



May 12, 2015

Clarissa Davis  
Planner, City of Fort Pierce  
City Hall  
100 N US 1  
Fort Pierce, FL 34950

**Re:** Village at Midway Annexation and Future Land Use Amendment – Responses to Comments  
**Our Reference Number:** 14-290  
**Parcel ID Number:** 233434000000007

Dear Ms. Davis,

Subsequent to the City Commission's first reading of the Application for Voluntary Annexation and Future Land Use Amendment, agency review comments based on the above referenced application were received from the St. Lucie County School District on March 17, 2015, and the Florida Department of Transportation (FDOT) on April 6, 2015. Please find below and attached the comments provided with our responses following in ***bold italics***.

**School District:**

Comment provided by Marty Sander, Executive Director of Growth Management, Land Acquisition, Inter-Governmental Relations, Facilities & Maintenance, as received via email on March 17, 2015:

*This area west of I-95 presently is virtually undeveloped from a residential perspective, except for a few scattered houses, and does not have any schools. While short term and to meet school currency requirements, the project could rely on capacity at the schools noted in the application, but the comprehensive plan amendment it must address the SCPA and school siting. As noted in my prior correspondence this was part of a preliminary DRI application in 2005 that included a school site.*

***Response (as provided by Lee Dobbins): A meeting was held with Mr. Sanders and the School District's attorney, Johnathan Ferguson, to discuss their concerns regarding the land use amendment. We discussed entering into a Contribution Agreement that would require the developer to pay the School District a contribution for each building permit pulled for residential units in excess of the number of units allowed under the current land use. The payments would compensate the School District for any increase in the number of residential units on the property resulting from the land use change and the resulting need for additional public school facilities. We prepared a draft Contribution Agreement, which was approved by the School District's attorney. It is now being reviewed by Walton Development's in-house***

*counsel and, pending his approval, will be signed by Walton, and then sent to the School District for final approval and signature by the School Board.*

**FDOT:**

See attached letter from FDOT dated March 27, 2015.

*Response (as provided by Susan O'Rourke, P.E.): The traffic study for the land use plan amendment was completed consistent with the City's methodology for land use plan amendments and significance criteria in effect at that time. Detailed analysis, including ramp and intersection analyses, are not standard practice at this level. Attempts to discuss the initiation of this project with Lois Bush and Raj Shanmugam, both with FDOT, were made to no avail.*

*In the coming weeks, a methodology meeting to determine the most appropriate concurrency analysis for the project will be held with pertinent City and County staff, with FDOT being included in the meeting request. I believe that is the most appropriate means to address the FDOT concerns raised in the letter by Mr. Steve Braun.*

*I look forward to discussing the details of the project with the FDOT and how it relates to the purpose of the SIS system. As noted, the purpose of the SIS is to support economic prosperity through the movement of people and goods across regions and across the state. This land use plan amendment supports the development of flex office and industrial space. These types of facilities require sound access to the SIS system.*

We feel the responses provided to the comments received sufficiently address the concerns raised, as detailed analyses will have to be conducted and approved during the detailed plan review process and prior to detailed plan approval for any proposed development on the subject parcel. We appreciate the opportunity to provide you with the above responses and please do not hesitate to contact me directly should you have any questions or concerns or require additional information.

Respectfully,



Brian Nolan, ASLA, APA  
Senior Project Manager

C/c: file

Rebecca Grohal- Planning Manager (City of Fort Pierce)  
Mark Jacobson – Walton Acquisitions FL, LLC  
Chris Forbes – Walton Acquisitions FL, LLC  
Howard Ehram – Bowman Consulting  
Lee Dobbins – Dean Mead



## *Florida Department of Transportation*

**RICK SCOTT**  
GOVERNOR

3400 West Commercial Blvd.  
Fort Lauderdale, FL 33309

**JIM BOXOLD**  
SECRETARY

March 27, 2015

Ms. Rebecca Grohall, AICP, Planning Manager  
City of Fort Pierce  
100 N. U.S. Hwy 1  
Fort Pierce, FL 34954

Dear Ms. Grohall:

SUBJECT: Proposed City of Fort Pierce Plan Comprehensive Plan Amendment, DEO #15-1ESR

The Department has reviewed the proposed future land use amendment to the City of Fort Pierce Comprehensive Plan for the Village at Midway. In accordance with ss. 163.3184(3)(b), Florida Statutes, the focus of our review was on major transportation issues, including adverse impacts to the Strategic Intermodal System (SIS). Local governments with transportation concurrency are required under ss. 163.3180(5)(h)1.a., Florida Statutes, to consult with the Department when proposed amendments affect facilities on the SIS. The SIS enhances economic prosperity and competitiveness by moving people and goods efficiently over long distances within and across regions and the state.

It appears likely that future adverse impacts will occur to the SIS at the I-95/Midway Road interchange based on trips from cumulative development impacts and with traffic contributed by the proposed amendment. No capacity analysis was done for the performance of the interchange ramps.

A review of the traffic analysis provided with the proposed amendment revealed issues with the methodology used to analyze traffic impacts. The traffic impact analysis does not take into account the potential for unmitigated adverse impacts from added trips to I-95 via the Midway Road interchange. The methodology that was used relies on a significance threshold to ultimately assign impact mitigation. As a result, the only roadway identified for link analysis in Table 5 is Midway Road. This methodology is typically used at the DRI and site impact levels of development review. At the comprehensive plan amendment level of review, the analysis should focus on the long term cumulative impacts of development on the roadway network with the proposed amendment and the process the local government will undertake to ensure that the necessary transportation facilities and services will be available to serve the planned land uses.

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4. The Town and the applicant should consult with the Department regarding potential adverse impact avoidance or mitigation strategies for SIS impacts. This can be accomplished by inclusion of the Department in the City's development review/site plan approval process. That would include seeking our input on methodologies used for traffic impact analysis, and the associated results. The City can assist the Department in determining long-term growth trends for SIS facility planning and other purposes by monitoring the individual and cumulative impacts of development approved by the City. The Department can serve as a source of technical guidance as needed.

The Department appreciates the opportunity to participate in the review process. We remain committed to working with the City and other partners in pursuing mobility solutions. If you have any comments or questions about this letter, please contact Larry Hymowitz at (954) 777-4663. A contact for more information on SIS facilities, related SIS studies, interchange modifications, and SIS proportionate share opportunities is Lisa Dykstra at (954) 777-4360.

Sincerely,



Steven C. Braun, P.E.  
District Planning & Environmental Engineer  
District Four

SB:lh

cc: Peter Buchwald, St. Lucie TPO  
Lois Bush, FDOT District Four  
Michael Busha, TCRPC  
Maria Cahill, FDOT Central Office  
Lisa Dykstra, FDOT District Four  
Larry Hymowitz, FDOT District Four  
Shi-Chiang Li, FDOT District Four  
Peter Merritt, TCRPC  
Dana Reiding, FDOT Central Office  
Erin Schaefer, DEO  
James Stansbury, DEO

The City's proposed amendment analysis does not address the issue of future annexations beyond the current Urban Service Area boundary. If such changes are possible and anticipated, the City should include a long range traffic network map in the Comprehensive Plan showing how the MXD (Mixed Use) future land use designations, and other applicable properties west of I-95, will be served by an adequate transportation network. This functional characteristics of this network should minimize impacts to the SIS and alleviate future level of service deficiencies on Midway Road approaching I-95. Facilities needed to mitigate adverse impacts to I-95 and applicable segments of Midway Road are not included in the Cost Feasible component of the St. Lucie Transportation Planning Organization's (TPO) 2035 Long Range Transportation Plan (LRTP).

The Department offers the following recommendations for the City to consider prior to adoption of the proposed change in future land use designation for the Village of Midway:

1. The City should plan for an interconnected roadway network west of I-95 to provide access to the Village of Midway and to other properties currently outside of the existing Urban Service Boundary but that could be annexed in the future. A more connected network would include certain roadway facilities that are parallel to I-95 that would enable local trips to choose from multiple travel paths and not rely on the SIS for local trips.
2. The City should work with the St. Lucie TPO, as part of its update to the LRTP (2040), to ensure that the above referenced interconnected roadway network and the socio-economic/zonal data (SE or Z-Data) for transportation modeling accurately reflect the anticipated future land use pattern for the area west of I-95 along Midway Road. This will yield proposed projects needed to provide optimum levels of mobility. The LRTP update will ultimately influence project development and funding decisions for transportation facilities and services needed to accommodate growth envisioned by the City.
3. Transportation infrastructure needed to serve the Midway Road area may require future interchange modifications. It is important for the City to recognize that the process of modifying interchanges to I-95 involves a detailed analysis, review, and approval process. Proposed interchanges are carefully evaluated for compliance with design, safety, and operational standards established by the Department and the Federal Highway Administration. To proceed, the applicant or City would need to request the interchange modification and work with the Department to begin the process of determining what changes are justified. The applicant or City also would need to coordinate with the TPO to include the interchange modification into its LRTP.