

December 21, 2020

Re-Submittal TRC Response To Comments

Brandon C. Creagan, MCRP, LEED Green Associate
Planner
City of Fort Pierce Planning Department
100 North US 1
Fort Pierce, FL 34950

RE: Technical Review Project: #20-07000018 Crossroads Industrial Comments

We have received your review comments on the above-referenced project and will submit the following response to comments:

ZONING – PLANNING

1. A Landscape Bond pursuant to City Code 123-6 shall be submitted at the time of the Certificate of Occupancy for the building. This also includes all common area landscaping.

RESPONSE: A landscape bond will be provided prior to issuance of the C.O. according to the City Code 123-6.

2. The back of the Development Review application needs to be filled out.

RESPONSE: The back of the development review application has been revised.

3. Provide a detailed site plan to scale that contains parking dimensions, building setbacks, lake setbacks from right-of-way, drive aisle widths, signage, and striping locations.

RESPONSE: The site plan has been reduced to a 1" = 60' scale with added dimensions for ease of review.

4. Along with the Tree Survey, provide a document that lists all the trees that will require mitigation pursuant to City Code 123-66. Also list the DBH for each tree that will require mitigation. If it is found that there are no trees that will require mitigation, then provide a letter from a Florida Registered Landscape Architect that certifies this.

RESPONSE: A list of all trees that will require mitigation has been provided along with the applicable calculations.

5. On the aerial that was provided that has the structure and two lakes, add the lake in the rear of the property as shown on the site plan so there is a complete visual of the fully developed property.

RESPONSE: The renderings have been coordinated with the site plan and civil plans to create a complete visual of the developed property.

6. Provide a colored rendering of the landscape plan so that it may be added to the presentation to the Planning Board & City Commission. This can be of the overall site.

RESPONSE: Color rendering has been updated to include landscaping as proposed.

7. Are there any plans to add LED lighting to the outside of the building so that the building can be illuminated at night? This is something that staff would suggest being incorporated into the design. See TAMCO at Tradition in Port St. Lucie for an example. This is a similar project that is also located along the I-95 corridor.

RESPONSE: The building will have accent uplighting to provide visual queues at night. This will likely be at the corners of the building.

8. Bicycle parking shall be provided pursuant to City Code 125-315 (f)(1)(A).

RESPONSE: The site plan has been updated to provide the code required bike parking spaces.

9. Add water features to the two lakes at the front of the development.

RESPONSE: Each lake has been modified to include a fountain for aesthetics as well as for water quality purposes.

10. The City would like to discuss the possibility of having the conservation easement dedicated to the City for the use of park space. Currently the Airborne Mountain Bike Club uses the trails in the conservation easement for their club and they have been using them for over 20 years. The conservation easement is noted as 47.75 acres according to the overall site plan document. A dedication would also further help to satisfy any required tree mitigation requirements.

RESPONSE: Our office has spoken with the SFWMD as well as the President of the Airborne Mountain Bike Club. The applicant is in full support of the Club's use of the easement as long as it is in keeping with the rules and regulations of SFWMD. I've received the contact for the Section Leader which handles conservation easements, Gary Priest, P.E. (863) 462-5260 Ext. 3016. We are happy to set up a conference call to engage the discussion. At this point in time we are unsure if the District will allow for the dedication of the easement.

11. It is noted that the Traffic Study and Methodology is currently being reviewed by SLC's third party reviewer. Additional comments may be forthcoming based on the result of those reviews.

RESPONSE: Comment acknowledged. An updated traffic study has been prepared and will be submitted with the formal resubmittal package.

1. The site plan was prepared at a scale of 1" = 150' and was void of detailed information. Please submit site plan to a scale which would allow provisions for specific design information.

RESPONSE: The site plan and supporting plans have been modified to a maximum of 1" = 60'.

2. The conceptual drainage plan reflects different lake sizes and locations from what is shown on the site plan. Please revised accordingly.

RESPONSE: The site plan has been revised to reflect the proposed drainage plans in terms of applicable drainage lakes, dry detention areas.

3. The drainage plan indicates a dry detention area proposed to be located adjacent of the eastern Crossroads Parkway; please relocate this detention area to comply with the requirements specified in the City of Fort Pierce Code of Ordinances Section 119-9(c)(1) or revise the system to a wet retention system.

RESPONSE: The conceptual drainage plan has been modified to reflect the requested changes for the dry detention areas.

Fort Pierce Police Department – Officer Damian Spotts

No comments.

Building Department –

No comments.

Public Works Department – David Hays

Methodology and traffic report being sent out for review by an outside consultant.

Fort Pierce Fire District – Chief Paul Langel, Captain Wayne Boyer

Site Plan Approved with conditions.

Fort Pierce Utilities Authority – Sal Scimeca

Continue to work with FPUA Engineering re: utility design for the project.



January 26, 2021

St. Lucie County
Traffic Division
2300 Virginia Avenue
Fort Pierce, FL 34982

Attention: Mr. Xavier Falconi, P.E.

Reference: Crossroads Industrial Park
Palm Beach County, Florida

Dear Mr. Falconi:

We are in receipt of your comments on January 14, 2021 via email for the above referenced project and offer the following responses to your comments:

- 1. Please specify how the distribution percentages were calculated and provide supporting documentation in the appendix and a description in the report. Were AADTs, turning movement counts, or a regional planning model used?**

Response: The trip distribution was based on the engineering judgment that approximately 25% of trips would come from the Florida Turnpike, 25% of trips would come from I-95, and the remaining 50% would utilize the local roadway network. The tenant of the property is not known at the time which could impact the eventual trip assignment. However, due to its location on SR 70 between the Florida Turnpike and I-95, it is anticipated that the property will attract a tenant due to its proximity to these two major freeways. Additional text has been added to the report.

- 2. Please provide the intersection timing sheet for SR-70 & S Kings Hwy / Turnpike.**

Response: The signal timing was requested but the City responded that the intersection is under construction and existing signal timing is not available. The signal timing was estimated based on the cycle lengths of the adjacent intersection and optimized phase times. Correspondence with the City of Fort Pierce is now included in Appendix F verifying the signal timing.

- 3. At I-95 West & SR-70, please correct the splits in the Synchro models to reflect the City of Fort Pierce Timing Sheet in the AM Peak Hour.**

Response: The splits have been corrected for the existing AM peak hour analysis for the intersection of SR 70 at I-95 West.

- 4. There is a traffic circle included at the west entrance to the project site from Crossroads Parkway. A STOP sign and bar are included on the west side of the traffic circle. Please revise/update this design since the placement of the stop bar could conflict with the operation of the service road provided for trucks to circulate internally to the site. Also, additional traffic control maybe needed on the other legs of the traffic circle to account for traffic on the other legs of the traffic circle.**

Response: Additional stop bars and signs have been added to the traffic circle and other locations throughout the Site and are shown on the Autoturn exhibit. Note the exact locations are preliminary and will be determined during final design.

- 5. Auto-Turn drawings should be provided to verify adequacy of turning movements for the trucks maneuvering around the traffic circle.**

Response: An autoturn exhibit has now been provided to show the adequacy of the traffic circle.

- 6. STOP signs should be included for exiting vehicular traffic from the employees parking area located on the west side of the warehouse. This same comment applies to the employees parking area located on the east side of the warehouse.**

Response: Stop signs and bars have been added and are shown on the Autoturn exhibit.

- 7. Please provide a description of the vehicular site circulation. It appears from looking at the site plan that most of the truck traffic will be utilizing the west side entrance from Crossroads Parkway by the traffic circle. On the other hand, employees maybe using the east side Crossroads Parkway connector to access the site.**

Mr. Xavier Falconi, P.E.
January 26, 2021 – Page 3

Response: It is anticipated that the majority of both truck and employee traffic will utilize the western driveway due to its more direct path to Okeechobee Road. However, some employees will use the eastern driveway depending on intended parking location. The precise site circulation will be determined once the tenant is known. It is expected that employees will use either the western or eastern parking lots and trucks will use the perimeter road and the designated truck parking and drive aisles.

- 8. The east side connector to the site from Crossroads Parkway appears to be designed as a turnaround or cul-de-sac. Please explain the proposed design of this connector to the site. This driveway should include STOP signs for trucks utilizing the perimeter road and allow vehicular traffic to continue entering the site from Crossroads Parkway.**

Response: The cul-de-sac is existing and the road will be a secondary access to the site. Stop signs have been added to assign traffic control.

If you have any questions or require any additional information, please contact our office. Thank you for your help with this matter.

Sincerely,

SIMMONS & WHITE, INC.



Bryan G. Kelley, P.E.