Rick Scott
GOVERNOR

FLORIDA DEPARTMENT of ECONOMIC OPPORTUNITY

Cissy Proctor
EXECUTIVE DIRECTOR

April 1, 2016

The Honorable Linda Hudson
Mayor
Fort Pierce City Hall
100 North US 1
Fort Pierce, Florida 34950

Dear Mayor Hudson:

The Department of Economic Opportunity has completed its review of the proposed comprehensive plan amendment for the City of Fort Pierce, Amendment No. 16-1ESR (Proposed Ordinance 16-003), which was received on March 2, 2016. We have reviewed the proposed amendment pursuant to Sections 163.3184(2) and (3), Florida Statutes (F.S.), and identified no comments related to important state resources and facilities within the Department's authorized scope of review that will be adversely impacted by the amendment if adopted.

Pursuant to Section 163.3184(3)(b), F.S., other reviewing agencies have the authority to provide comments directly to the City of Fort Pierce. If other reviewing agencies provide comments, we recommend the City of Fort Pierce consider appropriate changes to the amendment based on those comments. If unresolved, such reviewing agency comments could form the basis for a challenge to the amendment after adoption.

The City should act by choosing to adopt, adopt with changes, or not adopt the proposed amendment. Also, please note that Section 163.3184(3)(c)1, F.S., provides that if the second public hearing is not held within 180 days of your receipt of agency comments, the amendment shall be deemed withdrawn unless extended by agreement with notice to the Department and any affected party that provided comment on the amendment. For your assistance, we have enclosed the procedures for adoption and transmittal of the comprehensive plan amendment.

If you have any questions concerning this review, please contact Dan Pennington, at (850) 717-8524, or by email at dan.pennington@deo.myflorida.com.

Sincerely,

Taylor Teepell, Director
Division of Community Development

TT/dp

Enclosure: Procedures for adoption of comprehensive plan amendments

cc: Rebecca Grohall, AICP, Planning Director, City of Fort Pierce
Michael J. Busha, Executive Director, Treasure Coast Regional Planning Council

City of Fort Pierce Comprehensive Plan Amendment No . 16-1ESR

Stephanie Heidt to: DEO CPA Reports, 'Rebecca Grohall', kbenton 03/10/2016 04:13 PM

Cc: '"Eubanks, Ray"', Adam.biblo, "Pennington, Dan", pmerritt

History: This message has been replied to.

This is to notify you that the Treasure Coast Regional Planning Council will be reviewing the above-referenced plan amendments, which we received on March 1, 2016.

Council staff will review the amendments for extrajurisdictional impacts and impacts on significant regional resources and facilities. Council will provide a written report to the City and a copy of the report to the State Land Planning Agency within 30 calendar days of receipt.

If you have any questions or comments, please feel free to call.

Stephanie Heidt

Intergovernmental/Brownfields Coordinator

Treasure Coast Regional Planning Council

772.221.4060 Office

772.475.3863 Cell

sheidt@tcrpc.org

Fort Pierce 16-1ESR Proposed

Ray, Suzanne E. to: kbenton@city-ftpierce.com, DCPexternalagencycomments 03/22/2016 01:05 PM

To: Kori Benton, Senior Planner

Re: Fort Pierce 16-1ESR – Expedited Review of Proposed Comprehensive Plan Amendment

The Office of Intergovernmental Programs of the Florida Department of Environmental Protection (Department) has reviewed the above-referenced amendment package under the provisions of Chapter 163, Florida Statutes. The Department conducted a detailed review that focused on potential adverse impacts to important state resources and facilities, specifically: air and water pollution; wetlands and other surface waters of the state; federal and state-owned lands and interest in lands, including state parks, greenways and trails, conservation easements; solid waste; and water and wastewater treatment.

Based on our review of the submitted amendment package, the Department has found no provision that, if adopted, would result in adverse impacts to important state resources subject to the Department's jurisdiction.

Feel free to contact me at Suzanne.e.ray@dep.state.fl.us or (850) 245-2172 for assistance or additional information. Please send all amendments, both proposed and adopted, to plan.review@dep.state.fl.us or

Florida Department of Environmental Protection
Office of Intergovernmental Programs, Plan Review
3900 Commonwealth Blvd., MS 47
Tallahassee, FL 32399-3000

City of Fort Pierce, DEO #16-1ESR Comments on Proposed Comprehensive Plan Amendment Package

Oblaczynski, Deborah to: Rebecca Grohall AICP (RGrohall@city-ftpierce.com) 03/24/2016 01:40 PM

Cc: "Kori Benton (kbenton@city-ftpierce.com)", "Michael J Busha (mbusha@tcrpc.org)", "Ray Eubanks (DCPexternalagencycomments@deo.myflorida.com)", "James

Dear Ms. Grohall:

The South Florida Water Management District (District) has completed its review of the proposed amendment package from the City of Fort Pierce (City). The proposed amendment changes the land use designation on 36.96 acres from Medium Density Residential to Neighborhood Commercial. There appear to be no regionally significant water resource issues; therefore, the District has no comments on the proposed amendment package.

The District offers its technical assistance to the City and the Department of Economic Opportunity in developing sound, sustainable solutions to meet the City's future water supply needs and to protect the region's water resources. Please forward a copy of the adopted amendments to the District. Please contact me if you need assistance or additional information.

Sincerely,

Deb Oblaczynski
Policy & Planning Analyst
Water Supply Implementation Unit
South Florida Water Management District
3301 Gun Club Road
West Palm Beach, FL 33406
(561) 682-2544 or doblaczy@sfwmd.gov

City of Fort Pierce 16-1ESR - FDOT District Four Review/Technical Assistance Comments

Hymowitz, Larry to: DCPexternalagencycomments, Rebecca Grohall
03/31/2016 01:41 PM
Cc: "kbenton@city-ftpierce.com", "ESeissiger@City-FtPierce.Com", "'jandrews@city-ftpierce.com'", "Bush, Lois", "Dykstra, Lisa", "Li, Shi-Chiang", "James Stansbury"

History: This message has been replied to and forwarded.

I am writing to advise you that the Department will not be issuing formal written comments for the proposed City of Fort Pierce comprehensive plan amendment with DEO reference number 16-1ESR.

The Department offers the following technical assistance comments for the City's consideration.

The Department completed a review of the proposed future land use amendment to the City's Comprehensive Plan and found that there is the potential for adverse impacts to the State Road (SR) 70, a Strategic Intermodal System (SIS) facility, and other nearby roads as a result of project trips. The portion of SR 70 east of I-95 was recently added to the SIS as a SIS connector, linking I-95 to the Port of Fort Pierce. SIS facilities are vital to the economic vitality, growth and quality of life of the county, region and state.

The primary concern is the ability of the signalized intersections along SR 70 to efficiently process future traffic. The traffic analysis submitted with the amendment was insufficient to determine traffic impacts on the roadway network. The Department conducted its own traffic analysis to determine if the short term (2021) and long term (2035) transportation network will function at the adopted level of service standards as a result of the amendment. While the corridor-wide arterial level of service should function at an acceptable level, an ARTPLAN analysis shows that congestion will result at the intersections along SR 70. In addition, traffic volumes on Hartman Road at maximum build-out intensity will exceed its capacity for a two lane road. A contributing factor to the over-reliance on SR 70 to distribute local traffic is the absence of a well-connected roadway network. The existence of such a network would result in multiple travel paths for diverting trips from the SIS and other congested corridors.

Additionally, the intersection of Hartman Road with SR-70 (Virginia Avenue) is currently unsignalized. The increased demand for turning movements produced by the amendment at this intersection may necessitate operational improvements such as geometric modifications and the addition of signalization, which is not evaluated or addressed by this amendment.

The Department provides the following recommendations for the City's consideration.

1. Prior to adoption of this amendment, the roadway network (including FDOT, County, and City roadways) should be evaluated to ensure that adequate capacity is available to support development plans. This should include the provision of a traffic analysis that includes all significantly impacted facilities for the short term and long term planning horizons that meets professionally acceptable traffic engineering standards to accommodate approved growth.

2. Prior to adoption of this amendment, the City should identify additional needed changes to the

Comprehensive Plan to reflect roadway capacity needs. These changes should include corresponding amendments to the Comprehensive Plan Transportation Element to modify the future transportation network needed to serve the development and to the Capital Improvements Element to reflect associated transportation costs, including those costs that are funded and unfunded. The network modifications should consider a long-term, system-oriented solution for access and mobility needs for this area of the City with a more interconnected local roadway network capable of serving existing and proposed future land uses and minimizing impacts to the SIS.

3. The City's amendment adoption should address consistency of the amendment with City Future Land Use Element Objective 1.4 and Policy 1.4.1 regarding the coordination of transportation and land use planning to ensure that roadway LOS standards are maintained, and that land use and development applications are evaluated to direct the need for planned improvements in the Schedule of Capital Improvements and the CIE.

Your favorable consideration of these recommendations is appreciated. Please don't hesitate to contact me if you have any questions or to initiate a consultation.

Larry Hymowitz
Planning Specialist – Policy Planning & Growth Management
Planning & Environmental Management - FDOT District Four
3400 West Commercial Boulevard
Fort Lauderdale, Florida 33309-3421
Phone: (954) 777-4663; Fax: (954) 677-7892
larry.hymowitz@dot.state.fl.us

CULPEPPER & TERPENING, INC.
CONSULTING ENGINEERS | LAND SURVEYORS

CT File Number: 13-198.101
Writers e-mail: dmurphy@ct-eng.com

May 28, 2016

Mr. Kori Benton, MPA, Senior Planner
City of Ft. Pierce Planning Department
100 North US #1
Ft. Pierce, Florida 34950

Subject: Petition for Change in Future Land Use – Sassan, LLC/Equity Trust Company
Area Transportation Impacts/FDOT Review Comments

Dear Mr. Benton:

Following up on your recent e-mail about the above referenced topic (copy attached), the strategy that we will be using to address any transportation impacts from the above referenced property is very simple, and straightforward, and it matches exactly what I spoke too in my letter dated April 28, 2016 (copy attached). When a final development plan for the property is prepared, we will be doing a specific review of our impacts on the local transportation network, in the required study area as set by the City Code. Based on the results of that study, we will then propose specific mitigative actions, if any are required, to correct any cited deficiencies. The specifics of those action will be depend upon the specifics of the proposed plan of development.

At this time I am not prepared to give you a specific list of improvements that we may be obligated for since at this time we do not have a specific plan of development. I have reviewed Policy 2.2.7 of the City's Comprehensive Plan, and in my opinion, the above outlined strategy is consistent with the intent of this Policy, which I read as being an acknowledgement that a developer of property will have an obligation to mitigate their particular transportation impacts. The specifics of the mitigation will depend on the specifics of the particular project. Absent a specific development, it is not possible to come up with a specific mitigation plan.

I trust that this helps to clear up any remaining questions or issues in regard to this application for Future Land Use Change. If you have any questions, please let me know.

Sincerely;

CULPEPPER AND TERPENING, INC.

Dennis J. Murphy
Principal Planner

DJM
attachment
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CULPEPPER & TERPENING, INC.
CONSULTING ENGINEERS | LAND SURVEYORS

CT File Number: 13-198.101
Writers e-mail: dmurphy@ct-eng.com

April 28, 2016

Mr. Kori Benton, MPA, Senior Planner
City of Ft. Pierce Planning Department
100 North US #1
Ft. Pierce, Florida 34950

Subject: Petition for Change in Future Land Use – Sassan, LLC/Equity Trust Company
Area Transportation Impacts/FDOT Review Comments

Dear Mr. Benton:

Following up on our recent discussions about the Sassan, LLC/Equity Trust Company petition for Future Land Use change and the FDOT's recent comments about this matter, please be assured that we are aware of the FDOT comments on this Future Land Use Map Amendment and their concerns about the operation of several intersections within the broader project impact area. As part of any Final Development application for the property (site or subdivision plan), we are prepared to submit to the City all required traffic analysis reports assessing the impacts of our proposed final development plan on the operation of not only the cited intersections, but also any of the adjoining/impacted roadway links in the study area, as required by City Code. We understand that, at a minimum, the intersections to be reviewed include:

- All Project Entry/Access Points (when defined);
- Hartman/White Way Dairy Road;
- Hartman/Okeechobee Roads;
- Hartman Rd/ Virginia Avenue;
- Virginia Ave/ Okeechobee Rd.;
- All intervening roadway links, and,
- All approach links into these intersections.

It is my understanding that both a Change of Zoning and a Change of Land-Use is defined as a Preliminary Development Order, which does not confer any specific development rights or authorizations. Final Development Orders are those orders/actions that are to be relied upon as an authorization to develop the property and impact local area infrastructure facilities. Since we are not seeking a final development order at this time, we do believe that it is premature to speculate on any specific improvements at these locations.

I trust that this helps to clear up any remaining questions or issues in regard to this application for Future Land Use Change. If you have any questions, please let me know.

Sincerely;

CULPEPPER AND TERPENING, INC.

Dennis J. Murphy
Principal Planner

DJM
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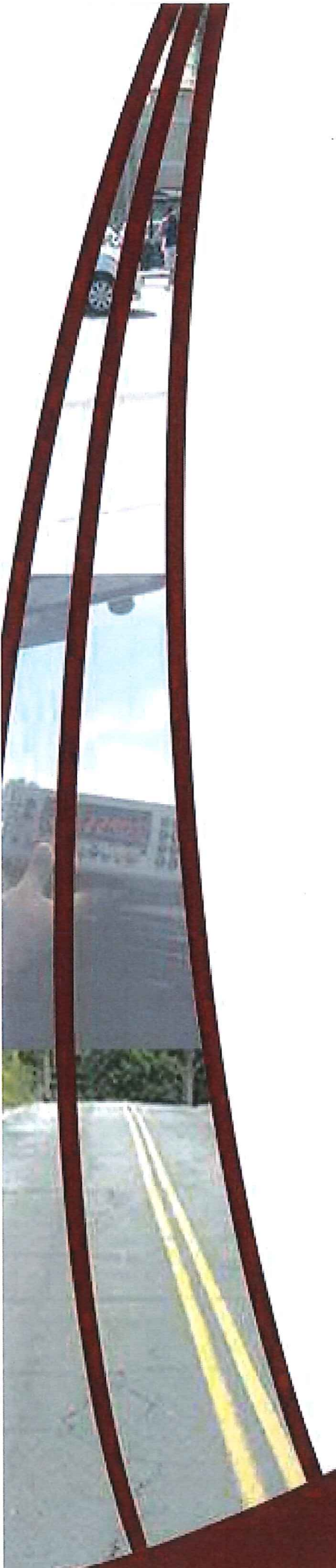


City of Ft. Pierce

Traffic Assessment Study
Hartman Road and
White Way Dairy Road

Caltran Engineering Group, Inc
730 NW 107th Avenue, Suite 115
Miami, Fl 33172
Phone: 786-456-7700
Fax: 786-513-0711
Juan S. Calderon, P.E., PTOE
jcalderon@caltrangroup.com

Table of Contents

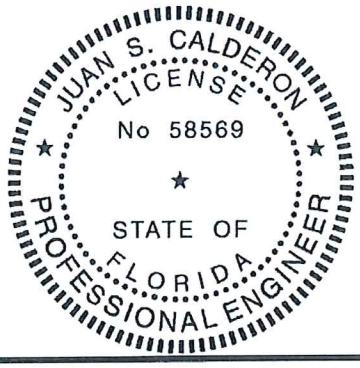
FROM: Juan S. Calderon, P.E., PTOE, Project Manager

TO: **Alireza Shirvani.**
Project Manager
M.Hajjar & Associates, Inc.
45th Valencia Ave.
Coral Gables, FL 33134

SUBJECT: Traffic Assessment Study- Hartman Road and White Way Dairy Road

Engineer's Certification

I, Juan S. Calderon, certify that I currently hold an active Professional Engineer's License in the State of Florida and I am competent through education and experience to provide engineering services in the civil and traffic engineering disciplines contained in this report. I further certify that this report was prepared by me, or under my responsible charge, as required by Chapter 61G15-18.001 F.A.C. and that all statements, conclusions and recommendations made herein are true and correct to the best of my knowledge and ability.



2/18/2015

Juan S. Calderon, P.E. PTOE
State of Florida Board of Professional Engineers,
Professional Engineer License No. 58569
State of Florida Board of Professional Engineers
Certificate of Authorization No.29379

CALTRAN Engineering Group, Inc. (CALTRAN) was retained by M. Hajjar & Associates, Inc, to assess the traffic impact with regards to the proposed zoning modifications for a proposed Development plat located at the south-west corner of Hartman Road and White Way Dairy Road within the City of Fort Pierce.

This study includes field observations, data collection, traffic engineering assessment, and the development of conclusions and recommendations, as well as, the trip generation analysis comparison based on ITE Trip Generation Handbook, 9th Edition. In addition, this report follows the methodologies adopted by the latest MUTCD 2009 and the 2014 FDOT Standards.

Background: The property of concerned is located within a Medium Density Residential Zone (R-4) at the south-west corner of Hartman Road and White Way Dairy Road within the City of Fort Pierce. Overall parcel is composed of 3 tracts for a total lot size of 46.933 Acres gross land approximately. The desired Neighborhood Commercial Zone (C-2) modifications will affect 27.52 acres at 60% maximum building coverage as per the City of Ft. Pierce Code of Ordinances Section 22-33 shown in **Appendix A**.

As a result, the main objectives of this memorandum are to conduct an evaluation of the potential traffic impact and trip generation that could be caused from the zoning modifications.

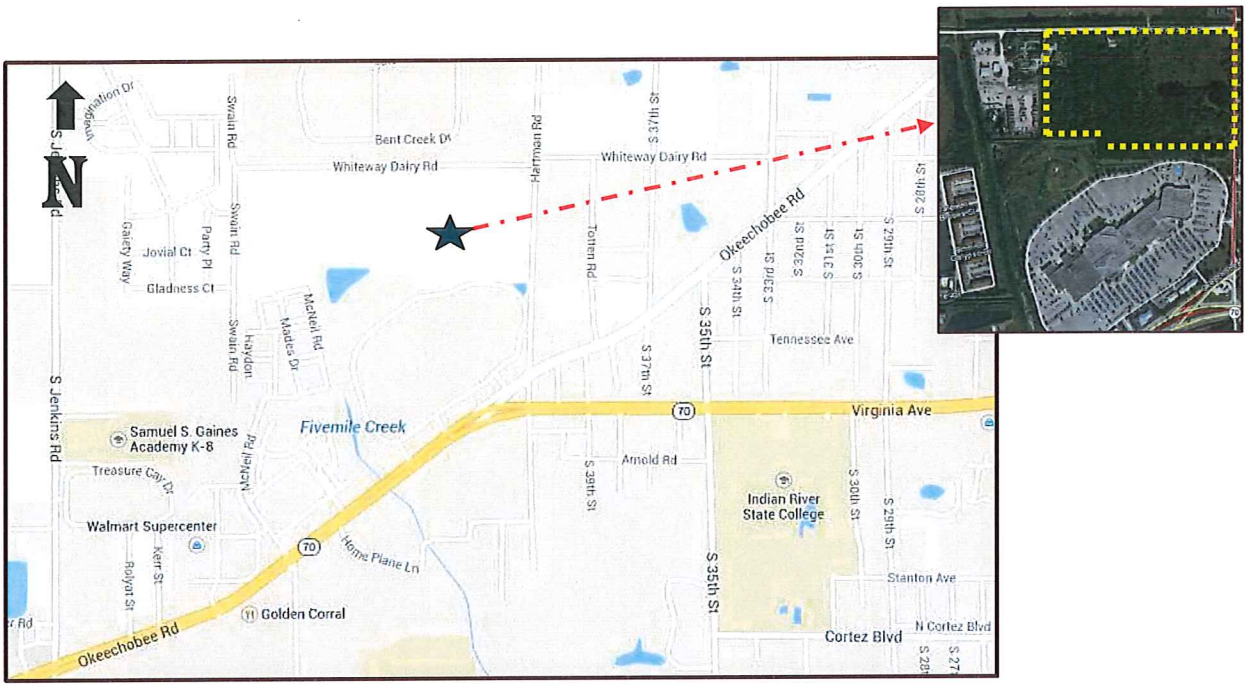


Figure 1. Site Location

1.0 Geometric Conditions

•Existing and proposed Characteristics

The roadway characteristics adjacent to the new development were collected and verified through field observations which are described below:

- Along the east side: Hartman Road, Urban Minor Arterial under the FDOT section ID 94502001, the typical section is a two- lanes undivided road. Lane width varies between 20 and 22 foot wide.
- Along the north side: Whiteway Dairy Road, Ft. Pierce county road, the typical section is a two-lane undivided gravel road. Lane width varies between 10 and 11 foot wide,
- Along the south side: Okeechobee Road, Urban Minor Arterial under the FDOT section ID 94030500, the typical section is a two-lanes divided road. 22 foot wide Lane- width.

2.0 Traffic Data Collection

Traffic Data was collected on a typical weekday (February 03, 2015). The data collection includes 24-hour machine counts along Hartman Road and turning movement counts at the concerned intersection. Raw reports can be found in **Appendix B**.

• 24-Hour Bi-directional Machine Count: The 24-hour bi-directional machine volume counts on 79 Street are summarized as follows:

Table 1. 24-Hour Traffic Hartman Road

Location	Direction	24 Hour Total Volume	AM Peak Volume	PM Peak Volume
US1-Federal Hwy	NB	2,801	179	334
	SB	2,992	317	269
Total Volumes		5,793	496	603

3.0 Proposed Conditions

The Proposed development will include a total of 19.41 Acres at 50% built-out maximum for a total of 10 Dwelling Units per acre (Land Use Code 220) as per Ft. Pierce Code of Ordinances Section 22-27. In addition, for the proposed zoning modification a total of 27.52 acres at 60% maximum building area will include a proposed Shopping Center (Land Use Code 820). The following parcels are included for zoning conversion:

Parcel No. 2418-411-0001-000-8 (17.92 acres)
Parcel No. 2418-414-0001-000-7 (4.81 acres)
Parcel No. 2418-414-0002-000-4 (4.44 acres)
Parcel No. 2418-414-0003-000-1 (0.35 acres)

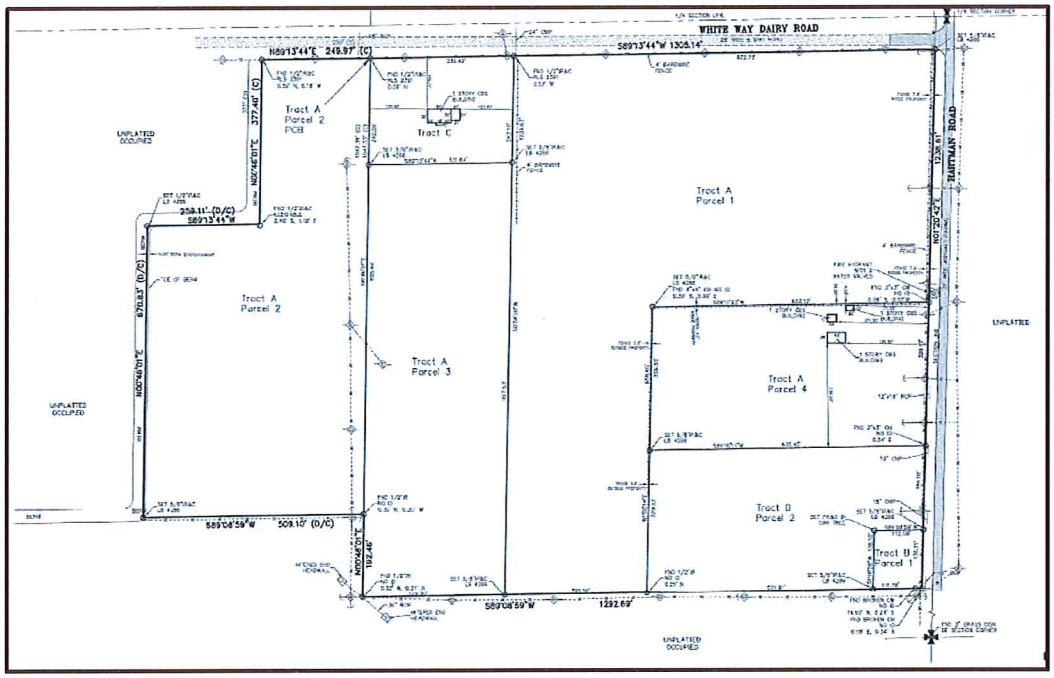


Figure 2. Site Plan development

4.0 Trip Generation Analysis

A Trip Generation Analysis was performed using the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 9th Edition and the new OTISS (Online Traffic Impact Study Software) for the existing conditions and the proposed development. The trip rates and directional distribution for the study development are summarized below in **Table 2**. Based on the description of the existing conditions and proposed development, the land use codes 820 (Shopping Center), 220 (Apartment),will be applicable for the proposed development. OTISS reports can be found in **Appendix C.**

Table 2. Trip Generation

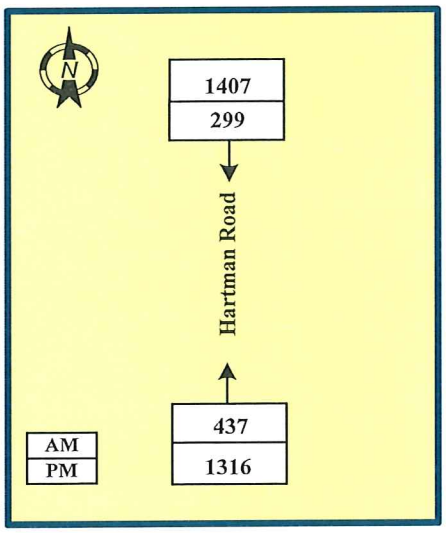
DATA	Dwelling Units/ Sq. Area	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
Proposed Use ITE Code 820 Shopping Center	719 (1000 Sq.)	428	262	744	1280	1387	2667
Proposed Use ITE Code 220 Apartment	90	9	37	46	36	20	56
Net Trip Generation							
		Enter	Exit	Total	Enter	Exit	Total
Land use Code Addition Proposed Use (Land Use Code-820) & Previous Use (Land Use Code-220)		437	299	790	1316	1407	2723

• Capture Rates: Pass-by trips are usually trips that already exist within the network with intend to use certain land uses and those trips could be deducted from the raw trip generation, a maximum 10% of the exiting adjacent road traffic can be applied as pass-by trips rate according with ITE criteria. In order to maintain a moderate approach, no reduction rate on trips has been applied to the trip generation.

This analysis contemplated the most conservative scenario of trip generation forecast rates for the proposed change of land use from a Single Family Detached Housing (Land Use Code 210) to a Low Residential Condominium/Townhouse (Land Use Code 230). The trip generation analysis for the proposed development concludes that the future condition could generate at least 38 trips during the PM peak hour, with 14 egress and 24 ingress traffic volume.

Trip Distribution: The trip distribution for traffic generated by the proposed re-development was determined based on the conservative assumption that the expected traffic to be generated will be distributed northbound and southbound direction along Hartman Road between Whieway Dairy Road and Okeechobee Road.

This traffic pattern distribution is applied to the current traffic volumes of Hartman Road during the AM and PM peak hours as depicted below.



5.0 Growth Analysis

Saint Lucy County Permanent count stations 940022 located at Hartman Road north of Okeechobee Road within the study area. **Table 3** shows historical data obtained to evaluate the historical growth within the study area.

Table 3. Historical AADT

Historical AADT			
Location	**Station Reference**	**Year**	**AADT**
Hartman Road- north of Okeechobee Road	940022	2013	4,600
		2014	4,600
		2015	5,218

Table 4 shows the results from the FDOT Spreadsheet Traffic Trend Analysis Tool V.2.0 to forecast AADTs growth rates considering an opening year (2016), mid-design year (2026) and design year (2036).Traffic data projections were evaluated for three statistical distributions.

Table 4. Historical Analysis

Historical Analysis				
Location	**STATTION REFERENCE**	**Distribution**	**R-Squared**	**Model Growth Rate**
Hartman Road-north of Okeechobee Road	940022	**Linear**	**75%**	**6.67%**
		Exponential	75%	6.46%
		Decaying Exponential	61%	5.41%

A summary of the Growth Trends Analysis is presented in **Appendix D**. A rate of 6.67% with the highest R-Square was chosen for study purposes.

6.0 Concurrency Analysis

Pursuant to the Saint Lucie County Concurrency Management System, the study area traffic count station on the roadway adjacent to the Amendment Site has to be operating at an acceptable level of service during the peak hour period of the proposed development. Available capacity and acceptable level of service is maintained for the adjacent count station, and the study area roadway segment, meeting the traffic concurrency standards from the Saint Lucie County.

The maximum service volumes have been obtained from the Florida Department of Transportation ArtPlan calculations. The maximum service volumes for the State count stations are based upon for the Two-Way Peak Hour from the latest FDOT Quality/LOS Handbook. The results of this analysis indicated that, based on the portable traffic station, the level of services along Hartman Road will have a very insignificant increase in delay after including the additional traffic generated by the proposed development. **Table 5** represents the current and the future LOS including, the additional traffic generated by the proposed development. Reports can be found in the **Appendix E.**

Table 5. Concurrency Analysis

Condition	Portable Station	Roadway	Location	AADT	V/C	Speed	LOS
Existing	990020	Hartman Road	Whiteway Road-Okeechobee Road	5,218	0.206	30	B
Proposed	990020	Hartman Road	Whiteway Road-Okeechobee Road	13,159	0.463	27	C

7.0 Summary of Findings and Recommendations:

This study analyzes the traffic impact of the proposed zoning conversion for the property located at the south-west corner of Hartman road and Whiteway Dairy Road within the City of Ft. Pierce. The Following provides a summary of the traffic impact analysis:

- For the proposed development, this analysis contemplated the most conservative scenario of trip generation forecast rates for the proposed zoning modification within the City of Ft. Pierce. The trip generation analysis for the proposed developments concluded that the future traffic conditions could generate at least 790 trips during the AM peak hour, with 437 of egress and 299 ingress additional volumes. It also concluded that during the PM peak hour the proposed development could generate at least 2,723 trips; with 1,316 of egress and 1,407 ingress additional volumes.
- After including the conservative trips estimated that could be generated and applying a forecasted growth rate of 6.67% the concurrency analysis concluded a very insignificant speed reduction from a LOS "B" to the adopted maximum LOS "C"
- After a comparison of the LOS analysis for the future conditions and considering the proposed change of land use, no significant operational effects will result on the overall traffic network nearby the proposed development in reference to the existing conditions.

Based on the results of this traffic impact analysis, the proposed zoning conversion can be implemented without impacting the surrounding roadway system

Appendix A

Ft. Pierce, Fl Code Of Ordinance

Sections: 22-27 & 22-30

Sec. 22-27. - Medium Density Residential Zone (R-4).

(a) *Purpose.* The medium density residential district is designed to accommodate a variety of housing types, including conventional single-family dwellings, duplexes and, where desirable, townhome dwellings, mobile homes or multifamily housing with three (3) or more dwelling units. Maximum gross densities should generally not exceed ten (10) units per acre for conventional developments and twelve (12) units per acre for innovative residential developments. This intensity of residential use is envisioned for locations which have public water and sewer service and which have adequate access to arterial or collector streets. Certain nonresidential uses are permitted under the parameters and safeguards set forth in this section.

(b) *Basic use standards.* Uses in an R-4 zone, except innovative residential developments, must meet the requirements of this section. More restrictive requirements, set forth in accordance with other provisions of this chapter, must be satisfied by some conditional uses.

(1) *Lot size.*

a. The minimum lot area for a single-family dwelling shall be five thousand (5,000) square feet.

b. The minimum lot area for a duplex, triplex or a quadraplex shall be four thousand (4,000) square feet per unit.

c. The minimum lot area for a townhome dwelling shall be one thousand five hundred (1,500) square feet.

d. Multifamily housing developments will utilize a lot with a gross density that shall not exceed ten (10) units per acre.

e. The minimum lot width for duplexes, triplexes, quadraplexes, and multifamily housing development shall be seventy-five (75) feet.

f. The minimum lot width for townhome developments shall be two hundred (200) feet. Townhome developments shall be subdivided into a minimum lot width of sixteen (16) feet and maximum lot width of twenty-four (24) feet.

g. The minimum lot width for other uses will be sixty (60) feet.

h. The minimum lot depth for duplexes, triplexes, quadraplexes, townhomes and multifamily housing development shall be ninety (90) feet.

i. The minimum lot depth for other uses will be seventy (70) feet.

(2) *Yards.*

a. The minimum depth of the front yard for townhome developments will be ten (10) feet. The minimum depth of the front yard for other uses shall be twenty-five (25) feet.

b. The minimum depth of the side yards for triplexes, quadraplexes and multifamily developments shall be ten (10) feet, except on corner lots the minimum side yard depth on a street side will be fifteen (15) feet.

c. The minimum depth of the side yards on the periphery of the townhome developments shall be ten (10) feet, except on corner lots the minimum side yard depth on a street side will be fifteen (15) feet. The minimum depth of the side yard between individual townhome units or lots shall be zero (0) feet.

d. The minimum depth of the side yards for other uses shall be six (6) feet, except on corner lots the minimum side yard depth on a street side will be fifteen (15) feet.

e. The minimum depth of the rear yard shall be twenty (20) feet for triplexes, quadraplexes and multifamily developments.

f. The minimum depth of the rear yard for townhome lots that abut an alley shall be zero (0) feet. The minimum depth of the rear yard for townhome lots with all other conditions shall be fifteen (15) feet.

g. The minimum depth of the rear yard for other uses shall be fifteen (15) feet for a distance equal to thirty (30) per cent of the length of a line which is parallel to the rear lot line, is fifteen (15) feet from the rear lot line and extends to the closest property lines. The minimum depth of the remainder of the rear yard will be five (5) feet, except on double-frontage and waterfront lots it shall be fifteen (15) feet.

h. The minimum distance between residential buildings shall be twenty (20) feet except that screen porches located on the ground floor may project into the minimum distance, and except that screen porches in owner occupied condominium projects that maintain a minimum building separation of twenty-eight (28) feet or more may be enclosed with glass. The maximum combined projection between two (2) or more buildings shall be eight (8) feet.

(3) *Lot coverage.*

a. Buildings in multifamily housing developments shall not cover more than fifty (50) per cent of the lot area.

b. Buildings for principal residence in townhome developments and townhome dwelling lots shall not cover more than fifty (50) per cent of the lot area. Accessory buildings may cover an additional fifteen (15) per cent of the building site.

c. Buildings in other developments shall not cover more than forty (40) per cent of the lot area.

(4) *Building heights.* No building shall exceed forty-five (45) feet above grade.

(5) *Additional requirements dwelling, townhome.*

a. *Ownership:* One hundred (100) per cent of the total lot area shall be the minimum area conveyed to the lot owner, including the front yard, back yard and side yard. A homeowners maintenance shall be formed among the unit owners to assure compliance with exterior area maintenance regulations as may be adopted by the association.

b. *Common area:* Any portion of the original lot not divided among and incorporated into the resulting individual townhome dwelling unit lots shall be held by either of the following or a combination of the following: Each lot owner shall have an undivided interest in the common area, which shall be appurtenant to that lot. The individual interest in the common areas shall not be conveyed separately from the ownership of the said lot; or, a property owners association (POA).

c. *Parking:* Two (2) parking spaces per dwelling units shall be provided for townhome developments and shall be side-by-side parking and not in-line tandem parking. No off-street parking spaces shall be located between the front of the principal residence and the front property line.

d. *Access:* When townhome lots abut an alley, the site plan shall include provisions to utilize the alley as a service corridor for the townhome units. When townhome lots do not abut an alley, the site plan shall include a twenty-foot-wide, unobstructed service corridor along the rear of the properties which shall be dedicated to service use. Garages, surface parking and garbage pickup shall be accessed and accommodated by the service corridor.

e. *Yards:* Front yards of townhome units shall include a porch, stoop or covered entry. Rear yards shall be enclosed by a building wall or garden wall.

(c) *Other applicable use standards.*

(1) All multifamily housing developments with twenty (20) or more dwelling units shall be subject to site plan review procedures specified in section 22-58

(2) Accessory buildings shall comply with all yard, lot coverage and building height requirements of this chapter, except that buildings not on double-frontage lots may be in the rear yard if they are at least five (5) feet from the rear lot line.

(3) On any lot used for residential purposes, other than a multifamily housing development, no more than one residential building will be allowed on the lot, except one building without kitchen facilities may be allowed as a guest house.

(4) Every lot shall abut a street other than an alley for at least twenty-five (25) feet, except the minimum frontage for a lot on a cul-de-sac shall be fifteen (15) feet, or the minimum frontage for a single townhome lot shall be sixteen (16) feet.

(5) Materials or objects which would detract from the open space character of an uncovered or unenclosed area will not be permitted in such an area.

(6) All uses will comply with applicable access, parking and loading standards in sections 22-60 and 22-61

(7) Conditional uses will meet the requirements in section 22-74 through 22-86

(8) Signs will comply with standards referred to in section 22-55

(9) All other applicable ordinance requirements will also be satisfied.

(Ord. No. H-186, § 30-27, 6-15-81; Ord. No. I-114, § 2, 7-1-85; Ord. No. I-202, § 2, 1-20-87; Ord. No. I-222, § 5, 6-1-87; Ord. No. I-461, § 2, 6-3-91; Ord. No. J-29, § 9—11, 12-7-92; Ord. No. K-24, § 5, 8-21-2000; Ord. No. K-148, § 2, 4-15-02; Ord. No. K-464, § 2, 11-18-06; Ord. No. L-82, § 3, 4-20-09; Ord. No. L-284, §§ 1, 2, 11-19-12 ; Ord. No. L-295, § 8, 11-4-13)

Sec. 22-30. - Neighborhood Commercial Zone (C-2).

(a) *Purpose.* This district is intended to be a restricted commercial zone which is designed to meet some of the commercial needs of the immediate residential neighborhood. Uses allowed are primarily those which provide convenience goods or frequently used services. Large business operations and extensions of strip commercial areas are not desired. Areas zoned C-2 should be located near the intersections of major streets and generally close to an R-4 zone.

(b) *Basic use standards.* Uses in a C-2 zone, except multifamily housing developments, must meet the requirements of this section. More restrictive requirements, set forth in accordance with other provisions of this chapter, must be satisfied by some conditional uses.

(1) *Lot size.*

a. The minimum lot area shall be ten thousand (10,000) square feet.

b. The minimum lot width shall be seventy (70) feet.

c. The minimum lot depth shall be ninety (90) feet.

(2) *Yards.*

a. The minimum depth of the front yard will be twenty-five (25) feet.

b. The minimum yard depth (if not the front yard) for portions of the property abutting a public right-of-way or residential district shall be fifteen (15) feet.

(3) *Lot coverage.* Buildings shall not cover more than sixty (60) per cent of the lot area.

(4) *Building height.* No building shall exceed a height of forty-five (45) feet above grade.

(c) *Other applicable use standards.*

(1) Site plan review shall be required for multifamily housing developments with twenty (20) or more dwelling units and for other uses which have buildings with more than four thousand (4,000) square feet of floor area.

(2) Accessory buildings shall comply with all yard, lot coverage, and building height requirements of this chapter.

(3) Every lot shall abut a street other than an alley for at least fifty (50) feet.

(4) Materials or objects which would detract from the open space character of an uncovered or unenclosed area will not be permitted in such an area.

(5) All uses will comply with applicable access, parking and loading standards in sections 22-60 and 22-61

(6) Conditional uses will meet the requirements in sections 22-74 through 22-86

(7) Signs will comply with standards referred to in section 22-55

(8) All other applicable ordinance requirements will also be satisfied.

(Ord. No. H-186, § 30-30, 6-15-81; Ord. No. K-24, § 9, 8-21-2000; Ord. No. L-295, § 12, 11-4-13)

Appendix B

Traffic Data Collection

County: 99
Station: 0021
Description: HARTMAN ROAD S OF WHITEWAY RD
Start Date: 02/03/2015
Start Time: 0000

Time	Direction: N 1st	2nd	3rd	4th	Total	Direction: S 1st	2nd	3rd	4th	Total	Combined Total
0000	3	3	5	3	14	4	1	1	0	6	20
0100	1	0	1	3	5	3	1	0	2	6	11
0200	1	0	1	2	4	1	0	0	0	1	5
0300	1	0	1	1	3	1	1	1	1	4	7
0400	0	2	3	4	9	2	3	2	6	13	22
0500	1	3	8	9	21	6	3	9	15	33	54
0600	9	8	11	21	49	16	23	23	26	88	137
0700	22	28	49	65	164	34	53	60	90	237	401
0800	31	34	32	33	130	85	82	49	54	270	400
0900	27	27	38	29	121	61	66	36	63	226	347
1000	29	33	19	40	121	41	39	40	40	160	281
1100	39	34	42	35	150	43	54	40	45	182	332
1200	44	30	39	48	161	52	38	43	45	178	339
1300	52	43	38	45	178	40	55	34	42	171	349
1400	38	42	41	65	186	44	37	61	78	220	406
1500	73	45	60	51	229	52	58	46	56	212	441
1600	76	50	92	64	282	37	49	56	61	203	485
1700	113	60	97	48	318	63	72	73	52	260	578
1800	79	62	62	37	240	47	57	41	48	193	433
1900	39	45	28	46	158	42	40	34	28	144	302
2000	40	34	27	20	121	25	17	21	11	74	195
2100	27	19	18	7	71	18	13	16	9	56	127
2200	8	6	13	8	35	11	6	11	4	32	67
2300	8	11	9	3	31	11	3	5	4	23	54
24-Hour Totals:					2801					2992	5793

Peak Volume Information

	Direction: N Hour	Volume	Direction: S Hour	Volume	Combined Directions Hour	Volume
A.M.	730	179	730	317	730	496
P.M.	1645	334	1645	269	1645	603
Daily	1645	334	730	317	1645	603

Generated by SPS 5.0.30P

Appendix C

Trip Generation Analysis

Project Information	
Project Name:	Hartman Rd & Whiteway Rd
No:	
Date:	2/9/2015
City:	Ft. Pierce
State/Province:	
Zip/Postal Code:	
Country:	USA
Client Name:	
Analyst's Name:	JPR
Edition:	ITE-TGM 9th Edition

Land Use	Size	AM Peak		PM Peak	
		Entry	Exit	Entry	Exit
820 - Shopping Center	719 1000 Sq. Feet Gross Leasable Area	428	262	1280	1387
Reduction		0	0	0	0
Internal		0	0	0	0
Pass-by		0	0	282	305
Non-pass-by		428	262	998	1082
220 - Apartment	90 Dwelling Units	9	37	36	20
Reduction		0	0	0	0
Internal		0	0	0	0
Pass-by		0	0	0	0
Non-pass-by		9	37	36	20
Total		437	299	1316	1407
Total Reduction		0	0	0	0
Total Internal		0	0	0	0
Total Pass-by		0	0	282	305
Total Non-pass-by		437	299	1034	1102

Appendix D

Growth Analysis

Traffic Trends - V2.0

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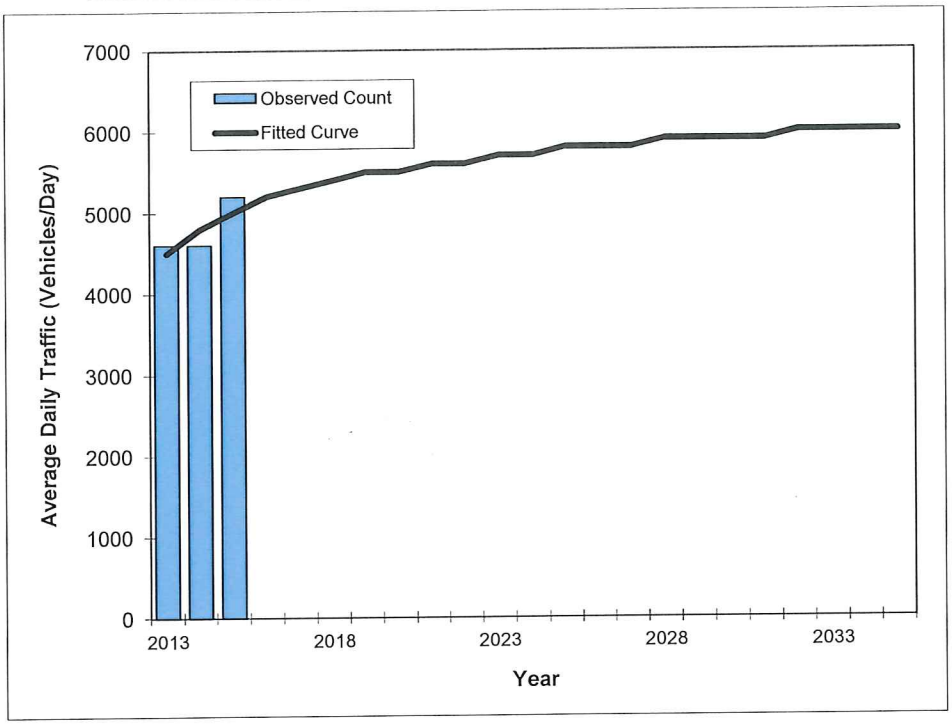
FIN#	414660-2-52-01
Location	1

County:	Miami (87)
Station #:	0
Highway:	0



Year	Traffic (ADT/AADT) Count*	Trend**
2013	4600	4500
2014	4600	4800
2015	5200	5000
2016 Opening Year Trend		
2016	N/A	5200
2026 Mid-Year Trend		
2026	N/A	5800
2034 Design Year Trend		
2034	N/A	6000
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

Trend R-squared:	61.08%
Compounded Annual Historic Growth Rate:	5.41%
Compounded Growth Rate (2015 to Design Year):	0.96%
Printed:	18-Feb-15

Decaying Exponential Growth Option

Traffic Trends - V2.0

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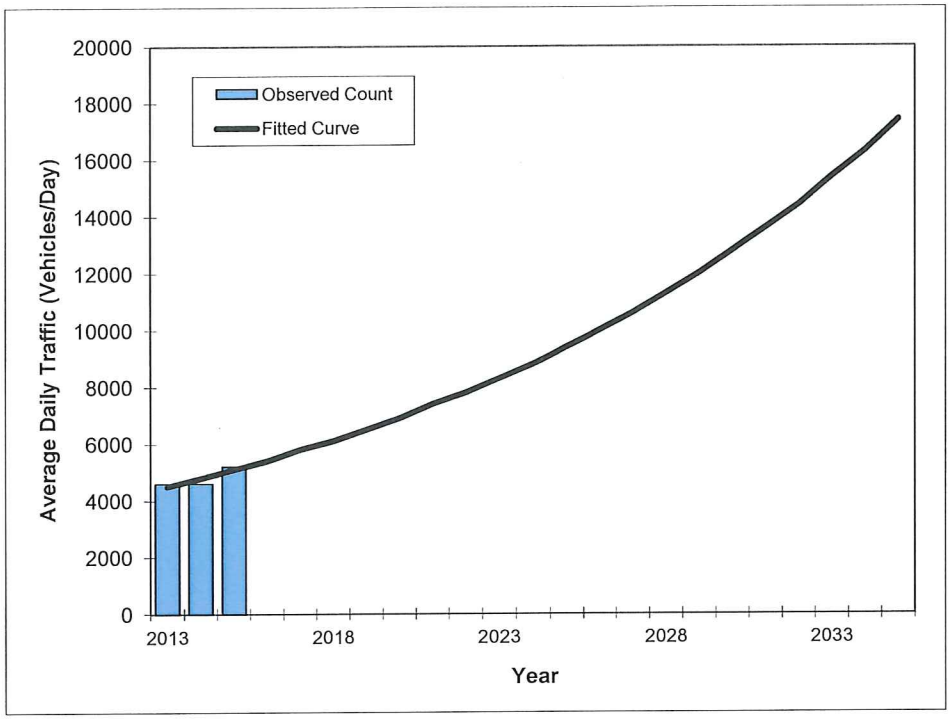
FIN#	414660-2-52-01
Location	1

County:	Miami (87)
Station #:	0
Highway:	0



Year	Traffic (ADT/AADT) Count*	Trend**
2013	4600	4500
2014	4600	4800
2015	5200	5100
2016 Opening Year Trend		
2016	N/A	5400
2026 Mid-Year Trend		
2026	N/A	10000
2034 Design Year Trend		
2034	N/A	16300
TRANPLAN Forecasts/Trends		

Trend R-squared:	75.00%
Compounded Annual Historic Growth Rate:	6.46%
Compounded Growth Rate (2015 to Design Year):	6.31%
Printed:	18-Feb-15

Exponential Growth Option

*Axle-Adjusted

Traffic Trends - V2.0

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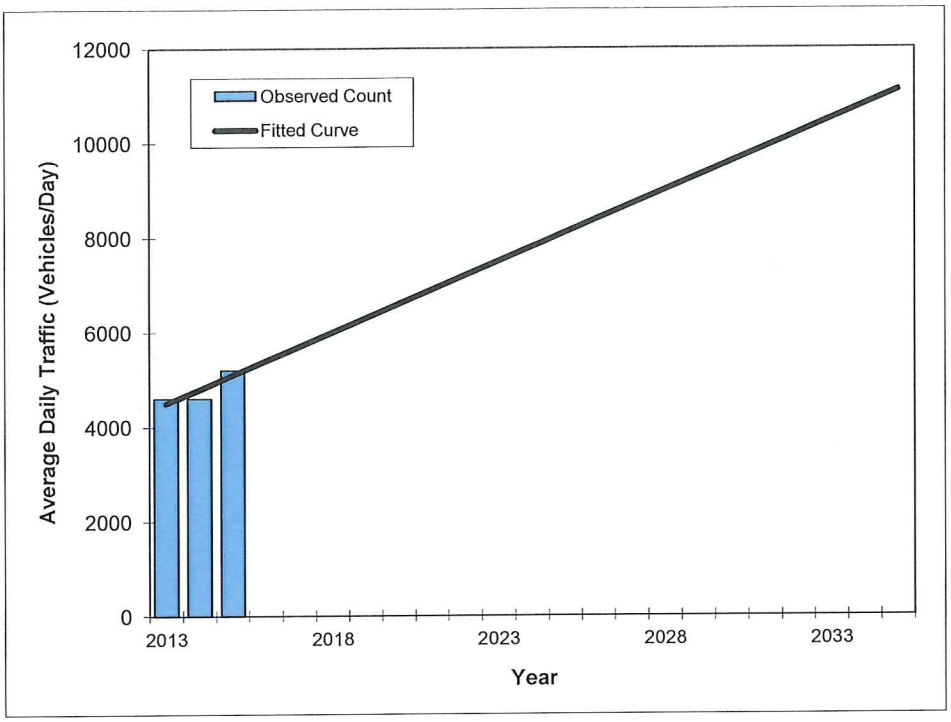
FIN#	414660-2-52-01
Location	1

County:	Miami (87)
Station #:	0
Highway:	0



Year	Traffic (ADT/AADT) Count*	Trend**
2013	4600	4500
2014	4600	4800
2015	5200	5100
2016 Opening Year Trend		
2016	N/A	5400
2026 Mid-Year Trend		
2026	N/A	8400
2034 Design Year Trend		
2034	N/A	10800
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	300
Trend R-squared:	75.00%
Trend Annual Historic Growth Rate:	6.67%
Trend Growth Rate (2015 to Design Year):	5.88%
Printed:	18-Feb-15
Straight Line Growth Option	

Appendix E

Concurrency Analysis

ARTPLAN 2009 Conceptual Planning Analysis

Project Information

Analyst		**Arterial Name**	Hartman Road	**Study Period**	K100
Date Prepared	2/16/2015 3:58:17 PM	**From**	Whiteway Dairy Road	**Modal Analysis**	Multimodal
Agency		**To**	Okeechobee Road	**Program**	ARTPLAN 2009
Area Type	Transitioning/Urban	**Peak Direction**	Northbound	**Version Date**	12/12/10
Arterial Class	2				
File Name	C:\Users\juanpablo\AppData\Local\Temp\preview.xml				
User Notes	Existing Conditions				

Arterial Data

K	0.097	**PHF**	0.91	**Control Type**	Semiactuated
D	0.55	**% Heavy Vehicles**	3	**Base Sat. Flow Rate**	1950

Automobile Intersection and Segment Data

Segment #	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	FFS	Median Type
1 (to Okeechobee Road)	120	0.44	4	2	12	12	Yes	1	94	0.15	No	2308	5218	278	2	45	None

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to Okeechobee Road)	269	2971	0.206	17.92	B	0.30	29.14	B

Arterial Length	0.4371	Weighted g/C	0.44	FFS Delay	19.03	Threshold Delay	0.00	Auto Speed	29.14	Auto LOS	B

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	200	620	730	780
2	**	470	1360	1500	1580
3	**	740	2110	2270	2400
4	**	1020	2850	3050	3200
*	**	470	1360	1500	1580
Lanes	**Hourly Volume In Both Directions**				
2	**	370	1130	1330	1430
4	**	860	2480	2730	2890
6	**	1350	3840	4130	4360
8	**	1860	5190	5550	5830
*	**	860	2480	2730	2890
Lanes	**Annual Average Daily Traffic**				
2	**	3800	11700	13700	14700
4	**	8900	25500	28200	29800
6	**	13900	39600	42600	44900
8	**	19200	53500	57200	60100
*	**	8900	25500	28200	29800

Multimodal Segment Data

Segment #	Pave Shldr /Bike Lane	Outside Lane Width	Pave Cond	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Obstacle To Bus Stop	Bus Freq	Bus Span Service
1 (to Okeechobee Road)	No	Typical	Typical	No	NA	No	No	0	0

Pedestrian SubSegment Data

	% of Segment			Sidewalk			Separation			Barrier		
Segment #	1	2	3	1	2	3	1	2	3	1	2	3
1 (to Okeechobee Road)	100			No			NA			No		

Multimodal LOS

	Bicycle LOS		Pedestrian LOS					Bus LOS	
Segment #	Score	Segment	1	2	3	Score	Segment	Adj. Buses	Segment
1 (to Okeechobee Road)	3.49	C				4.10	D	0.00	F

Bicycle LOS	Pedestrian LOS	Bus LOS

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	60	140	440	> 440
2	**	150	280	880	> 880
3	**	230	420	1310	> 1310
4	**	300	560	1750	> 1750
*	**	150	280	880	> 880
Lanes	**Hourly Volume In Both Directions**				
2	**	110	260	800	> 800
4	**	270	510	1590	> 1590
6	**	410	770	2380	> 2380
8	**	550	1020	3180	> 3180
*	**	270	510	1590	> 1590
Lanes	**Annual Average Daily Traffic**				
2	**	1200	2700	8200	> 8200
4	**	2800	5300	16400	> 16400
6	**	4200	7900	24600	> 24600
8	**	5700	10500	32800	> 32800
*	**	2800	5300	16400	> 16400

Pedestrian

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	1000	> 1000	***	***	***
2	2000	> 2000	***	***	***
3	3000	> 3000	***	***	***
4	4000	> 4000	***	***	***
*	2000	> 2000	***	***	***
Lanes	**Hourly Volume In Both Directions**				
2	1820	> 1820	***	***	***
4	3640	> 3640	***	***	***
6	5460	> 5460	***	***	***
8	7280	> 7280	***	***	***
*	3640	> 3640	***	***	***
Lanes	**Annual Average Daily Traffic**				
2	18800	> 18800	***	***	***
4	37500	> 37500	***	***	***
6	56300	> 56300	***	***	***
8	75000	> 75000	***	***	***
*	37500	> 37500	***	***	***

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
>= 7	>= 5	>= 4	>= 3	>= 2
Buses in Study Hour in Peak Direction (Daily)				
>= 10.91	>= 7.28	>= 5.46	>= 3.64	>= 1.82

*** Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.**
**** Cannot be achieved based on input data provided.**
***** Not applicable for that level of service letter grade. See generalized tables notes for more details.**
 # Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2009 Conceptual Planning Analysis

Project Information

Analyst		**Arterial Name**	Hartman Road	**Study Period**	K100
Date Prepared	2/16/2015 4:27:54 PM	**From**	Whiteway Dairy Road	**Modal Analysis**	Multimodal
Agency		**To**	Okeehobee Road	**Program**	ARTPLAN 2009
Area Type	Large Urbanized	**Peak Direction**	Northbound	**Version Date**	12/12/10
Arterial Class	2				
File Name	C:\Users\juanpablo\AppData\Local\Temp\preview.xml				
User Notes	Future Conditions				

Arterial Data

K	0.097	**PHF**	0.925	**Control Type**	Semiactuated
D	0.55	**% Heavy Vehicles**	2	**Base Sat. Flow Rate**	1950

Automobile Intersection and Segment Data

Segment #	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	FFS	Median Type
1 (to Okeehobee Road)	120	0.44	4	2	12	12	Yes	1	94	0.15	No	2308	13159	702	2	45	None

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to Okeehobee Road)	668	3278	0.463	21.01	C	0.78	27.01	C

Arterial Length	0.4371	Weighted g/C	0.44	FFS Delay	23.30	Threshold Delay	0.00	Auto Speed	27.01	Auto LOS	C

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	230	680	810	840
2	**	510	1510	1660	1720
3	**	810	2330	2520	2600
4	**	1100	3140	3370	3480
*	**	510	1510	1660	1720
Lanes	**Hourly Volume In Both Directions**				
2	**	420	1240	1480	1550
4	**	930	2750	3020	3140
6	**	1480	4240	4590	4740
8	**	2000	5710	6130	6330
*	**	930	2750	3020	3140
Lanes	**Annual Average Daily Traffic**				
2	**	4400	12800	15200	16000
4	**	9600	28400	31200	32400
6	**	15200	43700	47300	48900
8	**	20700	58900	63200	65300
*	**	9600	28400	31200	32400

Multimodal Segment Data

Segment #	Pave Shldr /Bike Lane	Outside Lane Width	Pave Cond	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Obstacle To Bus Stop	Bus Freq	Bus Span Service
1 (to Okeehobee Road)	No	Typical	Typical	No	NA	No	No	0	0

Pedestrian SubSegment Data

	% of Segment			Sidewalk			Separation			Barrier		
Segment #	1	2	3	1	2	3	1	2	3	1	2	3
1 (to Okeehobee Road)	100			No			NA			No		

Multimodal LOS

	Bicycle LOS		Pedestrian LOS					Bus LOS	
Segment #	Score	Segment	1	2	3	Score	Segment	Adj. Buses	Segment
1 (to Okeehobee Road)	4.17	D				4.57	E	0.00	F

Bicycle LOS	Pedestrian LOS	Bus LOS

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	90	160	730	> 730
2	**	180	320	1460	> 1460
3	**	270	480	2190	> 2190
4	**	360	640	2920	> 2920
*	**	180	320	1460	> 1460
Lanes	**Hourly Volume In Both Directions**				
2	**	160	300	1330	> 1330
4	**	320	590	2650	> 2650
6	**	490	880	3980	> 3980
8	**	650	1170	5300	> 5300
*	**	320	590	2650	> 2650
Lanes	**Annual Average Daily Traffic**				
2	**	1700	3000	13700	> 13700
4	**	3300	6000	27300	> 27300
6	**	5100	9000	41000	> 41000
8	**	6700	12000	54600	> 54600
*	**	3300	6000	27300	> 27300

Pedestrian

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	1000	> 1000	***	***	***
2	2000	> 2000	***	***	***
3	3000	> 3000	***	***	***
4	4000	> 4000	***	***	***
*	2000	> 2000	***	***	***
Lanes	**Hourly Volume In Both Directions**				
2	1820	> 1820	***	***	***
4	3640	> 3640	***	***	***
6	5460	> 5460	***	***	***
8	7280	> 7280	***	***	***
*	3640	> 3640	***	***	***
Lanes	**Annual Average Daily Traffic**				
2	18800	> 18800	***	***	***
4	37500	> 37500	***	***	***
6	56300	> 56300	***	***	***
8	75000	> 75000	***	***	***
*	37500	> 37500	***	***	***

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
>= 9	>= 6	>= 5	>= 3	>= 2
Buses in Study Hour in Peak Direction (Daily)				
>= 16.05	>= 10.70	>= 8.02	>= 5.35	>= 2.68

*** Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.**
**** Cannot be achieved based on input data provided.**
***** Not applicable for that level of service letter grade. See generalized tables notes for more details.**
 # Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.