	3730 / 0042	0316	SPWD	Xiong (TR) Jie	$30,000
Feb 25, 2015	3730 / 0042	0316	SPWD	Zhang (TR) William Heling	$30,000
Feb 25, 2015	3730 / 0042	0316	SPWD	Xiao (TR) Yinglin	$30,000
Feb 25, 2015	3730 / 0042	0316	SPWD	Zhang (TR) Shuzhen	$30,000
Feb 25, 2015	3730 / 0042	0316	SPWD	Wu (TR) Yiqing	$30,000
Feb 25, 2015	3730 / 0042	0316	SPWD	Zhang (TR) Haiyan	$30,000

Property Identification

Site Address: 9850 MIDWAY RD
Sec/Town/Range: 34/35S/39E
Parcel ID: 2334-340-0000-000-7
Jurisdiction: Fort Pierce

Use Type: 6000
Account #: 14561
Map ID: 33/03N
Zoning: Planned De

Ownership

Walton Acquisitions FL LLC
Maki Asai (TR)
Tan H Ngan (TR)

8800 N Gainey Center DR Ste 345
Scottsdale, AZ 85258

Legal Description

34 35 39 SE 1/4 OF SW 1/4-LESS E 39 FT FOR CANAL R/W- AND E 1/2 OF NW 1/4 OF 3 36 39- LESS RD R/W AS IN OR 44-447 AND LESS E 39 FT FOR CANAL R/W- (116.61 AC - 5,079,532 SF) (OR 3589-1086: 3629- 630 thru 750, 858 thru 1164, 1904 thru 2270: 2345 thru 2997; 3630-1 thru 235, 317 thru 479; 485 thru 587; 593 thru 695; 701 thru 1206; 1212 thru 1452; 1500 thru 1590; 3633-2001thru 2295; 3634-614 thru 956; OR 3640 954 thru 1470; 2509 thru 2581; 2593 thru 2977 ; 3641- 899 thru 1205; 1605 thru 2859; 3642-2688 thru 2916; 3643-77 thru 251; 3645-1347 thru 1485; 1768 thru 1876 ; 2132 thru 2396 ; 3647-2082, thru 2196 ; 3648 - 360 thru 456 ; 3655-808 thru 910 ; 1000 thru 1072 ; 1168 thru 1174,1180 thru 1288 ; 1302 thru 1344 ; 1490 thru 1616 ; 3661-1515 thru 1605 ; 3664-916 thru 922 thru 988 ; 1032 thru 1122 ; 3670-2079 thru 2163 ; 3672 - 962 thru 1016 ; 3672 - 1037 ; 3681-1069 thru 1081: 3730-35 : 3730-42 ; 3730-49)

Total Areas

Finished/Under Air (SF):	0
Gross Sketched Area (SF):	0
Land Size (acres):	116.61
Land Size (SF):	5,079,532

Current Values

Just/Market Value:	$1,037,037
Assessed Value:	$32,068
Exemptions:	$0
Taxable Value:	$32,068

Property taxes are subject to change upon change of ownership.

- **Past taxes are not a reliable projection of future taxes.**
- **The sale of a property will prompt the removal of all exemptions, assessment caps, and special classifications.**

Building Design Wind Speed

Occupancy Category	I	II	III
Speed	140	150	160

Sources/links:

Taxes for this parcel: SLC Tax Collector's Office
Download TRIM for this parcel: Download PDF

Sale History

Date	Book/Page	Sale Code	Deed	Grantor	Price
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STORMWATER MANAGEMENT STATEMENT

For

Sunrise Mixed Use PD

9850 Midway Road

Fort Pierce, FL 32968

St. Lucie County

June 2, 2023

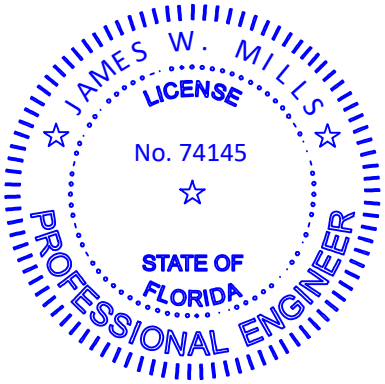
Mills, Short & Associates

700 22nd Place, Suite 2C & 2D

Vero Beach, FL 32960

772.226.7282

Certificate of Authorization No.: 30698



J. Wesley Mills, P.E. FL # 74145

Objective:

This report aims to provide a drainage summary for the Sunrise Mixed Use PD project to the City of Fort Pierce. The objective is to provide an overall summary of the intended design and conditions of the stormwater facility for the referenced project. A more detailed description and stormwater report will be presented at a subsequent submittal milestone for the City's review and approval.

Project Overview:

The project, spreading over an area of 516 acres, envisions the conversion of the existing agricultural/pastureland into a versatile lifestyle center. The stormwater management facilities for this project are designed as interconnected "wet detention" ponds, which will ultimately discharge into the Tenmile Creek through the existing NSLWCD canals (93, 96, and 102).

Watershed Limits and Location:

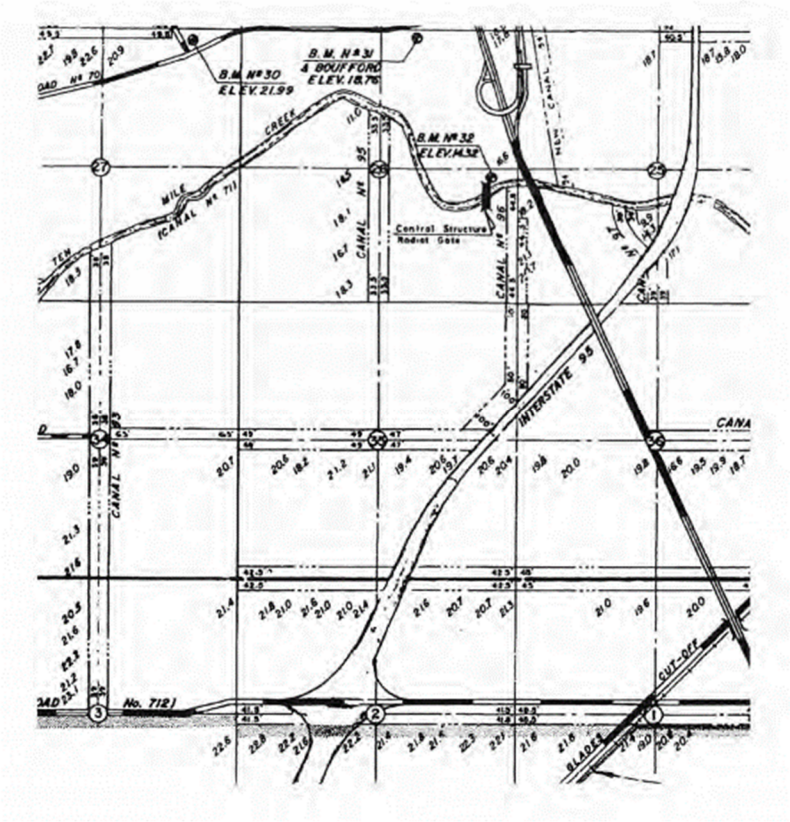
Situated to the west of Interstate 95 and north of West Midway Road (SR 712) in St. Lucie County, FL, the project is located within specific sections of Townships 35 and 36 South, Range 39 East. It resides within the Upper East Coast Water Supply Planning Unit under the SFWMD boundaries and the drainage area from South Midway Road (SR 712). The topography is predominantly flat, typical of the Florida Atlantic coastal region. No significant drainage issues are expected in the basin, as per current assessments and modeling.

Soil Analysis:

KSM Engineering conducted a geotechnical survey on the site, revealing a predominant hydrologic soil type 'D' in the project area. Based on these findings, the stormwater management facilities are planned as wet detention ponds.

Existing Conditions:

The existing conditions directs stormwater runoff through the North St. Lucie River Water Control District canal system, with varying directional flows for the west and east halves of the project. There are no tidal effects on the positive outfalls in the coastal regions near the Sunrise PD. The east half of the project flows east into the C-102 canal or north to the C-96 canal. All three canals ultimately discharge to Tenmile Creek.



Flood Zone Classification:
The Flood Insurance Rate Map (FIRM) indicates that a small portion of the project falls within Zone X, a 500-year flood plain. The remaining area lies outside the 500-year flood plain.

Regulatory Floodways:

No regulatory floodways exist within the project area.

Proposed Improvements:

The stormwater management facilities will be designed to ensure no adverse impacts on off-site contributing areas. The proposed surface water management system comprises of interconnected wet detention ponds and a 92-acre wetland tract for necessary treatment and attenuation. The linking of the ponds and lakes also presents a potential recreational feature. Plans are underway to abandon a portion of the C-93 canal that runs through the property as the canal only receives flow from the site itself. In the proposed condition, runoff will be directed to the ponds for treatment before discharging into the canal further north.

Operation and Maintenance:

A robust operation and maintenance plan is crucial to the success of this watershed management plan. This involves routine inspections of all storm sewers and storm drainage systems. Maintenance of detention areas will include removal of any accumulated trash or debris and regular mowing of grassed areas within the detention area boundary. A skimmer will be installed at the overflow discharge inlet and bleed down orifice to remove pollutants and debris and prevent clogging. These areas will be inspected post-storm to ensure unhindered flow from the site as designed.

Design Considerations:

The stormwater management facilities proposed for this project will be designed according to the latest regulations which include:

1. South Florida Water Management District (SFWMD)
    a. Basis of Review for ERP; Regulations of Stormwater Management Systems, Chapters 17-302, F.A.C.

2. North St. Lucie River Water Control District (NSLRWCD):
    a. Permit Information and Criteria Manual for Use or Connection to Works of the District.

Water Quantity (Detention Volume Criteria)

1. Storage of the post development runoff volume equivalent to the 25 year, 72 hour storm event (9 inches) is required.

2. The post development flowrate offsite shall not exceed the pre-development flowrate.

3. The allowable release rate for wet detention will be the first two inches of runoff from the area served from any 24-hour period for the 10 year, 72 hour rainfall, according to the North St. Lucie River Water Control District Criteria.

Water Quality Volume Criteria

Water quality volume will be provided for the project pursuant to Chapter 17-302, F.A.C.

Type of Treatment System	Class II Receiving Water
	On-line Treatment
Wet Detention	1.0 inch of runoff or 2.5 inches times impervious area, whichever is greater. 14-day residence time (with littoral zone). 21-day residence time (without littoral zone).
Outstanding Florida Water (OFW) Standard	Additional 50% above the criteria for wet detention.

Water Quantity Modeling (Model Used):

The ICPR model, a sophisticated two-dimensional unsteady-state dynamic stormwater model, was employed for both the existing and proposed stormwater systems. It features comprehensive hydrology and hydraulics elements, considering flow reversals, tailwater effects, and dynamic storage allocation within its solution algorithms. The model adopts a link-node approach, representing physical components of the drainage system as nodes where mass conservation is maintained, and links that facilitate water conveyance.

Hydrological Modeling:

Modeling of both pre- and post-development runoff hydrographs was achieved through ICPR. ICPR applies the Soil Conservation Service (SCS) Unit Hydrograph Method to compute runoff hydrographs for small watersheds. The model computes rainfall excess using the SCS curve number and infiltration formulae, then applies it to a unit hydrograph based on basin properties and shape factor to estimate runoff throughout the storm duration. A sub-basin - an individual drainage area with similar properties - is used to calculate runoff volume and stormwater discharge hydrograph, the latter being modelled through routing the volume of rainfall through each sub-basin to its discharge point.

Hydrologic Unit Areas:

Sub-basin limits were initially deduced from USGS topographical data. Given that man-made improvements often alter natural drainage patterns, these drainage boundaries were verified in the field to confirm actual flow paths. After establishing these boundaries, they were digitized into Autocad Civil 3D to calculate the area of each basin. Pre-development and post-development basin maps will be included in the subsequent submittals.

Curve Number and Overland Flow Parameters:

Topographical data, SCS hydrologic soil groups, and land use were employed to calculate stormwater infiltration and rainfall excess for each drainage sub-basin as model input. The overland flow parameters were evaluated by determining the hydraulic length and slope. The hydraulic length was ascertained by using USGS quadrangle map to establish the flow direction and lengths to the receiving junction, while the slope was determined by calculating the average topographic change over the defined hydraulic length.

Hydraulic Modelling (ICPR):

Advanced Interconnected Channel and Pond Routing Model (ICPR), also developed by Streamline Technologies, Inc., was used to model pre- and post-development flood routing. ICPR was chosen for its capability to ascertain the impacts of tail water on outflow for various control structures. The program facilitated modelling of the 10, 25, and 100-year 72-hour storm events for flood analysis, weir sizing, and structure base elevation determination. The ability of proposed facilities and structures to handle required flows was assessed by examining peak stages.

Pond sites modeled were sized based on retaining runoff from a 25-year/72-hour storm event with storage depths considering a wet-bottom pond. A 20-foot wide maintenance berm with 4:1 (H:V) side slopes and 5-foot outside slopes was the basis for the required pond area. Additional pond details will be provided in a subsequent submittal.

Stage-Storage Relationships:

Water storage data for each drainage basin within the project watershed were developed using USGS topographic information. This data informed stage-storage relationships for each junction in the ICPR model, describing available floodwater storage within the sub-basin.

Tailwater Conditions:

The stormwater runoff from the proposed development is planned to be directed to an already existing canal system. This system is strategically positioned along the northern and western boundaries of the property, ultimately leading its discharge to Tenmile Creek.

The design of these outfall systems adheres to the North St. Lucie River Water Control District's permissible discharge specifications. The tailwater conditions, concerning the 10, 25, and 100-year scenarios, have been examined for both outfalls using rating curves. These rating curves were derived using data from the Flood Insurance Study (FIS) for Tenmile Creek.

The conveyance design of this system may utilize either a piped system with strategically placed inlets or an open ditch system, both aimed at effectively managing the stormwater runoff generated along Midway Road.

Wetlands for Stormwater:

Certain areas within the project boundaries, notably those classified as 'wetlands', will be leveraged for the purpose of stormwater attenuation. The strategy entails directing drainage from the project site towards the designed stormwater management facilities and their associated network of channels. This arrangement is intended to ensure compliance with prescribed water quality standards.

Subsequent to initial treatment in these facilities, some of the stormwater management facilities (SMFs) will be linked with the wetlands using either bubble-up structures or overflow weirs. These mechanisms will allow the pretreated stormwater to rehydrate the wetlands, thereby contributing to the maintenance of their ecological functionality.