THE SUNRISE CITY
FORT PIERCE
PLANNING DEPARTMENT Florida

DEVELOPMENT REVIEW

Property address or Location: Peters Rd/ 2398 Peters Rd

Parcel ID #(s): 2324-122-0001-000-3 / 2324-123-0000-000-9

Project description: Construction of 39,200 sf of sales and service facilities

Bud Wynne	Brad Currie / Engineering Design & Construction, Inc
Property Owner(s)	**Applicant/Representative, Title, Company**
547 Wash Roberts Lane	10250 SW Village Parkway
Street Address	Street Address
McMinnville TN 37110	Port St Lucie FL 34987
City State Zip	City State Zip
(954) 214-4553	(772) 462-2455
Phone Number	Phone Number
budwynne@aol.com	bradcurrie@edc-inc.com
Email Address	Email Address

Property Owner(s) 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. The property owner's signature below shall also authorize the Applicant (if other than the property owner) and/or Representative to act in his/her behalf for the purposes of seeking approval for the application described herein. The undersigned consents to inspection and photographing of the subject property by the Planning staff for purposes of consideration of this Application and/or presentation to the Planning Board and City Commission.*

Bradley J. Currie (Authorized Agent)

Property Owner(s) Signature(s)

STATE OF FLORIDA -- COUNTY

The foregoing instrument was acknowledged before me this 17th day of February, 20 21, by Bradley J. Currie (Authorized Agent) who is personally known to me or has produced _____ as identification.

Patricia M. Sesta

Signature of Notary

Notary Public State of Florida
Patricia M Sesta
My Commission HH 006694
Expires 08/11/2024

INTAKE MEETINGS ARE REQUIRED FOR ALL SUBMITTALS. CALL (772) 467-3729

TO BE COMPLETED BY STAFF

Zoning	Future Land Use	Total Acres	Historic District	Historic Designation
				Contributing Individual Non-Contributing None

Pre-Application Meeting Date_____ Fees_____ Control #_____ B. Permit #_____

Intake Planner_____

Planner Assigned_____

Approved By_____ Date _____

Comments_____

Intake Date Stamp

❑ DEVELOPMENT REVIEW

General Information

- ❑ Incomplete application packets cannot be accepted.
- ❑ Site Plan approval is valid for one (1) year following City Commission approval. In order to maintain site plan approval, vertical improvements, permitted by the Building Department must commence prior to the 12-month expiration date, and building permits must be maintained until site plan is completed, per plans, or approval shall lapse.

Choose Application Type:

Application Type		
■ Site Plan	❑ Conditional Use with New Const.	❑ Major Amendment
❑ Conceptual Development Plan		❑ Minor Amendment

Site Information:

Non-Residential: Proposed Sq. Ft.: 39,200 sf Residential: Proposed Units: None

Surrounding Uses: *(i.e. single family home, retail, industrial, etc.)*

North	South	East	West
Vacant	Vacant	I-95 ROW	Single Family Home

Application Outlook

Site Plan submittal requirements:

Submit one (1) original & thirteen (13) hard copies and one (1) CD of the following. Additional copies will be required of subsequent submittals.

- ☑ Complete notarized application
- ☑ Warranty Deed
- ☑ SLC Property Record Card
- ☑ Statements of ownership & control of proposed development. Statement describing in detail: character & intended use.
- ☑ General location map (see Section 22-58.d.2)
- ☑ Survey (see Section 22-58.d.3)
- ☑ Site Plan (see Section 22-58.d.4)
- ☑ Landscaping Plan (see Section 22-187)
- ☑ Storm Drainage Plan (see Section 22-58.d.6)
- ☑ Environmental Impact Report
- ❑ Beach/Dune System protection plan, if applicable (see Section 22-58.d.7)
- ☑ Lighting Plan (see Section 22-58.d.8)
- ☑ Design Review submittals (see Design Review application)
- ☑ Traffic Impact Report
- ☑ Concurrency Review submittals (see Concurrency Review application)

THE SUNRISE CITY
FORT PIERCE
PLANNING DEPARTMENT
Florida

Design Review

Property address or Location: Peters Rd / 2398 Peters Rd

Parcel ID #(s): 2324-122-0001-0003 / 2324-123-000-000-96

Project Description: Construction of 39,200 sf of sales and service

Bud Wynne	Steven Frink / Engineering Design & Construction, Inc
Property Owner(s)	Applicant/Representative, Title, Company
547 Was Roberts Lane	10250 SW Village Parkway
Street Address	Street Address
McMinnville TN 37110	Port St Lucie Fl 34987
City State Zip	City State Zip
(954) 214-4553	(772) 462-2455
Phone Number	Phone Number
budwynne@aol.com	bradcurrie@edc-inc.com
Email Address	Email Address

Property Owner(s) 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. The property owner's signature below shall also authorize the Application (if other than the property owner) and/or Representative to act in his/her behalf for the purposes of seeking approval for the application described herein.*

Steven Frink (Authorized Agent)

Property Owner(s) Signature(s)

STATE OF FLORIDA -- COUNTY

The foregoing instrument was acknowledged before me this ____day of _____, 20_____, by

Steven Frink (Authorized Agent) who is personally known to me or has produced

_____as identification.

_____

Signature of Notary (seal)

TO BE COMPLETED BY STAFF

Zoning	Future Land Use	Total Acres	Historic Districts	Historic Designation

Pre-Application Meeting Date_____ Fees _____ Control #_____ B. Permit _____

Intake Planner_____

Planner Assigned _____

Approved _____ Date_____

Comments _____

Intake Date Stamp

Design Review Application Checklist
(City Code of Ordinances 22-59)

Submittal for Administrative Approval

a. A survey (1" = 30' minimum scale) of property lines, existing topography and the location of trees meeting the tree protection regulations of section 22-194, location of bordering streets and, if applicable, wetlands and beaches.
b. A site analysis study to include a discussion of specimen trees and other natural vegetation, access, significant topography, wetlands, buffers, setbacks, views, orientation, the surrounding built environment and other site features that may influence design elements.
c. A draft written narrative describing the design intent of the project, its goals and objectives and how it reflects the site analysis study results.
d. Context photographs of neighboring uses and architectural styles.
e. Photographs and/or drawings of architectural buildings or objects that serve as a precedent for the proposed building design. Models should be taken from local exemplary buildings, either existing or demolished. Documentation of such buildings is available in the city's planning department.
f. Photographs of all existing structures located on the property. If existing structures on the property are more than fifty (50) years of age, documentation of these structures with data from the Florida Master Site File form is also required.
g. Conceptual site plan (to scale) showing proposed location of all buildings, structures, parking areas, signs and landscaping.
h. Landscape plan, at the same scale as the site plan. The planning director or designee may request enlarged plans of detailed planting areas. Planting schedule with sizes of proposed plantings must be included.
i. Accurate color rendering of proposed signs showing dimensions, type of lettering, materials and actual color samples that demonstrates cohesiveness with the project design.
j. Exterior elevations showing architectural character, external architectural features and streetscape of the proposed development, including materials, colors, shadow lines and landscaping. The street elevation shall encompass the entire proposed project and generally identify the major elements of the adjacent two (2) properties on either side of the site. If the adjacent properties are vacant or underutilized, a diagram shall be provided that identifies the mass and form that is allowable under current zoning. If the street elevation must be drawn at such a scale as to render architectural details of the building unreadable, drawings of individual buildings at a larger scale should be provided as well.
k. Design review concurrent with conceptual development plan procedure according to subsection 22-58(e) is also available.

Submittal for Board Approval

a. A written narrative describing how the project conforms to administrative approval and design review guidelines of this section.
b. A final site plan meeting the requirements of section 22-58
c. A final site lighting plan that meets the requirements of subsection 22-58(d)(8).
d. A final landscape plan that meets the requirements of Article XII, Landscaping and Trees.
e. Final floor plans and elevation drawings (1/8" = 1'-0" minimum scale), as detailed under administrative approval, showing exterior building materials and colors with architectural sections and details to adequately describe the project.
f. A color board (11"x17" maximum) containing actual color samples of all exterior finishes, keyed to the elevations, and indicating the manufacturer's name and color designation.

THE SUNRISE CITY
FORT PIERCE
PLANNING DEPARTMENT
Florida

CONCURRENCY
CAPACITY ANALYSIS

I. Site Data:

	Existing Use	Future Land Use	Zoning
North	North St Lucie River Water Control District Canal No 37 & Pasture	SLC RU (Residential Urban)	SLC Residential (RS-2)
South	Undeveloped Commercial Property	General Commercial (Fort Pierce)	Residential (RS-2)
East	I-95 & Vacant Residential	SLC RU & COFP RL	SLC RS-2 & COFP PD
West	Residential Properties	MXD (St Lucie County)	Residential (RS-2) (St Lucie County)

	Future Land Use	Zoning Classification	Maximum Intensity **Residential: Dwelling Units per Acre** **Other: Square Footage**	Total Acreage	Flood Zone
Current	MXD (SLC)	RS-2 (SLC)	9 du / acre (166 DU)	18.54	X
****Proposed**	Commercial (Fort Pierce)	C-3 (Fort Pierce)	39,200 sf	18.54	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	
Current Zoning/FLU	Total gallons per day	(166 x 2.6 person/du) = 431 persons x 100 gpd = 43,100 gpd
**Proposed Zoning/FLU	Total gallons per day	39,200 sf x 0.125 gpd/sf = 4,900 gpd
**Change in Demand	Total gallons per day	decrease of 38,200 gpd

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
Current Zoning/FLU	Total gallons per day (166 x 2.6 persons/du) = 431 persons x 100 gpd = 43,100 gpd
**Proposed Zoning/FLU	Total gallons per day 39,200 sf x 0.125 gpd/sf = 4,900 gpd
**Change in Demand	Total gallons per day decrease of 38,200 gpd

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	893	0	Decrease of 893 acres
Urban District	5 acres per 1,000 people			
Community	2.5 acres per 1,000 people			
Neighborhood	1.36 acres per 1,000 people			

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 S Gaines Academy	Fort Pierce Central High School
City	Fort Pierce	Fort Pierce
Distance	0.55 miles	3.2 miles
Current Zoning/FLU Enrollment Demand	47	20
****Proposed Zoning/FLU Enrollment Demand**	0	0
****Change in Demand**	decrease of 47 studemts	decrease of 20 students

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	5,308.81 lbs per day
****Proposed Zoning/FLU**	5,039.89 lbs per day
***Change in Demand**	decrease of 268.92 lbs per day

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	Stormwater runoff will be collected through a series of inlets that will be directed into a dry detention area which will outfall through a control structure into an existing NSLRWCD canal located to the north of the property.

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	1,657	123 / 165
****Proposed Zoning/FLU**		
***Change in Demand**	Trips	Trips
Impact to Capacity	Increase in daily trips (see attached traffic study)	

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: N/A	Single Family: N/A		Multifamily: N/A		
Non-residential (square footage): Maximum of 39,200 SF					
Mixed-use (describe use): N/A					
(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	N/A				
Single-family, attached	N/A				
Multi-family	N/A				
Other (specify)	N/A				

NON-RESIDENTIAL DATA					
Type(s) specify	**Phase**	**Square footage**	**Acres**	**Expecting beginning date**	**Expected completion date**
Proposed RV Sales/Office	Phase 1	19,200 SF		09/01/2021	09/01/2023
Proposed RV Repairs	Phase 1	16,000 SF		09/01/2021	09/01/2023
Proposed RV Body Shop	Phase 1	4,000 SF		09/01/2021	09/01/2023

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

R.V. Development, LLC
547 Wash Roberts Lane
Mc Minnville, TN 37110

AGENT CONSENT FORM

Project Name: Peters Road Annexation

Parcel ID: 2324-122-0001-000-3 and 2324-123-0000-000-9

BEFORE ME THIS DAY PERSONALLY APPEARED JAMES A WYNNE III, WHO BEING DULY SWORN, DEPOSES AND SAYS THE FOLLOWING:

I hereby give CONSENT to Engineering Design & Construction, Inc. to act on my behalf, to submit or have submitted applications and all required material and documents, and to attend and represent me at all meetings and public hearings pertaining all City, County and State permits for completion of the project indicated above. Furthermore, I hereby give consent to the party designated above to agree to all terms and conditions which may arise as part of the approval of this application for the proposed use of a commercial development.

FURTHER AFFIANT SAYETH NOT.

The foregoing instrument was acknowledged before me this 5th day of October 2020, by James A. Wynne III (Name of Person Acknowledging) who is personally known to me or who has produced PERSONALLY KNOWN (type of identification) as identification and who did (did not) take an oath.

Sheila Butcher
Notary Signature

Sheila Butcher
Printed Name of Notary

SHEILA BUTCHER
STATE OF TENNESSEE
NOTARY PUBLIC
WARREN COUNTY
(Notary Seal)

07-27-2021
My commission expires

Owner's Signature

JAMES A WYNNE III
Owner's Name

547 WASH ROBERTS LANE
Street Address

MCMINNVILLE, TN 37110
City, State, Zip

EMAIL: budwynne@AOL.com
Telephone / Email

PROJECT NARRATIVE & COVER LETTER
Project Hurricane
Development Review
February 25, 2021

Request

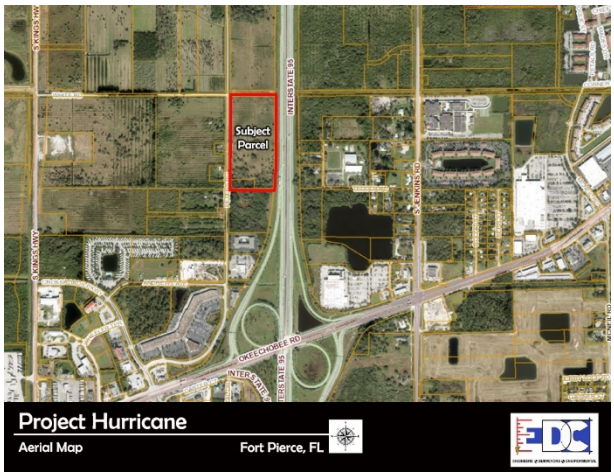
On behalf of the Petitioner, Engineering Design & Construction, Inc. is requesting development review approval for an 18.70 +/- acre parcel for a proposed RV Sales & Service Center with associated site improvements. An application to annex into the City of Fort Pierce along with application for a future land use and zoning change have been submitted and are under review by staff. The subject parcels are noted below and is located west of I-95 and north of Okeechobee Boulevard in St. Lucie County, Florida.

SITE CHARACTERISTICS & PROJECT HISTORY

The subject properties are located west of I-95 and north of Okeechobee Boulevard, currently in the jurisdiction of St. Lucie County. The parcels can be identified in the below table:

Parcel ID:	Address:	Acreage:	FLU:	Zoning:
2324-122-0001-000-3	Peters Road	17.70	MXD	RS-2 / CG
2324-123-0000-000-9	2398 Peters Road	1.00	MXD	RS-2

As stated, these parcels are currently in the jurisdiction of St. Lucie County and have an existing Future Land Use designation of Mixed Use (MXD) and are located in the Residential (RS-2) and General Commercial (CG) Zoning designation. Applications for annexation, a future land use amendment and a rezone have been submitted to the City of Fort Pierce and are currently under review by staff.



The applicant is proposing an RV Sales & Services development with associated site improvements. The parcels are currently owned by RV Development, LLC.

North of the subject property is right-of-way owned by North St. Lucie River Water Control District (NSLRWCD) followed by an undeveloped residential parcel. The undeveloped parcel has a St. Lucie County Future Land Use designation of Residential Urban (RU) and an underlying Zoning designation of Residential (RS-2).

To the west of the subject property lies the right-of-way of Peters Road followed by residential parcels. These parcels have a St. Lucie County Future Land Use designation of Mixed Use MXD) and an underlying Zoning designation of Residential (RS-2).

South of the subject parcel is an undeveloped commercial parcel. This parcel has a Fort Pierce Future Land Use designation of General Commercial (CG) and an underlying Zoning designation of Commercial (C-3).

To the east of the subject property lies the right-of-way of Interstate 95 followed by developed and undeveloped parcels. The parcels to the northeast are located in the City of Fort Pierce and have a Future Land Use designation of Low Density Residential (RL) and an underlying Zoning designation of Planned Development (PD). To the southwest are developed parcel located in the jurisdiction of St. Lucie County. These parcels have a Future Land Use Designation of Residential Urban (RU) and an underlying Zoning designation of Residential (RS-2)

Development Review Submittal Requirements

The attached site plan meets all the requirements of Section 125-313 as outlined in the City of Fort Pierce Code of Ordinances. Section 125-313 of the City of Fort Pierce Code of Ordinances identifies the requirements for Development Review Submittal.

In addition to meeting the requirement of Section 125-313, the City of Fort Pierce requires supplemental material as noted on the development review application to be included for review. The below material includes the required supplemental material for the review and approval of development review applications.

Based on the above justification and attached information, the Petitioner respectfully requests approval of this request.

Z:\EDC-2020\20-298 - Lazydays RV\ENGINEERING\Documents\Submittal Documents\Justification Statement\2021-02-26_Project_Hurricane_Development_Review_Narrative_20-298.docx

PROJECT NARRATIVE & COVER LETTER
Project Hurricane
Design Review
February 25, 2021

Request

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SITE CHARACTERISTICS & PROJECT HISTORY

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Parcel ID:	Address:	Acreage:	FLU:	Zoning:
2324-122-0001-000-3	Peters Road	17.70	MXD	RS-2 / CG
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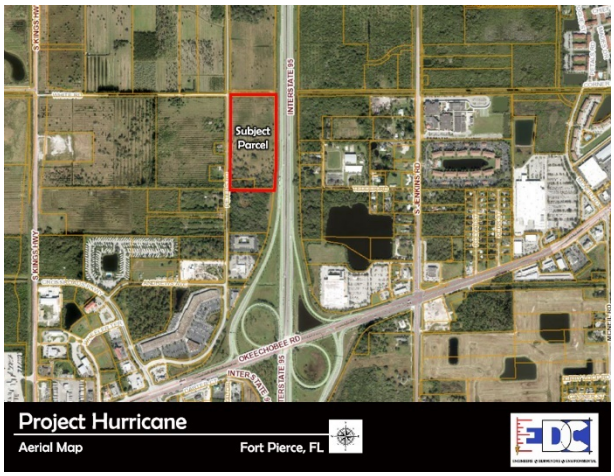

The applicant is proposing an RV Sales & Services development with associated site improvements.

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Based on the above justification and attached information, the Petitioner respectfully requests approval of this request.

Abutting Properties

Figure 1: Residential Home on Subject Property

Figure 2: NW Corner of Subject Parcel looking East from Peters Road

Figure 3: Looking East at the SW Corner of Subject Site (2421 Peters Road)

Figure 4:Looking North down Peters Road

Figure 5: Looking North Adjacent to 2315 Peter Road

Figure 6: Looking west on Peters Road (2261 Peters Road)

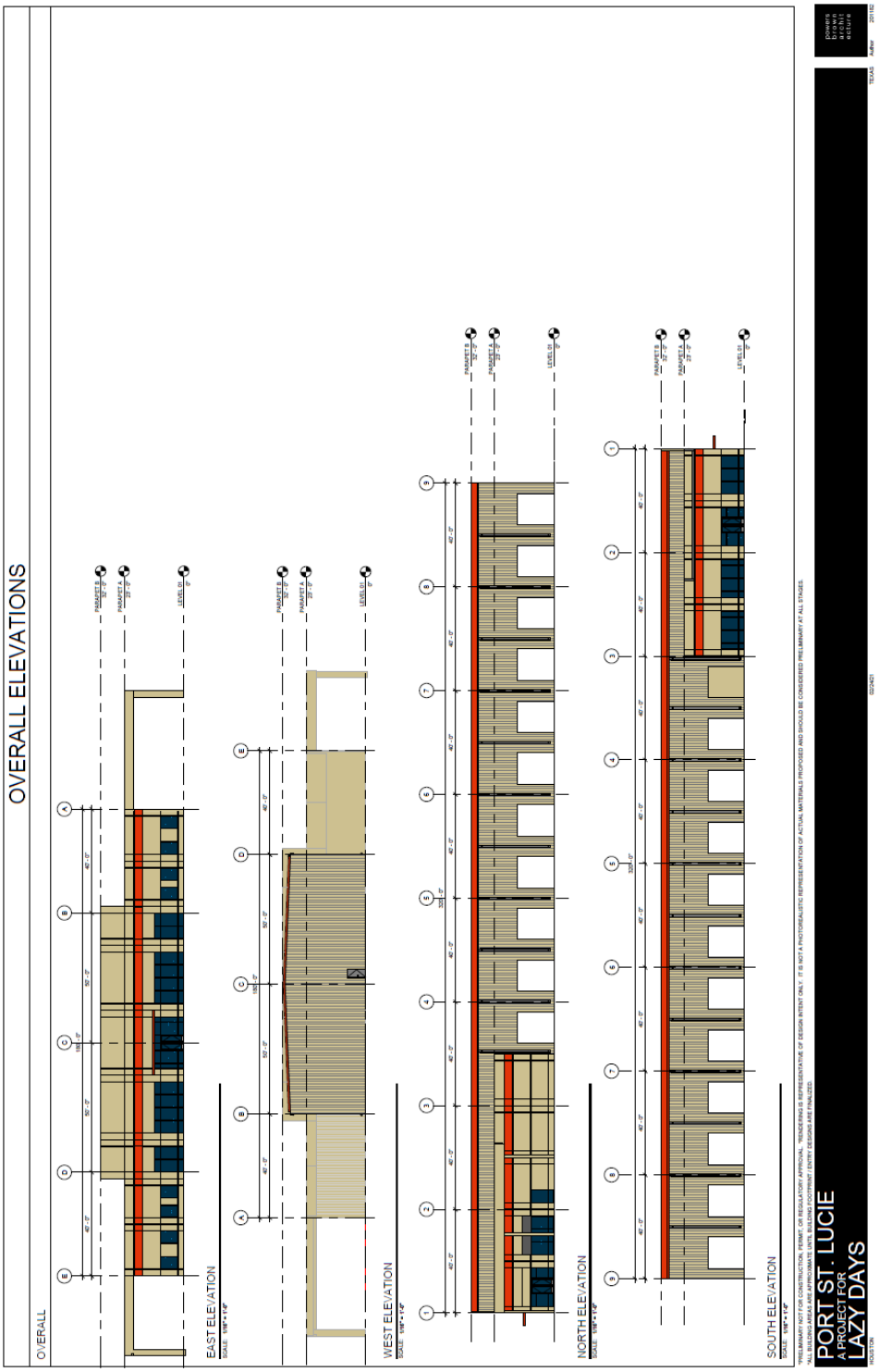
Figure 7: Northwest Corner of Site Looking East

Figure 8: Northeast Corner of Site Looking West down White Rd

Figure 9: Northeast Corner of Site Looking West from I-95

Figure 10: 221 ft South of Northwest Property Line Looking East from I-95

Elevations


OVERALL ELEVATIONS
OVERALL
EAST ELEVATION
WEST ELEVATION
NORTH ELEVATION
SOUTH ELEVATION
PORT ST. LUCIE
A PROJECT FOR
LAZY DAYS

Renderings

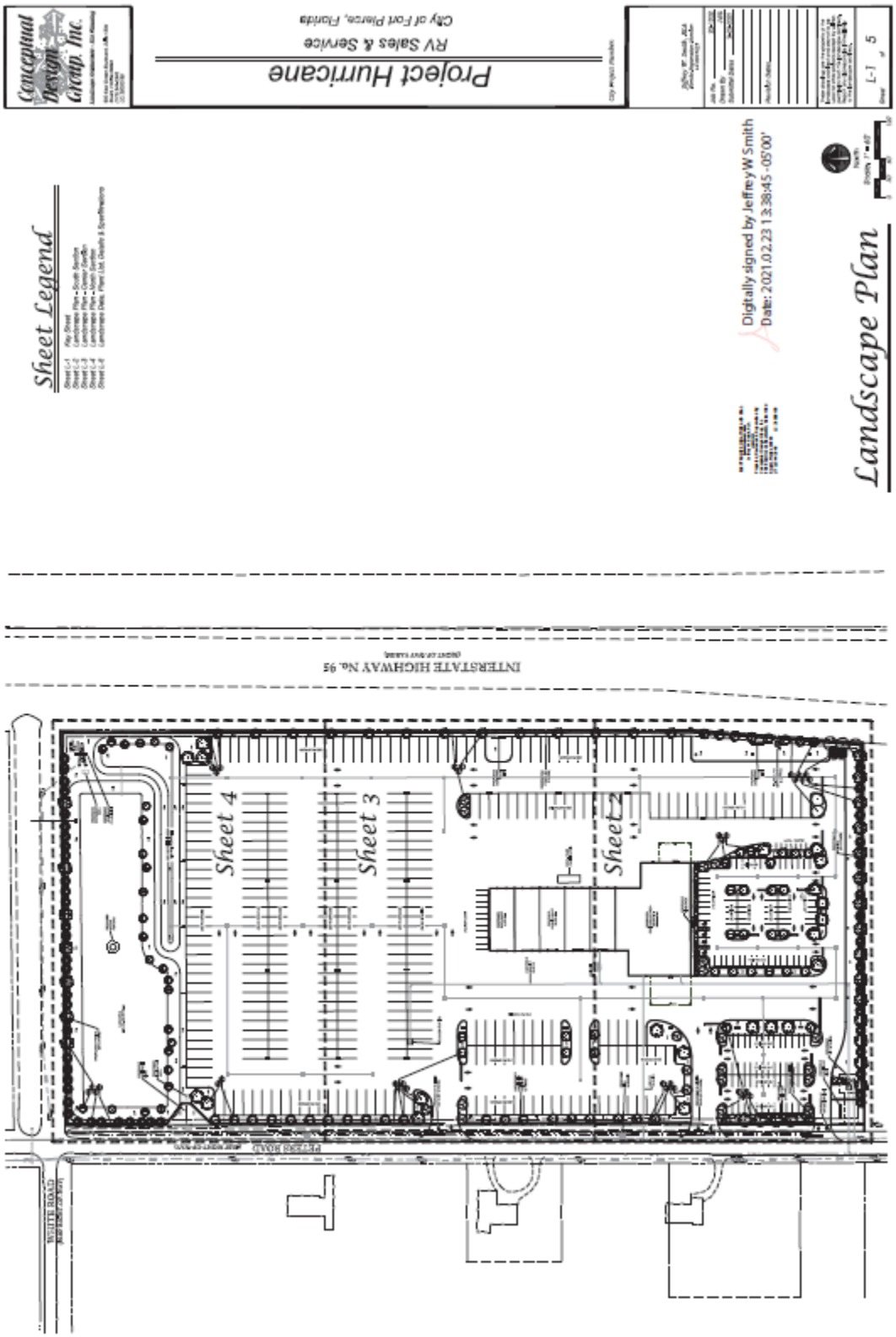
BUILDING IMAGE

RENDERING IS REPRESENTATIVE OF DESIGN INTENT ONLY - IT IS NOT A PHOTOREALISTIC REPRESENTATION OF ACTUAL MATERIALS PROPOSED AND SHOULD BE CONSIDERED PRELIMINARY AT ALL STAGES

Renderings

Proposed Signage

Landscape Plan



Conceptual Design Group, Inc.
Project Hurricane
RV Sales & Service
City of Fort Pierce, Florida
Landscape Plan
PROPOSED STANDARD PYLON SIGN
EX. WELL TO BE PLUGGED & CAPPED
(17) RV SPACES
(5) GOLF CART
PROPOSED FENCE (BY OTHERS)
(6) VEHICLE
(12) VEHICLE
PROPOSED BIKE RACK
(11) VEHICLE
(3) VEHICLE
PROPOSED DUMPSTER AREA
(9) RV SPACES
PROPOSED FIRE HYDRANT
WATER SERVICE
PROPOSED 6' SLIDING GATE (BY OTHERS)
PROPOSED FENCE (BY OTHERS)
PROPOSED 6' SLIDING GATE (BY OTHERS)
PROPOSED MONUMENT SIGN
PROPOSED LIFT STATION
PROPOSED 15' R/W DEDICATION

Project Hurricane
RV Sales & Service
City of Fort Pierce, Florida
Conceptual Design Group, Inc.
Landscape Plan
L-3
5
PROPOSED STANDARD PYLON SIGN
PROPOSED 6' FENCE (BY OTHERS)
(19) RV SPACES
(19) RV STAGING
PROPOSED LOADING ZONE
PROPOSED SERVICE BAYS
(15) EMPLOYEE
PROPOSED GRAVITY SEWER
(10) RV SPACES
RV DUMP STATION
PROPOSED 6' CHAIN LINK FENCE (BY OTHERS)
PROPOSED 6' BUILDING GATE (BY OTHERS)

Project Hurricane
RV Sales & Service
City of Fort Pierce, Florida
Conceptual Design Group, Inc.
Landscape Plan
(29) RV SPACES
(30) RV SPACES
(29) RV SPACES
(30) RV SPACES
(21) RV SPACES
PROPOSED RECHARGE WELL
PROPOSED STANDARD PYLON SIGN
PROPOSED WATER FEATURE
LAKE AREA
1.26 AC. (54,873 SQ.FT.)
PROPOSED 6' FENCE (BY OTHERS)
PROPOSED MONUMENT SIGN
PROPOSED IRRIGATION WELL

Landscape Specifications

[redacted]

Plant List

[redacted]

Landscape Data

[redacted]

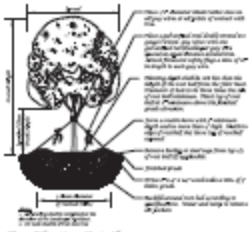
Landscape Details

Large Tree Planting Detail

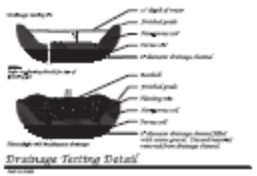
Guy Wire Attachment Detail

Shrub Detail

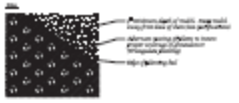
Staking Detail



Tree Planting Detail



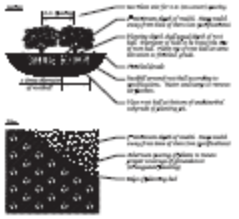
Drainage Testing Detail



Ground Cover Detail

Multi-Trunk Tree Planting Detail

Palm Planting Detail



Ground Cover Detail

Landscape Plan

Conceptual Design Group, Inc.

Project Hurricane

RV Sales & Service

City of Fort Pierce, Florida

City Project Number

Jeffrey W. Smith, ASLA

Job No. 20-005

Drawn By JNS

Submittal Dates 12/14/2021

Revision Dates

L-5 5

Sheet

Gonano & Harrell
Box 34

JOANNE HOLMAN, CLERK OF THE CIRCUIT COURT - SAINT LUCIE COUNTY
File Number: 2294957 OR BOOK 1828 PAGE 2810
Recorded:10/24/03 16:00

* Doc Assump: $ 0.00
* Doc Tax : $ 12,250.70
* Int Tax : $ 0.00

Prepared by and return to:
Chester B. Griffin, Esquire
Neill Griffin Fowler Tierney Neill & Marquis - Chartered
Post Office Box 1270
Fort Pierce, Florida 34954
Courthouse Box #50
Parcel ID Number: 2324-122-0001-0003 ; 2313-432-0000-000/4
2324-121-0000-000/3 [Space Above for Recording]

WARRANTY DEED

This Warranty Deed made this 24th day of ~~October~~ Sept., 2003, by **CHESTER B. GRIFFIN and RICHARD V. NEILL,** hereinafter called the grantor, to **R. V. DEVELOPMENT, LLC, a Florida limited liability corporation,** hereinafter called the grantee, whose address is: **2560 SE 12th Street, Pompano Beach, Florida 33062.**

Wherever used herein, the terms "grantor" and "grantee" shall include singular and plural, heirs, legal representatives, and assigns of individuals, and the successors and assigns of corporations, wherever the context so admits or requires.

WITNESSETH: That the said grantor, for and in consideration of the sum of $10.00, in hand paid by the said grantee, the receipt whereof is hereby acknowledged, does hereby grant, bargain, sell, alien, remise, release, convey and confirm unto the said grantee, and the grantee's heirs and assigns forever, the following described land, situated, lying, and being in **St. Lucie** County, Florida, to wit:

SEE EXHIBIT "A" ATTACHED HERETO

THE PROPERTY BEING CONVEYED HEREIN DOES NOT CONSTITUTE THE HOMESTEAD PROPERTY OF ANY OF THE GRANTORS.

Subject to restrictions, reservations and easements of record, if any, and taxes subsequent to 2002.

TOGETHER with all the tenements, hereditaments and appurtenances thereto belonging or in anywise appertaining.

TO HAVE AND TO HOLD, the same in fee simple forever.

AND the Grantor hereby covenants with said Grantee that the Grantor is lawfully seized of said land in fee simple; that the Grantor has good right and lawful authority to sell and convey said land; that the Grantor hereby fully warrants the title to said land and will defend the same against the lawful claims of all persons whomsoever; and that said land is free of all encumbrances, except taxes accruing subsequent to December 31, 2002; zoning ordinances and rights of way for public roads.

In Witness Whereof, the Grantor has signed and sealed these presents the day and year first above written.

Signed, sealed and delivered
in our presence:

Susan G. Spee
Print Name of Witness: Susan G. Spee
Witness as to Both

Chester B. Griffin
CHESTER B. GRIFFIN

Marcia L. Heffelfinger
Print Name of Witness: MARCIA L. HEFFELFINGER
Witness as to Both

RICHARD V. NEILL

STATE OF FLORIDA
COUNTY OF ST. LUCIE

The foregoing was acknowledged before me this 24th day of ~~October~~ Sept., 2003, by **CHESTER B. GRIFFIN and RICHARD V. NEILL,** [✓] who are personally known to me or [ ] who produced their drivers license as identification.

MARCIA L. HEFFELFINGER
MY COMMISSION # CC 895632
EXPIRES: April 15, 2004
Bonded Thru Notary Public Underwriters

Marcia L. Heffelfinger
Print Name of Notary: MARCIA L. HEFFELFINGER
NOTARY PUBLIC - STATE OF FLORIDA
MY COMMISSION EXPIRES:

Exhibit "A"

That portion of theWest 1/2 of the SW 1/4 of the SE 1/4, lying West of the Westerly right of way line of I-95, of Section 13, Township 35 South, Range 39 East,lying and being in St. Lucie County, Florida, less and except road rights of way for I-95; Graham Road; Copenhaver Road and less canal rights of way for NSLRDD Canal No. 37 on South line.

AND

The West 3/4 of the North Half of the Northwest Quarter of the Northeast Quarter, Less road and canal rights of way for I-95; White Road, AND ALSO, the Southwest Quarter of the Northwest Quarter of the Northeast Quarter, Less road rights of way for I-95 and Less the South 125 feet of the West 375 feet thereof, all lying and being in Section 24, Township 35 South, Range 39 East, St. Lucie County, Florida.

* Doc Assump:	$	0.00
* Doc Tax :	$	1,400.00
* Int Tax :	$	0.00

THIS INSTRUMENT PREPARED BY AND RETURN TO:
Douglas E. Gonano, Esq.
GONANO & HARRELL
1600 S. FEDERAL HIGHWAY, #200
FT. PIERCE, FLORIDA 34950-5194
Property Appraisers Parcel Identification (Folio) Numbers: **2324-123-0000-000/9**

_____ Space Above This Line For Recording Data _____

THIS WARRANTY DEED, made the **25th** day of **July, 2003** by **Kenneth C. Cope and Joyce A. Cope, his wife,** herein called the Grantors, to **R.V. Development, L.L.C., a Florida limited liability company,** whose post office address is **2560 SE 12th Street, Pompano Beach, Florida 33062,** hereinafter called the Grantee:
(Wherever used herein the terms "Grantor" and "Grantee" include all the parties to this instrument and the heirs, legal representatives and assigns of individuals, and the successors and assigns of corporations)

W I T N E S S E T H: That the Grantors, for and in consideration of the sum of TEN AND 00/100'S ($10.00) Dollars and other valuable considerations, receipt whereof is hereby acknowledged, hereby grants, bargains, sells, aliens, remises, releases, conveys and confirms unto the Grantee all that certain land situate in ST. LUCIE County, State of Florida, viz.:

Begin at the SW corner of the SW1/4 of the NW1/4 of the NE1/4 of Section 24, Township 35 South, Range 39 East; thence run North 125 feet; thence East 375 feet; thence South 125 feet; thence West 375 feet to point of beginning, less and excepting therefrom all existing rights of ways for public road and drainage canals. All lying and being in St. Lucie County, Florida.

TOGETHER, with all the tenements, hereditaments and appurtenances thereto belonging or in anywise appertaining.

TO HAVE AND TO HOLD, the same in fee simple forever.

AND, the Grantors hereby covenant with said Grantee that the Grantors are lawfully seized of said land in fee simple; that the Grantors have good right and lawful authority to sell and convey said land, and hereby fully warrant the title to said land and will defend the same against the lawful claims of all persons whomsoever; and that said land is free of all encumbrances, except taxes accruing subsequent to December 31, 2002.

IN WITNESS WHEREOF, the said Grantors have signed and sealed these presents the day and year first above written.

Signed, sealed and delivered in the presence of:

Witness #1 Signature
Witness #1 Printed Name

Witness #2 Signature
Witness #2 Printed Name

Kenneth C. Cope
Kenneth C. Cope
2398 Peters Road, Fort Pierce, Florida 34950

Joyce A. Cope
Joyce A. Cope
2398 Peters Road, Fort Pierce, Florida 34950

STATE OF FLORIDA
COUNTY OF ST. LUCIE

The foregoing instrument was acknowledged before me this 25th day of July, 2003 by Kenneth C. Cope and Joyce A. Cope, his wife, who are personally known to me or have produced FL - Drivers License as identification.

SEAL

Notary Public

Printed Notary Name

Stacy Ewing Consalvo
MY COMMISSION # [illegible] EXPIRES
May 28, 2005
BONDED THRU TROY FAIN INSURANCE, INC.

JOANNE HOLMAN, CLERK OF THE CIRCUIT COURT - SAINT LUCIE COUNTY
File Number: 2243740 OR BOOK 1762 PAGE 3000
Recorded:07/30/03 09:07

File No: **1600-001**

Michelle Franklin, CFA -- Saint Lucie County Property Appraiser -- All rights reserved.

Property Identification

Site Address: PETERS RD
Sec/Town/Range: 24/35S/39E
Parcel ID: 2324-122-0001-000-3
Jurisdiction: Saint Lucie County

Use Type: 6000
Account #: 14231
Map ID: 23/24N
Zoning: Comm Genra

Ownership

R V Development Llc

%Bud Wynne
547 Wash Roberts Ln
McMinnville, TN 37110

Legal Description

24 35 39 THAT PART OF W 1/2 OF NW 1/4 OF NE 1/4 LYG WLY OF W R/W I-95-LESS W 25 FT AND LESS N 40.5 FT AND LESS 125 FT X 375 FT IN SW COR- (17.70 AC) (OR 1828-2810)

Current Values

Just/Market Value:	$1,062,000
Assessed Value:	$4,868
Exemptions:	$0
Taxable Value:	$4,868

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

Total Areas

Finished/Under Air (SF):	0
Gross Sketched Area (SF):	0
Land Size (acres):	17.7
Land Size (SF):	771,012

Building Design Wind Speed

Occupancy Category	I	II	III & IV
Speed	140	150	160

Sources/links:

Sale History

Date:	Sep 24, 2003
Book/Page:	1828 / 2810
Sale Code:	XX02
Deed:	WD
Grantor:	Griffin Chester B
Price:	$1,750,100
Date:	Jan 1, 1900
Book/Page:	
Sale Code:	
Deed:	
Grantor:	
Price:	$0

Building Information (1 of 1)

Finished Area: 0 SF

Gross Sketched Area: 0 SF

Exterior Data

View:	Roof Cover:	Roof Structure:
Building Type:	Year Built: N/A	Frame:
Grade:	Effective Year: N/A	Primary Wall:
Story Height:	No. Units: 0	Secondary Wall:

Interior Data

Bedrooms: 0	Electric:	Primary Int Wall:
Full Baths: 0	Heat Type:	Avg Hgt/Floor: 0
Half Baths: 0	Heat Fuel:	Primary Floors:
A/C %: 0%	Heated %: N/A%	Sprinkled %: 0%

Image or Sketch unavailable for display

Special Features and Yard Items

Type	Qty	Units	Year Blt

Current Year Values

Current Values Breakdown

Building:	$0
Land:	$1,062,000
Just/Market:	$1,062,000
Ag Credit:	$1,057,132
Save Our Homes or 10% Cap:	$0
Assessed:	$4,868
Exemption(s):	$0
Taxable:	$4,868

Current Year Exemption Value Breakdown

Current Year Special Assessment Breakdown

Start Year	AssessCode	Units	Description	Amount
2013	0054	17.7	North St. Lucie Water Management District	$327.45

This does not necessarily represent the total Special Assessements that could be charged against this property. The total amount

charged for special assessments is reflected on the most current tax statement and information is available with the SLC Tax Collector's Office .

Historical Values

Year	Just/Market	Assessed	Exemptions	Taxable
2020	$1,062,000	$4,868	$0	$4,868
2019	$1,062,000	$4,868	$0	$4,868
2018	$1,062,000	$4,868	$0	$4,868

Permits

Number	Issue Date	Description	Amount	Fee

Notice: This does not necessarily represent all the permits for this property.
Click the following link to check for additional permit data in Saint Lucie County

All information is believed to be correct at this time, but is subject to change and is provided without any warranty.
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Michelle Franklin, CFA -- Saint Lucie County Property Appraiser -- All rights reserved.

Property Identification

Site Address: 2398 PETERS RD
Sec/Town/Range: 24/35S/39E
Parcel ID: 2324-123-0000-000-9
Jurisdiction: Saint Lucie County

Use Type: 0100
Account #: 14232
Map ID: 23/24N
Zoning: RS-2 - Cou

Ownership

RV Development LLC

%Bud Wynne
547 Wash Roberts Ln
McMinnville, TN 37110

Legal Description

24 35 39 S 125 FT OF W 375 FT OFSW 1/4 OF NW 1/4 OF NE 1/4-LESS W 25 FT- (1.00 AC) (OR 1762-3000)

Current Values

Just/Market Value:	$146,600
Assessed Value:	$118,991
Exemptions:	$0
Taxable Value:	$118,991

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

Total Areas

Finished/Under Air (SF):	1,086
Gross Sketched Area (SF):	2,222
Land Size (acres):	1
Land Size (SF):	43,560

Building Design Wind Speed

Occupancy Category	I	II	III & IV
Speed	140	150	160

Sources/links:

Sale History

Date:	Jul 25, 2003
Book/Page:	1762 / 3000
Sale Code:	XX01
Deed:	WD
Grantor:	Cope Kenneth C
Price:	$200,000
Date:	Jan 12, 2001
Book/Page:	1357 / 0457
Sale Code:	XX00
Deed:	WD
Grantor:	Yates Betty I
Price:	$40,000

Date:	Oct 11, 2000
Book/Page:	1338 / 0532
Sale Code:	XX04
Deed:	QC
Grantor:	Adams Pamela W
Price:	$100

Date:	Nov 13, 1992
Book/Page:	0818 / 0903
Sale Code:	XX01
Deed:	PR
Grantor:	McQuown George
Price:	$0

Building Information (1 of 1)

Finished Area: 1,086 SF

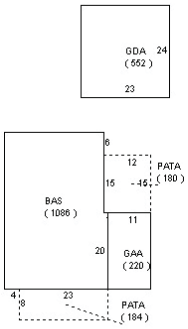
Gross Sketched Area: 2,222 SF

Exterior Data

View:	Roof Cover: Metal	Roof Structure: Gable
Building Type: HC-	Year Built: 1940	Frame:
Grade: C-	Effective Year: 1970	Primary Wall: CB Stucco
Story Height: 1 Story	No. Units: 1	Secondary Wall:

Interior Data

Bedrooms: 2	Electric: MAXIMUM	Primary Int Wall:
Full Baths: 1	Heat Type: FrcdHotAir	Avg Hgt/Floor: 0
Half Baths: 0	Heat Fuel: ELEC	Primary Floors: Carpet
A/C %: 100%	Heated %: 100%	Sprinkled %: N/A%



Special Features and Yard Items

Type	Qty	Units	Year Blt
UTILITY AVG	1	150	

Current Year Values

Current Values Breakdown

Building:	$71,600
Land:	$75,000

Current Year Exemption Value Breakdown

Just/Market:	$146,600
Ag Credit:	$0
Save Our Homes or 10% Cap:	$27,609
Assessed:	$118,991
Exemption(s):	$0
Taxable:	$118,991

Current Year Special Assessment Breakdown

Start Year	AssessCode	Units	Description	Amount
2009	2009	12	County Solid Waste	$276.14

Start Year	AssessCode	Units	Description	Amount
2013	0054	1	North St. Lucie Water Management District	$25.00

This does not necessarily represent the total Special Assessements that could be charged against this property. The total amount charged for special assessments is reflected on the most current tax statement and information is available with the SLC Tax Collector's Office .

Historical Values

Year	Just/Market	Assessed	Exemptions	Taxable
2020	$146,600	$118,991	$0	$118,991
2019	$151,000	$108,174	$0	$108,174
2018	$148,800	$98,340	$0	$98,340

Permits

Number	Issue Date	Description	Amount	Fee
C1205-0403	May 31, 2012	Chainlink Fence	$0	$0
C21-110004	Nov 1, 2001	Demolition	$0	$77
C21-110570	Mar 11, 2002	Alterations/Remodeling	$39,330	$520

Notice: This does not necessarily represent all the permits for this property.
Click the following link to check for additional permit data in Saint Lucie County

All information is believed to be correct at this time, but is subject to change and is provided without any warranty.
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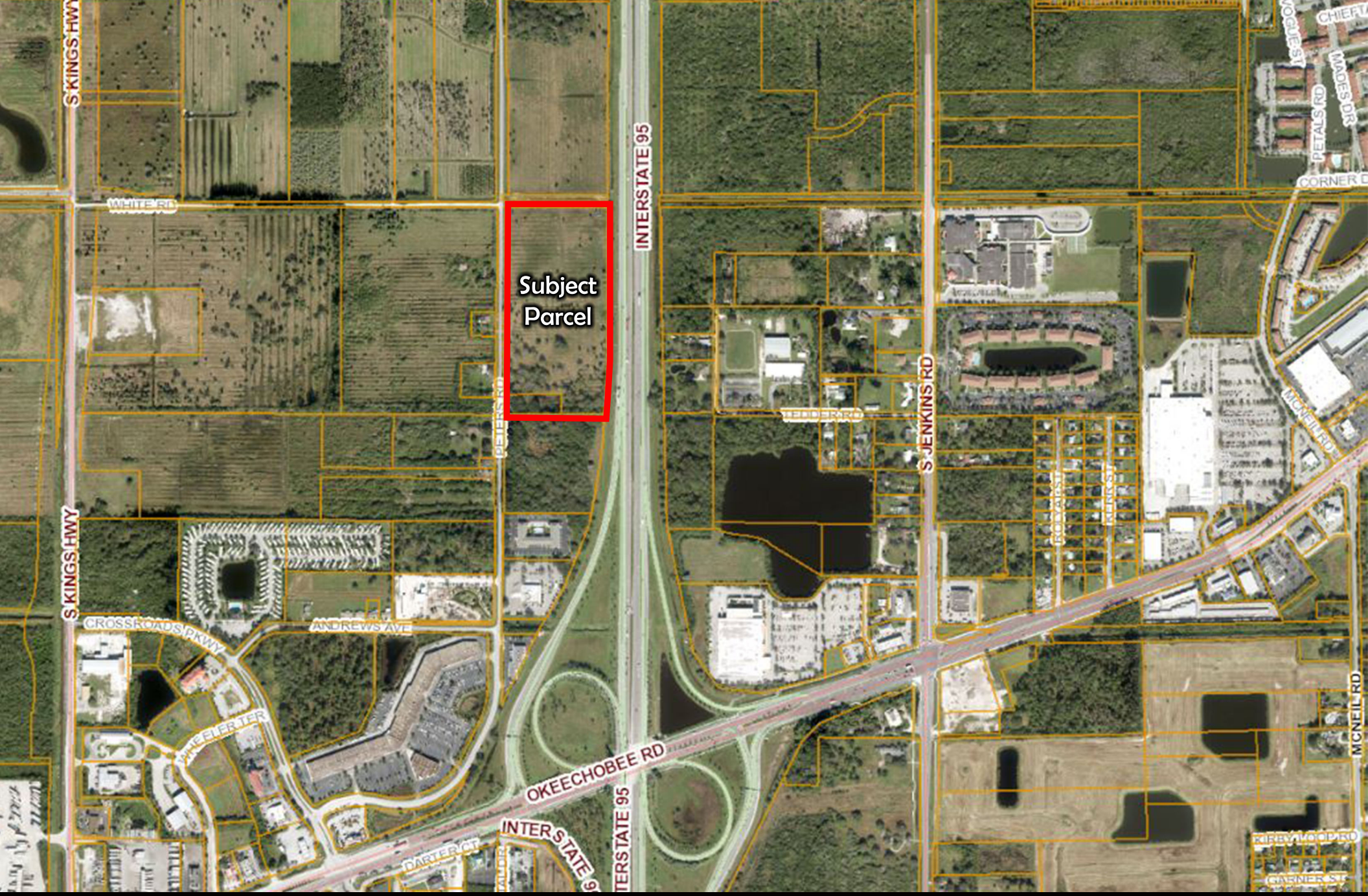


Project Hurricane

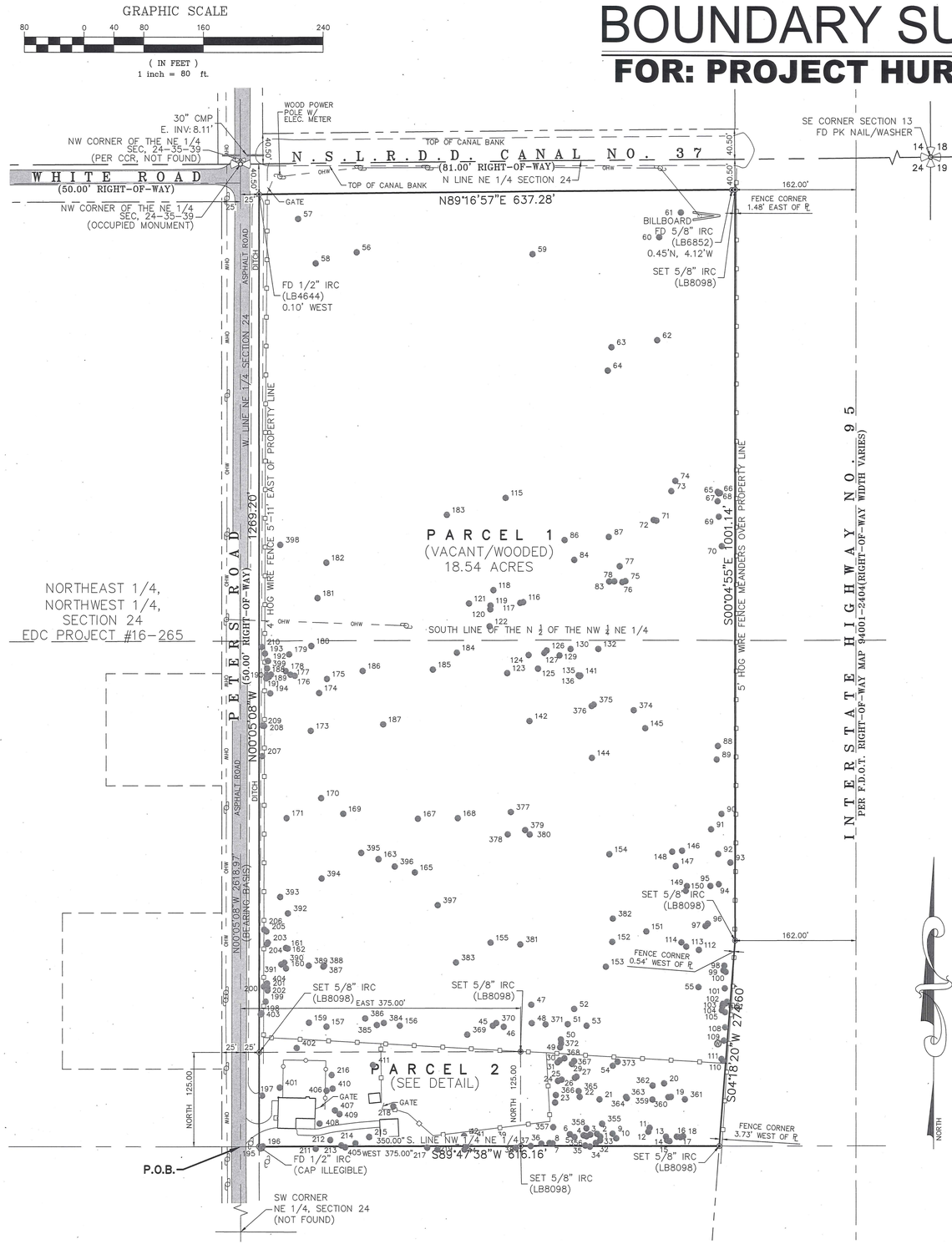
Aerial Map

Fort Pierce, FL

ENGINEERS ◔ SURVEYORS ◔ ENVIRONMENTAL

BOUNDARY SURVEY

FOR: PROJECT HURRICANE

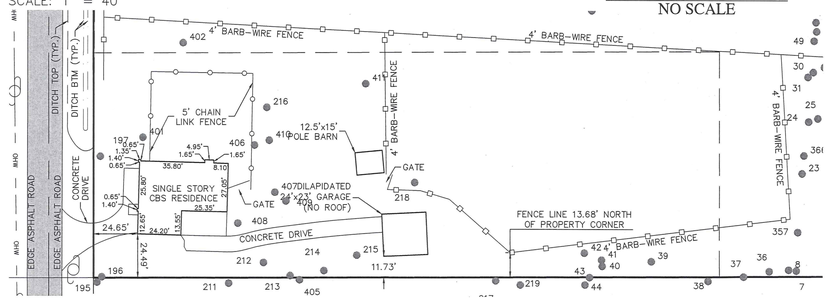


CERTIFIED TO:

L.D.R.V. HOLDINGS INC.
L.D.L. OF FORT PIERCE, LLC.
RV DEVELOPMENT, LLC.
FIDELITY NATIONAL TITLE INSURANCE COMPANY

PARCEL 2 DETAIL:

SCALE: 1" = 40'



SYMBOL & ABBREVIATION LEGEND:

(A) AL	AIR RELEASE VALVE ARC LENGTH	(D)	DECORATIVE LIGHT POST DEED	(F) SQ FT.	FPL MANHOLE SQUARE FEET	MP	METAL LIGHT POST METAL PIPE	P.T.	POINT OF TANGENCY		STREET SIGN
ASPH	ASPHALT	D.B.	DEED BOOK	GAS	GAS VALVE	(M)	MONITORING WELL	P.O.T.	POINT OF TERMINUS		
BFP	BACK FLOW PREVENTER	ø	DIAMETER (DIA.)	GIS	GEOGRAPHIC INFORMATION SYSTEMS	MON	MONUMENT	PVC	POLYVINYL CHLORIDE	TELE RISER	TELEPHONE RISER BOX
	BENCHMARK (BM)	(D)	DRAINAGE MANHOLE	GND	GROUND	NGVD29	NATIONAL GEODETIC VERTICAL DATUM OF 1929	PSL	PORT SAINT LUCIE, FLORIDA	TOE	TOE OF SLOPE
	BIKE RACK	DIP	DUCTILE IRON PIPE		GROUND LIGHT	N/D	NON DESCRIPT NAIL AND DISK	PLS	PROFESSIONAL LAND SURVEYOR	TOB	TOP OF BANK/BERM
CATV	CABLE RISER	E	EAST/EASTING		GUY WIRE ANCHOR	N.R.	NON RADIAL	R	RADIUS	T.O.N.	TOP OF NUT
(C)	CALCULATED	EOW	EDGE OF WATER	(H)	HANDICAP	NAVD88	NORTH AMERICAN VERTICAL DATUM OF 1988	RGE	RANGE	X 0.0	TOPOGRAPHIC DATA (SOFT SURFACE)
	CATCH BASIN	EB	ELECTRIC BOX	HDPE	HIGH DENSITY POLYETHYLENE PIPE	N	NORTH OR NORTHING	RTK	REAL TIME KINEMATIC	X 0.00	TOPOGRAPHIC DATA (HARD SURFACE)
℄	CENTERLINE	EHH	ELECTRIC HAND HOLE (EHH)	HWF	HOG WIRE FENCE	No.	NUMBER	RWV	RECLAIMED WATER VALVE	TWNSHP	TOWNSHIP
CCR	CERTIFIED CORNER RECORD	EM	ELECTRIC METER		HYDRANT	O.R.B.	OFFICIAL RECORDS BOOK	RLS	REGISTERED LAND SURVEYOR	T	TRAFFIC HANDHOLD
CLF	CHAIN LINK FENCE	ELEC PANEL	ELECTRICAL PANEL	IN	INCH	OHW	OVER HEAD WIRES	RCP	REINFORCED CONCRETE PIPE	TSCB	TRAFFIC SIGNAL CONTROL BOX
CHD.	CHORD	EL., ELEV.	ELEVATION	INV	INVERT	PG	PAGE	R/W	RIGHT-OF-WAY	TYP	TYPICAL
CO	CLEAN OUT	FEMA	FEDERAL EMERGENCY MANAGEMENT AGENCY	IP	IRON PIPE	PCN	PARCEL CONTROL NUMBER	R/C	ROD AND CAP	UNK	UNKNOWN
COMM RISER	COMMUNICATION RISER	F.O.	FIBER OPTIC	IR	IRON ROD	PK NAIL	PARKER-KALON NAIL	S	SANITARY MANIHOLE	DNN (HH)	UNKNOWN HANDHOLD
CONC	CONCRETE	FOHH	FIBER OPTIC HAND HOLE	IR/C	IRON ROD AND CAP	PK/D	PARKER-KALON NAIL & DISK	SV	SANITARY VALVE	RISER BOX	UNKNOWN RISER BOX
	CONCRETE LIGHT POST		FIBER OPTIC MARKER		IRRIGATION CONTROL VALVE	PCP	PERMANENT CONTROL POINT	SEC	SECTION	U	UNKNOWN TYPE MANHOLE
CM	CONCRETE MONUMENT	FIBER RISER	FIBER OPTIC RISER	L	LENGTH	PRM	PERMANENT REFERENCE MONUMENT		PROPERTY CORNER	VCP	VITRIFIED CLAY PIPE
CPP	CONCRETE POWER POLE (CPP)	(M)	FIELD MEASURED		LIGHT POST	P.B.	PLAT BOOK		RIGHT-OF-WAY CONTROL	WM	WATER METER
	CONCRETE POWER POLE W/STREET LIGHT	F.F.E.	FINISHED FLOOR ELEVATION	MAG/D	MAG NAIL MAG BRAND NAIL	(P)	PLAT DATA		SIGN	W	WATER METER STOP
	CONCRETE SIGNAL LIGHT POLE	FDOT	FLORIDA DEPARTMENT OF TRANSPORTATION	(M)	MAILBOX	P.O.B.	POINT OF BEGRIMING	S	SOUTH	WV	WATER VALVE (WV)
CMP	CORRUGATED METAL PIPE	FPL	FLORIDA POWER AND LIGHT	M.C.	MARTIN COUNTY	P.O.C.	POINT OF COMMENCEMENT		SPIGOT	W	WEST
	CURB INLET	FT	FOOT	MHWL	MEAN HIGH WATER LINE	P.C.C.	POINT OF COMPOUND CURVE		SPRINKLER VALVE	WF	WOOD FENCE
		FM	FORCE MAIN	MLWL	MEAN LOWER WATER LINE	P.C.	POINT OF CURVATURE	S.L.C.	ST. LUCIE COUNTY		WOOD POLE STREET LIGHT
		FND	FOUND					STA	STATION		WOOD POWER POLE
								D	STORMWATER DRAINAGE MANHOLE		

SURVEYORS NOTES AND REPORT:

1. REPRODUCTIONS OF THIS MAP ARE NOT VALID WITHOUT THE SIGNATURE AND ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER. THIS SURVEY CANNOT BE TRANSFERRED OR ASSIGNED WITHOUT THE SPECIFIC WRITTEN PERMISSION OF ENGINEERING, DESIGN AND CONSTRUCTION, INC. IT IS A VIOLATION OF CHAPTER 5J-17, FLORIDA ADMINISTRATIVE CODE, TO ALTER THIS SURVEY WITHOUT THE EXPRESS PRIOR WRITTEN CONSENT OF THE SURVEYOR. ADDITIONS AND/OR DELETIONS MADE TO THE FACE OF THIS SURVEY WILL MAKE THIS SURVEY INVALID.
2. THE LAST DATE OF FIELD WORK WAS FEBRUARY 1, 2021.
3. CURRENT DESCRIPTION(S) SHOWN HEREON PROVIDED BY: THE CLIENT. A TITLE SEARCH FOR THIS PROPERTY HAS NOT BEEN ABSTRACTED TO SHOW MATTERS OF RECORD SUCH AS EASEMENTS OR OTHER ENCUMBRANCES OR RESTRICTIONS.
4. PARCELS CONTAIN A TOTAL OF 18.54 ACRES, MORE OR LESS.
5. THE EXPECTED USE OF THE LAND, AS CLASSIFIED IN THE MINIMUM TECHNICAL STANDARDS (61G17-6 F.A.C.), IS "RESIDENTIAL." THE MINIMUM RELATIVE DISTANCE ACCURACY FOR THIS TYPE OF BOUNDARY SURVEY IS 1 FOOT IN 10,000 FEET. THIS SURVEY EXCEEDS THE REQUIRED DISTANCE ACCURACY.
6. THIS BOUNDARY SURVEY HAS BEEN REFERENCED TO THE FLORIDA STATE PLANE BOUNDARY SYSTEM-EAST ZONE, NAD 83 (1990).
7. SUB-SURFACE IMPROVEMENTS INCLUDING UNDERGROUND UTILITIES, UTILITY SERVICES, WERE NOT LOCATED AS PART OF THIS SURVEY.
8. REVISIONS SHOWN HEREON DO NOT REPRESENT A "FIELD SURVEY UPDATE" UNLESS OTHERWISE NOTED.
9. BEARINGS SHOWN HERON ARE BASED UPON THE WEST LINE OF THE NORTHEAST 1/4 OF SECTION 24, ST. LUCIE COUNTY, FLORIDA PER THE LINE LABELED HERON AS (BEARING BASIS) AND ALL OTHER BEARINGS ARE RELATIVE THERETO. DISTANCES ARE IN U.S. SURVEY FEET AND DECIMAL PARTS THEREOF.
10. IN SOME INSTANCES, GRAPHIC REPRESENTATIONS AND SYMBOLS SHOWN HAVE BEEN EXAGGERATED TO MORE CLEARLY ILLUSTRATE THE RELATIONSHIP BETWEEN PHYSICAL IMPROVEMENTS AND/OR LOT LINES. THE DIMENSIONS SHOWN SHALL CONTROL THE LOCATION, OF THE IMPROVEMENTS, OVER THE SCALED POSITIONS.
11. THE OWNERSHIP OF PERIMETER FENCES, WALLS, HEDGES AND LANDSCAPING, IF ANY, SHOWN HEREON ARE NOT KNOWN AND ARE NOT LISTED AS ENCROACHMENTS. THEIR RELATIVE LOCATION IS SHOWN IN RELATION TO THE BOUNDARY LINES SHOWN.
12. THE SURVEY MAP SHOWN HEREON DOES NOT NECESSARILY CONTAIN ALL OF THE INFORMATION OBTAINED OR DEVELOPED BY THE UNDERSIGNED SURVEYOR IN HIS FIELD WORK, OFFICE WORK OR RESEARCH.
13. THE PROPERTY WHICH IS THE SUBJECT OF THIS SURVEY APPEARS TO BE SITUATE IN AN AREA OF MINIMAL FLOOD HAZARD AT THIS TIME PURSUANT TO F.E.M.A. FIRM NUMBER 12111C0167J, HAVING AN EFFECTIVE DATE OF FEBRUARY 16, 2012. FOR APPROXIMATE DELINEATION OF THE FLOOD ZONE LIMITS, REFER TO AFOREMENTIONED FIRM PANELS.
14. A TITLE COMMITMENT ISSUED BY FIDELITY NATIONAL TITLE INSURANCE COMPANY, ORDER NO. 8894984, DATED 11/11/2020; REV. ONE DATED 12/2/2020; AT 5PM , HAS BEEN REVIEWED AND INCORPORATED INTO THIS SURVEY. EXCEPTION ITEMS SHOWN IN SCHEDULE B SECTION II ARE DEPICTED HEREON. ITEMS 1, 2, 3B THROUGH 3D AND 7 ARE NOT A SURVEY MATTER AND ARE NOT PLOTTED. ITEMS 3A, 6, 6A THROUGH 6D AND 7 ARE PLOTTED ON THE SURVEY, ITEM 4 DOES NOT APPLY; THERE IS NO STATE ROAD WITH THE CENTERLINE WITHIN 100' OF THE PROPERTY. ITEM 5 IS INTENTIONALLY DELETED FROM THE COMMITMENT.

LEGAL DESCRIPTION:

PARCEL 1:

THE WEST 3/4 OF THE NORTH HALF OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER LESS ROAD AND CANAL RIGHT OF WAY FOR I-95; WHITE ROAD, AND ALSO, THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER, LESS ROAD RIGHT OF WAY FOR I-95 AND LESS THE SOUTH 125 FEET OF THE WEST 375 FEET THEREOF, ALL LYING AND BEING IN SECTION 24, TOWNSHIP 35 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA.

PARCEL 2:

BEGIN AT THE SW CORNER OF THE SW ¼ OF THE NW ¼ OF THE NE ¼ OF SECTION 24 TOWNSHIP 35 SOUTH, RANGE 39 EAST; THENCE RUN NORTH 125 FEET; THENCE EAST 375 FEET; THENCE SOUTH 125 FEET; THENCE WEST 375 FEET TO THE POINT OF BEGINNING, LESS AND EXCEPTING THEREFROM ALL EXISTING RIGHTS OF WAY FOR PUBLIC ROAD AND DRAINAGE CANALS. ALL LYING AND BEING IN ST. LUCIE COUNTY, FLORIDA.

CONTAINING 18.54 ACRES, MORE OR LESS.

MICHAEL T. OWEN PROFESSIONAL SURVEYOR AND MAPPER
FLORIDA REGISTRATION #5556

SIGNATURE DATE: 2/22/2021

MICHAEL T. OWEN
STATE OF FLORIDA
LICENSED
PROFESSIONAL
SURVEYOR AND MAPPER
5556

ST. LUCIE COUNTY, FLORIDA
VICINITY MAP
NO SCALE

ENGINEERS & SURVEYORS
ENVIRONMENTAL
10250 VILLAGE PARKWAY
UNIT 201
PORT ST. LUCIE, FL 34987
772-462-2455
www.edc-inc.com
F.B.P.E. CERTIFICATE OF AUTHORIZATION 9935
L.B. CERTIFICATE OF AUTHORIZATION 8098

SPT	DRAWN BY
MTO	CHECKED BY
IP	FIELD CREW
398 Boundary Survey Hurricane	FILENAME
	LAYOUT1
	LAYOUT
	SCALE
February 18, 2021	DATE

DATE	REVISION COMMENTS
2/17/2021	ADDED TREE SURVEY-FS
12/15/20	REVISED LEGAL DESCRIPTION & ADDED DIRECTIONS TO DRAWING
12/2/2020	REVISED PROPOSED NAME - SPT

BOUNDARY SURVEY

FOR: PROJECT HURRICANE

LAND LYING IN THE NW 1/4 OF THE NE1/4 OF SEC. 24, TWNSHP. 35 SOUTH, RGE. 39 EAST
ST. LUCIE COUNTY, FLORIDA

10250 VILLAGE PARKWAY
UNIT 201
PORT ST. LUCIE, FL 34987
772-462-2455

20-298

1 OF 2

Z:\EDC-2020\20-298 - Lloyd\rvs RVSURVEY\Dwg - PDP\Survey\20-298 Boundary.dwg, LTREES.dwg, 2/22/2021 10:19 AM
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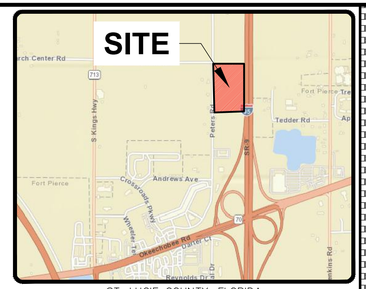
BOUNDARY SURVEY

FOR: PROJECT HURRICANE



ST. LUCIE COUNTY, FLORIDA

VICINITY MAP

NO SCALE

TREE SCHEDULE

NO.	TREE	DIA.
1	CAB PALM	
2	CAB PALM	
3	CAB PALM	
4	CAB PALM	
5	CAB PALM	
6	CAB PALM	
7	CAB PALM	
8	CAB PALM	
9	CAB PALM	
10	CAB PALM	
11	CAB PALM	
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35	CAB PALM	
36	CAB PALM	
37	CAB PALM	
38	CAB PALM	
39	CAB PALM	
40	CAB PALM	

NO.	TREE	DIA.
41	CAB PALM	
42	CAB PALM	
43	CAB PALM	
44	CAB PALM	
45	CAB PALM	
46	CAB PALM	
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83	CAB PALM	
84	CAB PALM	
86	CAB PALM	

NO.	TREE	DIA.
87	CAB PALM	
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126	CAB PALM	

NO.	TREE	DIA.
127	CAB PALM	
129	CAB PALM	
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178	CAB PALM	
179	CAB PALM	

NO.	TREE	DIA.
180	CAB PALM	
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212	CAB PALM	
213	CAB PALM	
214	CAB PALM	
215	CAB PALM	
216	PALM	
217	CAB PALM	
218	OAK	33
219	OAK	18

NO.	TREE	DIA.
355	OAK	16
356	OAK	25
357	OAK	23
358	OAK	14
359	OAK	20
360	OAK	16
361	OAK	16
362	OAK	15
363	OAK	20
364	OAK	12
365	OAK	12
366	OAK	13
367	OAK	16
368	OAK	18
369	OAK	17
370	OAK	12
371	OAK	17
372	OAK	13
373	OAK	21
374	OAK	28
375	OAK	25
376	OAK	24
377	OAK	24
378	OAK	24
379	OAK	34
380	OAK	18
381	OAK	22
382	OAK	24
383	OAK	27
384	OAK	16
385	OAK	12
386	OAK	12
387	OAK	12
388	OAK	12
389	OAK	13
390	OAK	16
391	OAK	15
392	OAK	31
393	OAK	14
394	OAK	24
395	OAK	24
396	OAK	18
397	OAK	22
398	OAK	15
399	OAK	15
401	OAK	32
402	OAK	27
403	OAK	14
404	OAK	13
405	OAK	29
406	OAK	41
407	OAK	17
408	OAK	34
409	OAK	22
410	OAK	20
411	OAK	38

ENGINEERS ✪ SURVEYORS
ENVIRONMENTAL

10250 VILLAGE PARKWAY
UNIT 201
PORT ST. LUCIE, FL 34987
☏ 772-462-2455
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L.B. CERTIFICATE OF AUTHORIZATION 8098

SPT — DRAWN BY
MTO — CHECKED BY
IP — FIELD CREW
20-298 Boundary_rev3_TREES.dwg — FILENAME
LAYOUT1 — LAYOUT
1=45 — SCALE
February 16, 2021 — DATE

DATE	REVISION COMMENTS
2/1/2021	ADDED TREE SURVEY-FS
12/15/20	REVISED LEGAL DESCRIPTION & ADDED DIRECTIONS TO DRAWING.
10/07/20	REVISED PROJECT NAME - SPT

BOUNDARY SURVEY

FOR: PROJECT HURRICANE

LAND LYING IN THE NW 1/4 OF THE NE1/4 OF SEC. 24, TWNSHP. 35 SOUTH, RGE. 39 EAST
ST. LUCIE COUNTY, FLORIDA

10250 VILLAGE PARKWAY
UNIT 201
PORT ST. LUCIE, FL 34987
☏ 772-462-2455

20-298

2 OF 2

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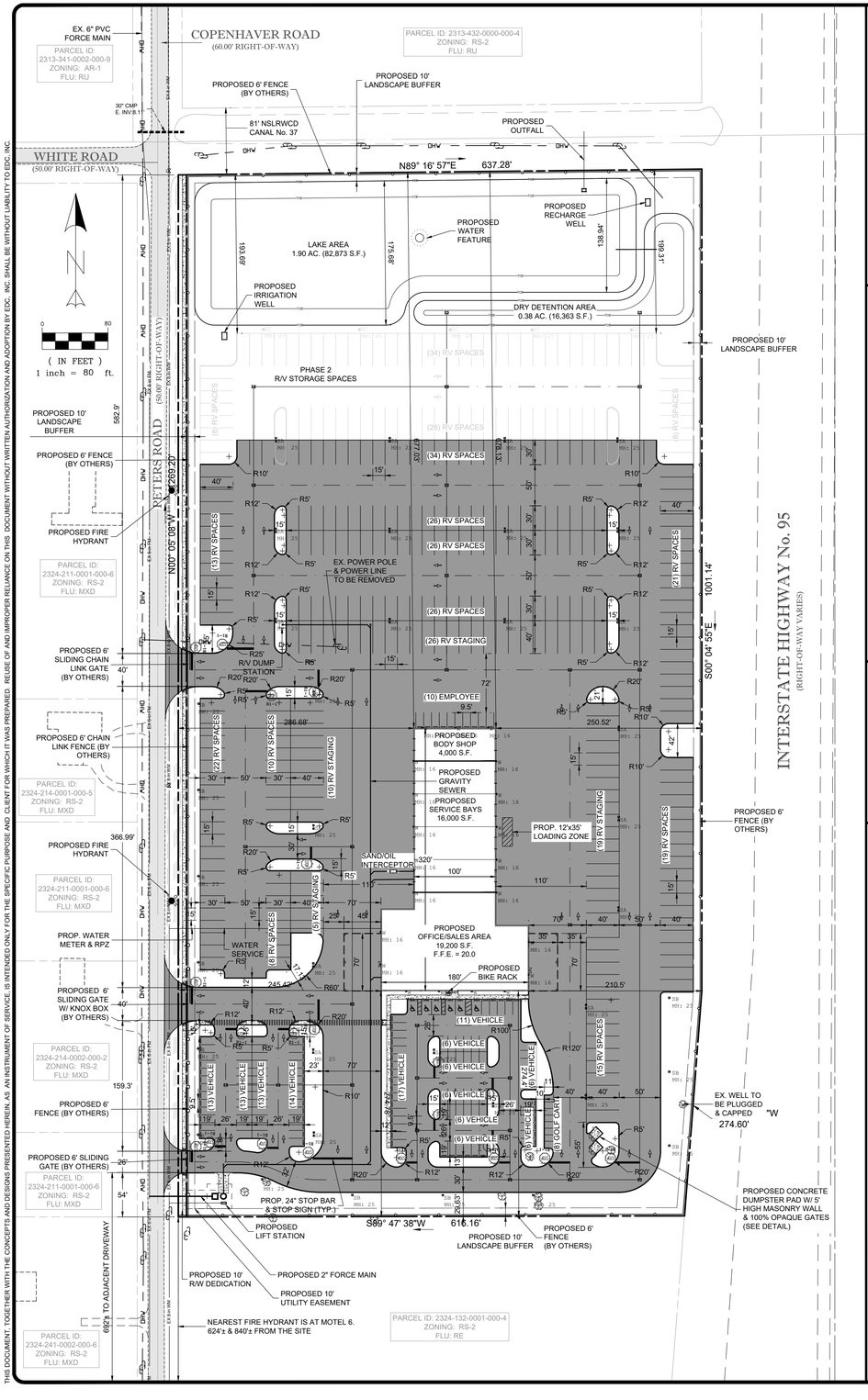

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Z:\EDC 2020\20-298 - Lazydays RV\ENGINEERING\Autocad\Drawings\20-298 (04-30-2021).dwg, SITE PLAN, 5/11/2021 9:03:14 AM, Steven Fink, EDC, Inc.

LEGAL DESCRIPTION

PARCEL 1:

THE WEST 3/4 OF THE NORTH HALF OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER LESS ROAD AND CANAL RIGHT OF WAY FOR I-95; WHITE ROAD, AND ALSO, THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER, LESS ROAD RIGHT OF WAY FOR I-95 AND LESS THE SOUTH 125 FEET OF THE WEST 375 FEET THEREOF, ALL LYING AND BEING IN SECTION 24, TOWNSHIP 35 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA.

PARCEL 2:

THE SOUTH 125 FEET OF THE WEST 375 FEET OF SECTION 24, TOWNSHIP 35 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA.

CONTAINING 18.54 ACRES, MORE OR LESS.

SECTION 24, TOWNSHIP 35 SOUTH, RANGE 39 EAST

PARCEL ID #: 2324-122-0001-000-3
2324-123-0000-000-9

PROJECT NAME: PROJECT HURRICANE
PROPOSED USE: RV SALES & SERVICE

OWNER: RV DEVELOPMENT, LLC
BUD WYNNE
547 WASH ROBERTS LN.
MCMINNVILLE, TN 37110

SITE DATA

	EXISTING	PROPOSED
FUTURE LAND USE:	MXD (SLC)	GC (FP)
ZONING:	RS-2/CG (SLC)	C-3 (FP)

GROSS SITE AREA		807,675 S.F. (18.542 AC)
LESS 10' RIGHT-OF-WAY DEDICATION		12,692 S.F. (0.291 AC)
TOTAL SITE AREA		794,983 S.F. (18.250 AC) = 100.00%
PHASE 1:		
IMPERVIOUS AREA		504,763 S.F. (11.588 AC) = 63.49%
PROPOSED BUILDING	39,200 S.F. (0.900 AC) =	4.93%
PROPOSED ASPHALT PAVEMENT	462,786 S.F. (10.624 AC) =	58.21%
PROPOSED CONCRETE	2,777 S.F. (0.064 AC) =	0.35%
PERVIOUS AREA:		290,220 S.F. (6.662 AC) = 36.51%
OPEN SPACE AREA	115,257 S.F. (2.646 AC) =	14.50%
LAKE AREA	82,873 S.F. (1.902 AC) =	10.42%
DRY DETENTION AREA	16,363 S.F. (0.376 AC) =	2.06%
UPLAND PRESERVE	0 S.F. (0.000 AC) =	0.00%
WETLANDS	0 S.F. (0.000 AC) =	0.00%
WETLAND BUFFERS	0 S.F. (0.000 AC) =	0.00%
PHASE 1 & 2:		
IMPERVIOUS AREA		580,490 S.F. (13.326 AC) = 73.02%
PROPOSED BUILDING	39,200 S.F. (0.900 AC) =	4.93%
PROPOSED ASPHALT PAVEMENT	538,513 S.F. (12.363 AC) =	67.74%
PROPOSED CONCRETE	2,777 S.F. (0.063 AC) =	0.35%
PERVIOUS AREA:		214,493 S.F. (4.924 AC) = 26.98%
OPEN SPACE AREA	115,257 S.F. (2.646 AC) =	14.50%
LAKE AREA	82,873 S.F. (1.902 AC) =	10.42%
DRY DETENTION AREA	16,363 S.F. (0.376 AC) =	2.06%
UPLAND PRESERVE	0 S.F. (0.000 AC) =	0.00%
WETLANDS	0 S.F. (0.000 AC) =	0.00%
WETLAND BUFFERS	0 S.F. (0.000 AC) =	0.00%

BUILDING SETBACKS

C-3 (GENERAL COMMERCIAL)	
FRONT BUILDING SETBACK	(25')
SIDE BUILDING SETBACK	(15')
REAR BUILDING SETBACK	(15')

BUILDING DATA

OFFICE/SALES AREA	= 19,200 S.F.
SERVICE/REPAIR AREA	= 16,000 S.F.
BODY SHOP AREA	= 4,000 S.F.
GROSS FLOOR AREA	= 39,200 S.F.

BUILDING HEIGHT

MAX BUILDING HEIGHT = 65'
PROPOSED BUILDING HEIGHT = 65'

PARKING CALCULATIONS

PHASE 1:
PARKING REQUIRED:
19,200 S.F. OFFICE/SALES AREA
1 SPACE / 200 S.F.
19,200 / 200 = 96 SPACES

16,000 S.F. SERVICE/REPAIR AREA
1 SPACE / 200 S.F
16,000 / 200 = 80 SPACES

4,000 S.F. BODY SHOP AREA
1 SPACE / 200 S.F.
4,000 / 200 = 20 SPACES

PARKING REQUIRED = 196 SPACES (6 HC)
PARKING PROVIDED = 148 SPACES (6 HC)

PARKING FOR OFFICE/SALES = 123 SPACES (9.5' x 19')
R/V PARKING 15 SPACES (15' x 40')
EMPLOYEE 10 SPACES (9.5' x 19')
148 SPACES
RV INVENTORY/DISPLAY = 53 SPACES (15' x 40')
152 SPACES (15' x 30')
RV STAGING FOR REPAIR = 60 SPACES (15' x 40')
GOLF CART PARKING = 8 SPACES (8' x 11')
TOTAL PARKING SPACES = 421 SPACES

PHASE 1 & 2:
PARKING REQUIRED:
19,200 S.F. OFFICE/SALES AREA
1 SPACE / 200 S.F.
19,200 / 200 = 96 SPACES

16,000 S.F. SERVICE/REPAIR AREA
1 SPACE / 200 S.F
16,000 / 200 = 80 SPACES

4,000 S.F. BODY SHOP AREA
1 SPACE / 200 S.F.
4,000 / 200 = 20 SPACES

PARKING REQUIRED = 196 SPACES (6 HC)
PARKING PROVIDED = 148 SPACES (6 HC)

PARKING FOR OFFICE/SALES = 123 SPACES (9.5' x 19')
R/V PARKING 15 SPACES (15' x 40')
EMPLOYEE 10 SPACES (9.5' x 19')
148 SPACES
RV INVENTORY/DISPLAY = 129 SPACES (15' x 40')
144 SPACES (15' x 30')
RV STAGING FOR REPAIR = 60 SPACES (15' x 40')
GOLF CART PARKING = 8 SPACES (8' x 11')
TOTAL PARKING SPACES = 489 SPACES

PROVIDER OF UTILITIES

WATER:	FPUA
WASTEWATER:	FPUA
IRRIGATION:	WELL

DRAINAGE SYSTEM

THE SURFACE WATER MANAGEMENT SYSTEM FOR THE PROJECT WILL COLLECT SITE RUNOFF IN A SERIES OF CATCH BASINS IN WHICH WILL ROUTE THE RUNOFF TO THE PROPOSED DRY DETENTION AREA SIZED TO ACCEPT THE PROPOSED CONNECTION. THE SURFACE WATER WILL THEN DRAIN INTO THE PROPOSED LAKE. WATER QUALITY AND ATTENUATION SHALL BE ACHIEVED PER NSLRWCD CRITERIA PRIOR TO DISCHARGING NORTH INTO THE EXISTING NSLRWCD CANAL NO 37.

HAZARDOUS WASTE

ANY AND ALL HAZARDOUS OR TOXIC MATERIALS GENERATED OR USED OR STORED ON SITE SHALL BE DISPOSED OF IN ACCORDANCE WITH ALL LOCAL, STATE AND FEDERAL REGULATIONS.

SOLID WASTE:

BASED ON THE INTENDED USE OF THE BUILDING, THIS PROJECT WILL UTILIZE ONE PROPOSED DUMPSTER AREA FOR SOLID WASTE AND RECYCLABLE ITEMS.

ACCESSIBILITY AND ADA COMPLIANCE:

ALL SIDEWALKS AND RAMPS WILL MEET FDOT AND ADA REQUIREMENTS.

FLOOD ZONE:

THE PROPERTY IS SITUATE IN AN AREA OF MINIMAL FLOOD HAZARD AT THIS TIME PURSUANT TO F.E.M.A. FIRM NUMBER 12111C0167J, HAVING AN EFFECTIVE DATE OF FEBRUARY 16, 2012. FOR APPROXIMATE DELINEATION OF THE FLOOD ZONE LIMITS, REFER TO AFOREMENTIONED FIRM PANELS.

TRAFFIC STATEMENT

PLEASE SEE SEPARATE TRAFFIC REPORT STUDY PREPARED BY SUSAN O'ROUKE, P.E., DATED: FEBRUARY 17, 2021.

LAND USE	ITE CODE	TRIP GENERATION RATE	TRIPS
DAILY:			
R/V SALES	842	5.0 (19,200 S.F./1,000 S.F.) =	96
AUTO PARTS & SERVICE	943	16.28(20,000 S.F./1,000 S.F.) =	326
A.M. PEAK:			
R/V SALES	842	0.46(19,200 S.F./1,000 S.F.) =	9
AUTO PARTS & SERVICE	943	1.96(20,000 S.F./1,000 S.F.) =	39
P.M. PEAK:			
R/V SALES	842	0.77(19,200 S.F./1,000 S.F.) =	15
AUTO PARTS & SERVICE	943	2.26(20,000 S.F./1,000 S.F.) =	45

LUMINAIRE SCHEDULE

SYMBOL	QTY.	LABEL	ARRANGEMENT	LLF	DESCRIPTION
	24	SA	D180	0.900	CREE LIGHTING OSQ-A-NM-5ME-U-40K-UL-XX, 2@180°
	13	SB	SINGLE	0.900	CREE LIGHTING OSQ-A-NM-3ME-U-40K-UL-XX / OSQ-BLSLF, SINGLE HEAD
	5	SC	SINGLE	0.900	CREE LIGHTING OSQ-A-NM-3ME-U-40K-UL-XX, SINGLE HEAD
	21	W	SINGLE	0.900	CREE LIGHTING XSPW-B-WM-4ME-8L-40K-UL, WALL MOUNT

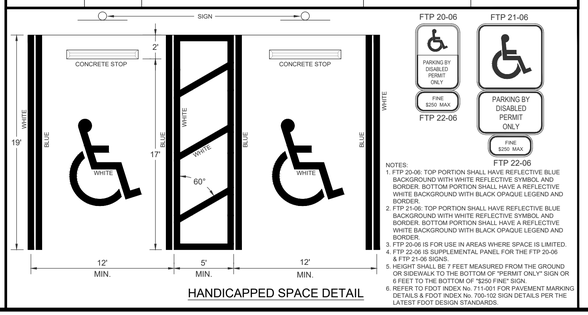
Calculation Summary

Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
PARKING LOT	Illuminance	Fc	2.43	7.4	0.50	4.86	14.80
SPILL	Illuminance	Fc	0.05	0.3	0.0	N/A	N/A

NOTE: CONTRACTOR TO REFER TO PHOTOMETRIC PLANS FOR LIGHT FIXTURE LOCATIONS & DETAILS.

ENVIRONMENTAL SITE ASSESSMENT STATEMENT
(PER REPORT BY EDC, INC., DECEMBER 28, 2020)

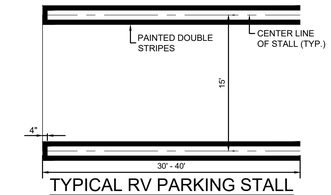
DESCRIPTION	FOUND (YES/NO)	AGENCY CONTACT INFORMATION	MANAGEMENT PLAN (YES OR NO)	RELOCATION PLAN (YES OR NO)
WETLANDS	NO	N/A	N/A	N/A
RARE SPECIES	NO	N/A	N/A	N/A
THREATENED SPECIES	NO	N/A	N/A	N/A
ENDANGERED SPECIES	NO	N/A	N/A	N/A
LISTED SPECIES	NO	N/A	N/A	N/A
INVASIVE/EXOTIC VEGETATION	N/A	N/A	N/A	N/A



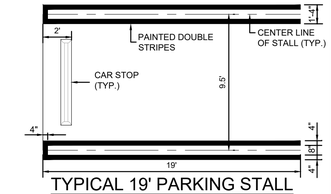
HANDICAPPED SPACE DETAIL

NOTES:
1. FTP 20-06: TOP PORTION SHALL HAVE REFLECTIVE BLUE BACKGROUND WITH WHITE REFLECTIVE SYMBOL AND BORDER. BOTTOM PORTION SHALL HAVE A REFLECTIVE WHITE BACKGROUND WITH BLACK OPAQUE LEGEND AND BORDER.
2. FTP 21-06: TOP PORTION SHALL HAVE REFLECTIVE BLUE BACKGROUND WITH WHITE REFLECTIVE SYMBOL AND BORDER. BOTTOM PORTION SHALL HAVE A REFLECTIVE WHITE BACKGROUND WITH BLACK OPAQUE LEGEND AND BORDER.
3. FTP 20-06 IS FOR USE IN AREAS WHERE SPACE IS LIMITED.
4. FTP 22-06 IS SUPPLEMENTAL PANEL FOR THE FTP 20-06 & FTP 21-06 SIGNS.
5. HEIGHT SHALL BE 7 FEET MEASURED FROM THE GROUND OR SIDEWALK TO THE BOTTOM OF "PERMIT ONLY" SIGN OR 6 FEET TO THE BOTTOM OF "$250 FINE" SIGN.
6. REFER TO FDOT INDEX No. 711-001 FOR PAVEMENT MARKING DETAILS & FDOT INDEX No. 700-102 SIGN DETAILS PER THE LATEST FDOT DESIGN STANDARDS.

FT. PIERCE, FLORIDA
VICINITY MAP
NTS



TYPICAL RV PARKING STALL
N.T.S.



TYPICAL 19' PARKING STALL
N.T.S.

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L.B. CERTIFICATE OF AUTHORIZATION 8098

DESIGNED BY	DRAWN BY	FILENAME	SITE PLAN	SCALE	DATE
RWF	RWF	20-298 (04-30-2021).dwg	LAYOUT	AS SHOWN	08 FEBRUARY 2021

REVISION COMMENTS

DATE

PROJECT HURRICANE
RV SALES & SERVICE
SITE PLAN
FT. PIERCE FLORIDA

LEGEND

	PROPOSED SIGN
7	BLOCK NUMBER
	MITERED END SECTION
	HANDICAP STALL
S1 MH: 17'	LIGHT FIXTURE TAG. HEIGHT OF FIXTURE.
	EXISTING OAK TREE
	EXISTING CONCRETE
	EXISTING PAVEMENT
	PROPOSED HEAVY DUTY ASPHALT
	PROPOSED STANDARD ASPHALT
	PROPOSED CONCRETE

DAVID C. BAGGETT, P.E.(DATE)
#81375
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20-298

1 OF 3

OSQ Series

OSQ™ LED Area/Flood Luminaire featuring Cree TrueWhite® Technology – Large

Rev. Date: V27 10/21/2020

Product Description

The OSQ™ Area/Flood luminaire blends extreme optical control, advanced thermal management and modern, clean aesthetics. Built to last, the housing is rugged cast aluminum with an integral, weathertight LED driver compartment. Versatile mounting configurations offer simple installation. Its slim, low-profile design minimizes wind load requirements and blends seamlessly into the site providing even, quality illumination. The 'T' input power designator is a suitable upgrade for HID applications up to 750 Watts, and the 'U' input power designator is a suitable upgrade for HID applications up to 1000 Watts.
Applications: Parking lots, walkways, campuses, auto dealerships, office complexes, tunnels, underpasses and internal roadways

Performance Summary

Utilizes Cree TrueWhite® Technology on 5000K Luminaires

NanoOptic® Precision Delivery Grid™ optic

Assembled in the U.S.A. of U.S. and imported parts

Initial Delivered Lumens: Up to 29,700

Efficacy: Up to 173 LPW

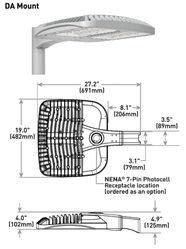
CRI: Minimum 70 CRI (3000K, 4000K & 5700K); 90 CRI (5000K)

CCT: 3000K, 4000K, 5000K, 5700K

Limited Warranty[1]: 10 years on luminaire; 10 years on Colorfast DeltaGuard® finish; up to 5 years for Synapse® accessories; 1 year on luminaire accessories

[1]See http://creelighting.com/warranty for warranty terms. For Synapse accessories, consult Synapse spec sheets for details on warranty terms.

DA Mount



Weight
32.4 lbs. (14.7kg)

Ordering Information

Fully assembled luminaire is composed of two components that must be ordered separately:
Example: **Mount:** OSQ-B-AASV + **Luminaire:** OSQ-A-NM-2ME-T-40K-UL-SV

Mount (Luminaire must be ordered separately)*	
OSQ-	
OSQ-B-AA Adjustable Arm **OSQ-DA** Direct Arm **OSQ-L-TSP** Transportation Mount (stainless steel; do not specify color) **OSQ-TM** Trunnion Mount	**Color Options:** **SV** Silver **BZ** Bronze **BK** Black **WH** White

* Reference EPA and pole configuration suitability data beginning on page 10

Luminaire (Mount must be ordered separately)

OSQ	A	NM						
Product	**Version**	**Mounting**	**Optic**	**Input Power Designator**	**CCT**	**Voltage**	**Color Options**	**Options**
OSQ	A	**NM** No Mount	**Asymmetric** **2ME*** Type II Medium **3ME*** Type III Medium **4ME*** Type IV Medium **Symmetric** **5ME** Type V Medium **5SH** Type V Short **5SQ** Type V Square **WSH** Wide Sign **15D** 15° Flood **25D** 25° Flood **40D** 40° Flood **60D** 60° Flood **120D** 120° Flood	**T** 132W **U** 202W	**30K** 3000K, 70 CRI **40K** 4000K, 70 CRI **50K** 5000K, 90 CRI **57K** 5700K, 70 CRI	**UL** Universal 120-277V **UN** Universal 347-480V	**BK** Black **BZ** Bronze **SV** Silver **WH** White	**F** **Fuse** - Compatible only with 120V, 277V or 347V (phase to neutral) - Consult factory if fusing is required for 208V, 240V or 480V (phase to phase) - Refer to PML spec sheet for availability with PML options - When code dictates fusing, use time delay fuse **PML** **Programmable Multi-Level, up to 40' Mounting Height** - Refer to PML spec sheet for details - Intended for downlight applications at 0° tilt **PML2 Programmable Multi-Level, 10-30' Mounting Height** - Refer to PML spec sheet for details - Intended for downlight applications at 0° tilt **GY/GR/GT/GA/GS/GJ/GQ/32/GU** **Field Adjustable Output** - Refer to spec sheet: Q8, Q7, Q6, Q5, Q4, Q3, Q2, or Q1 - Offers full range adjustability - Refer to pages 12-13 for power and lumen values - Not available with PML or PML2 options **R** **NEMA® 7-Pin Photocell Receptacle** - 7-pin receptacle per ANSI C136.41 - Intended for downlight applications with maximum 45° tilt - Factory connected 0-10V dim leads - 18" (457mm) seven-conductor cord exits luminaire - Requires photocell or shorting cap be others **RL** **Rotate Left** - LED and optic are rotated to the left - Refer to RR/RL configuration diagram on page 14 for optic directionality - Not for use with symmetric optics **RR** **Rotate Right** - LED and optic are rotated to the right - Refer to RR/RL configuration diagram on page 14 for optic directionality - Not for use with symmetric optics

* Available with Backlight Shield when ordered with field-installed accessory (see table above)

US: creelighting.com (800) 236-6800
Canada: creelighting-canada.com (800) 473-1234

CREE LIGHTING

XSP Series

XSPW™ LED Wall Mount Luminaire featuring Cree TrueWhite® Technology

Rev. Date: VersionB V4.02/25/2020

Product Description

The XSPW™ LED wall mount luminaire has a slim, low profile design intended for outdoor wall mounted applications. The rugged lightweight aluminum housing and mounting box are designed for installation over standard single gang J-Boxes and mud ring single gang J-Boxes. The luminaire allows for through-wired or conduit entry from the top, bottom, sides and rear. The housing design is intended specifically for LED technology including a weathertight LED driver compartment and thermal management. Optic design features industry-leading NanoOptic® Precision Delivery Grid™ system in multiple distributions.
Applications: General area and security lighting

Performance Summary

NanoOptic® Precision Delivery Grid™ optic

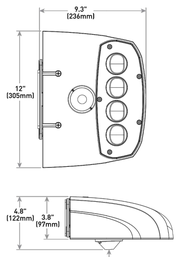
Assembled in the U.S.A. of U.S. and imported parts

CRI: Minimum 70 CRI (3000K, 4000K & 5700K); 90 CRI (5000K)

CCT: 3000K, 4000K, 5000K, 5700K

Limited Warranty[1]: 10 years on luminaire/10 years on Colorfast DeltaGuard® finish

[1]See http://creelighting.com/warranty for warranty terms



Accessories

Field-Installed	
Beauty Plate WM-PLT12** - 12" (305mm) Square WM-PLT14** - 14" (356mm) Square - Covers holes left by incumbent wall packs	**Hand-Held Remote** XA-SENSREM - For successful implementation of the programmable multi-level option, a minimum of one hand-held remote is required

** Must specify color

Lumen Package	Weight
2L, 4L, 6L	11.0 lbs. (5.0kg)
8L	11.8 lbs. (5.4kg)

Ordering Information

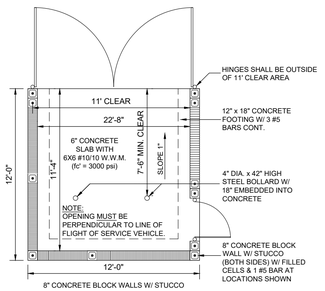
Example: XSPW-B-WM-2ME-2L-30K-UL-BK

XSPW	B	WM						
Product	**Version**	**Mounting**	**Optic**	**Lumen Package***	**CCT**	**Voltage**	**Color Options**	**Options**
XSPW	B	**WM** Wall	**2ME** Type II Medium **3ME** Type III Medium **4ME** Type IV Medium	**2L** 2,490 lumens **4L** 4,270 lumens **6L** 6,100 lumens **8L** 8,475 lumens	**30K** 3000K - 70 CRI **40K** 4000K - 70 CRI **50K** 5000K - 90 CRI **57K** 5700K - 70 CRI	**UL** Universal 120-277V **UH** Universal 347-480V **34** 347V - For use with P option only	**BK** Black **BZ** Bronze **SV** Silver **WH** White	**ML** **Multi-Level** - Refer to ML spec sheet for details - Available with UL voltage only **P** **Button Photocell** - Not available with ML or PML options - Available with UL and 34 voltages only **PML** **Programmable Multi-Level** - Refer to PML spec sheet for details - Available with UL voltage only

* Lumen Package selection codes identify approximate light output only. Actual lumen output levels may vary depending on CCT and optic selection. Refer to Initial Delivered Lumen tables for specific lumen values

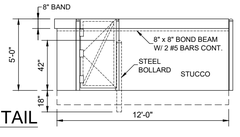
US: creelighting.com (800) 236-6800
Canada: creelighting-canada.com (800) 473-1234

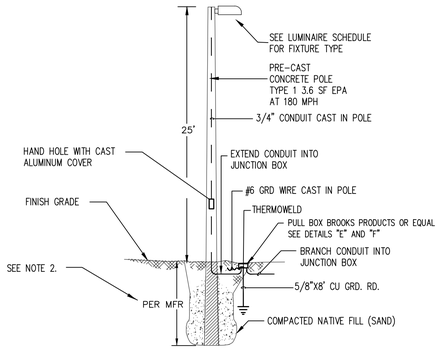
CREE LIGHTING



12' x 12' DUMPSTER DETAIL

1" = 5'

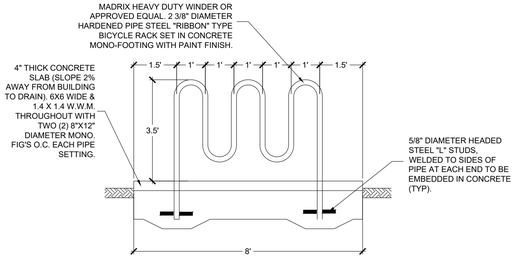




NOTE:
1. USE EPOXY SPLICES FOR SPLICING CONDUCTORS IN JUNCTION BOX.
2. OWNER OR G.C. SHALL SUPPLY WIND LOAD AND BURIAL DEPTH CALCULATIONS FOR THE POLE THEY SELECT.

DIRECT BURIAL CONCRETE POLE DETAIL

SCALE:NONE



NOTES: EACH BIKE RACK SHOULD ACCOMMODATE A MINIMUM OF FIVE (5) BIKES. BIKE RACK TO BE SCREENED BY 3' HEDGE ON 3 SIDES.

TYPICAL BIKE RACK DETAIL

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DESIGNED BY	DRAWN BY	FILENAME	LAYOUT	SCALE	DATE
RMF	RMF	20-298 (04-30-2021).dwg	SITE DETAILS	AS SHOWN	08 FEBRUARY 2021

REVISION COMMENTS

DATE

PROJECT HURRICANE
RV SALES & SERVICE
SITE PLAN DETAILS
FT. PIERCE FLORIDA

DAVID C. BAGGETT, P.E.(DATE)
#81375
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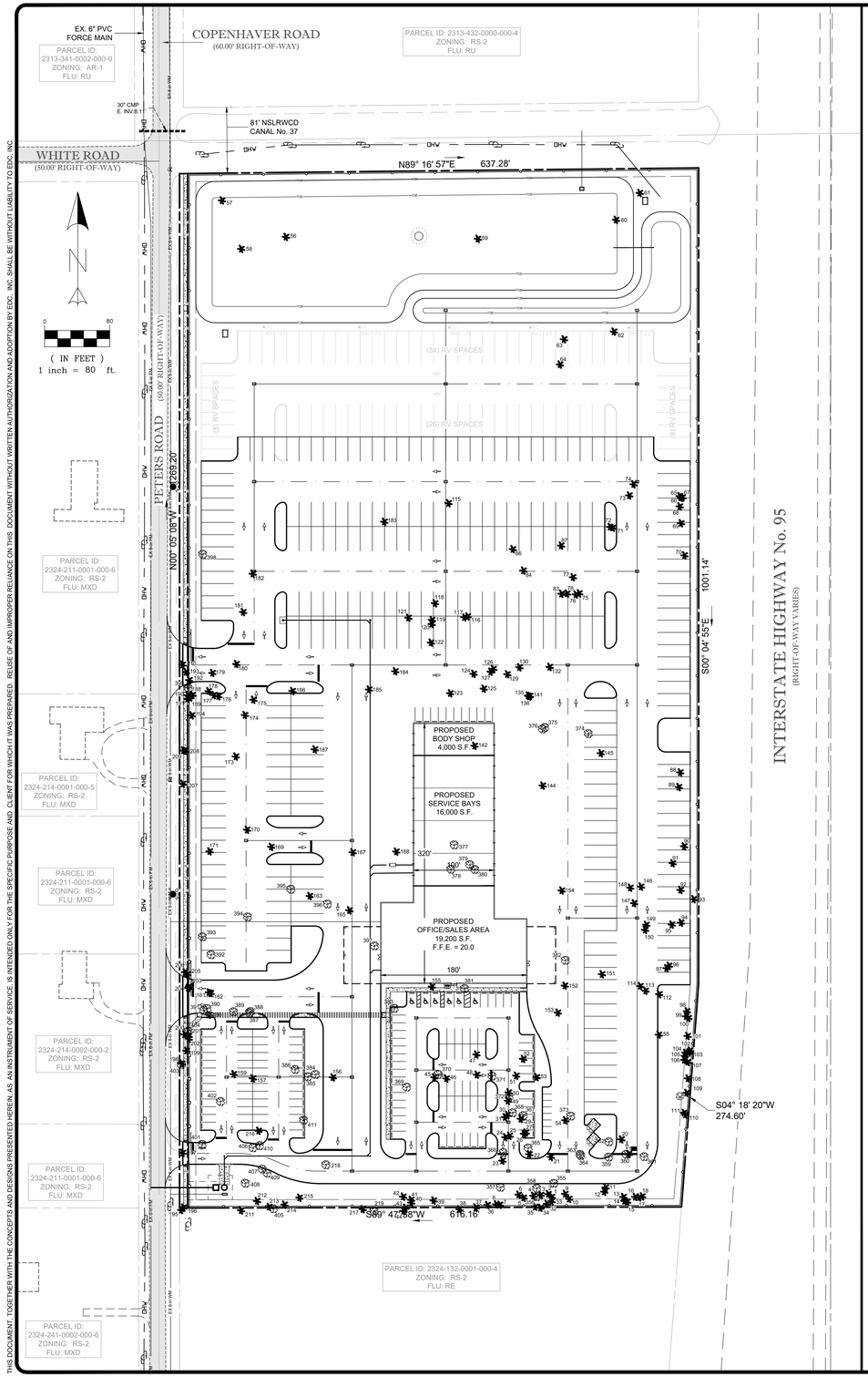

OAK TREES PRESERVED				OAK TREES TO BE REMOVED				PALMS TO BE PRESERVED		PALMS TO BE PRESERVED		PALMS TO BE PRESERVED	
#	SIZE (INCHES)	PRESERVATION CREDIT	NOTES & REMARKS	#	SIZE (INCHES)	REQUIRED MITIGATION	NOTES & REMARKS	#		#		#	
219	18	0	TREE IS OFFSITE	218	33	33		1	REMAIN IN PLACE	68	RELOCATE	148	RELOCATE
356	30	30		355	16	0	(SAFETY ISSUE)	2	REMAIN IN PLACE	69	RELOCATE	149	RELOCATE
357	23	23		359	20	20		3	REMAIN IN PLACE	70	RELOCATE	150	RELOCATE
358	14	14		360	16	16		4	REMAIN IN PLACE	71	RELOCATE	151	RELOCATE
362	15	15		361	16	16		5	REMAIN IN PLACE	72	RELOCATE	152	RELOCATE
365	12	12		363	20	20		6	REMAIN IN PLACE	73	RELOCATE	153	RELOCATE
405	33	0	TREE IS OFFSITE	364	12	0		7	REMAIN IN PLACE	74	RELOCATE	154	RELOCATE
408	34	34		366	13	0		8	REMAIN IN PLACE	75	RELOCATE	155	RELOCATE
409	22	22		367	16	16		9	REMAIN IN PLACE	76	RELOCATE	156	RELOCATE
				368	18	0	(SAFETY ISSUE)	10	REMAIN IN PLACE	77	RELOCATE	157	RELOCATE
				369	17	17		11	REMAIN IN PLACE	78	RELOCATE	159	RELOCATE
				370	12	0		12	REMAIN IN PLACE	83	RELOCATE	160	TO BE REMOVED (DEAD)
				371	17	17		13	REMAIN IN PLACE	84	RELOCATE	161	RELOCATE
				372	13	0		14	REMAIN IN PLACE	86	RELOCATE	162	RELOCATE
				373	21	21		15	REMAIN IN PLACE	87	RELOCATE	163	RELOCATE
				374	28	28		16	REMAIN IN PLACE	88	RELOCATE	165	RELOCATE
				375	25	25		17	REMAIN IN PLACE	89	RELOCATE	167	TO BE REMOVED (DEAD)
				376	24	24		18	REMAIN IN PLACE	90	RELOCATE	168	RELOCATE
				377	24	24		19	RELOCATE	91	RELOCATE	169	RELOCATE
				378	24	24		20	RELOCATE	92	RELOCATE	170	RELOCATE
				379	34	0	(SAFETY ISSUE)	21	RELOCATE	93	REMAIN IN PLACE	171	RELOCATE
				380	18	18		22	REMAIN IN PLACE	94	RELOCATE	173	RELOCATE
				381	22	22		23	RELOCATE	95	RELOCATE	174	RELOCATE
				382	24	0	(SAFETY ISSUE)	24	RELOCATE	96	RELOCATE	175	RELOCATE
				383	27	0	(SAFETY ISSUE)	25	RELOCATE	97	RELOCATE	176	RELOCATE
				384	16	0	(SAFETY ISSUE)	26	RELOCATE	98	REMAIN IN PLACE	177	RELOCATE
				385	12	12		27	RELOCATE	99	REMAIN IN PLACE	178	RELOCATE
				386	12	0		29	RELOCATE	100	REMAIN IN PLACE	179	RELOCATE
				387	12	0		30	RELOCATE	101	REMAIN IN PLACE	180	RELOCATE
				388	12	0		31	RELOCATE	102	REMAIN IN PLACE	181	RELOCATE
				389	13	0		32	REMAIN IN PLACE	103	REMAIN IN PLACE	182	RELOCATE
				390	16	0	(SAFETY ISSUE)	33	REMAIN IN PLACE	104	REMAIN IN PLACE	183	RELOCATE
				391	15	0	(SAFETY ISSUE)	34	TREE IS OFFSITE	105	REMAIN IN PLACE	184	RELOCATE
				392	31	0	(SAFETY ISSUE)	35	REMAIN IN PLACE	106	REMAIN IN PLACE	185	RELOCATE
				393	14	14		36	REMAIN IN PLACE	107	REMAIN IN PLACE	186	RELOCATE
				394	24	24		37	TREE IS OFFSITE	108	REMAIN IN PLACE	187	RELOCATE
				395	24	24		38	TREE IS OFFSITE	109	REMAIN IN PLACE	188	REMAIN IN PLACE
				396	18	18		39	REMAIN IN PLACE	110	REMAIN IN PLACE	189	REMAIN IN PLACE
				397	22	22		40	REMAIN IN PLACE	111	REMAIN IN PLACE	190	RELOCATE
				398	15	15		41	REMAIN IN PLACE	112	RELOCATE	191	RELOCATE
				399	15	15		42	REMAIN IN PLACE	113	RELOCATE	192	RELOCATE
				401	32	32		43	TREE IS OFFSITE	114	RELOCATE	193	RELOCATE
				402	27	27		44	TREE IS OFFSITE	115	RELOCATE	194	REMAIN IN PLACE
				403	14	0	TREE IS OFFSITE	45	RELOCATE	116	RELOCATE	195	TREE IS OFFSITE
				404	13	0	TREE IS OFFSITE	46	RELOCATE	117	RELOCATE	196	TREE IS OFFSITE
				406	33	33		47	RELOCATE	118	RELOCATE	197	RELOCATE
				407	17	17		48	RELOCATE	119	RELOCATE	198	RELOCATE
				410	20	20		49	RELOCATE	120	RELOCATE	199	RELOCATE
				411	38	38		50	RELOCATE	121	RELOCATE	200	RELOCATE
	201	150			975	652		51	RELOCATE	122	RELOCATE	201	RELOCATE
								52	RELOCATE	123	RELOCATE	202	RELOCATE
								53	RELOCATE	124	RELOCATE	203	RELOCATE
								54	RELOCATE	125	RELOCATE	204	RELOCATE
								55	RELOCATE	126	RELOCATE	205	RELOCATE
								56	RELOCATE	127	RELOCATE	206	RELOCATE
								57	RELOCATE	129	RELOCATE	207	RELOCATE
								58	RELOCATE	130	RELOCATE	208	RELOCATE
								59	RELOCATE	132	RELOCATE	209	RELOCATE
								60	RELOCATE	135	RELOCATE	210	RELOCATE
								61	REMAIN IN PLACE	136	RELOCATE	211	TREE IS OFFSITE
								62	RELOCATE	141	RELOCATE	212	REMAIN IN PLACE
								63	RELOCATE	142	RELOCATE	213	REMAIN IN PLACE
								64	RELOCATE	144	RELOCATE	214	REMAIN IN PLACE
								65	RELOCATE	145	RELOCATE	215	REMAIN IN PLACE
								66	RELOCATE	146	RELOCATE	216	RELOCATE
								67	RELOCATE	147	RELOCATE	217	TREE IS OFFSITE

OAK TREES ARE MEASURED @ (DBH) 4½' ABOVE GRADE.
PALMS ARE 10' (CT) CLEAR TRUNK.

TREE COUNT (MITIGATION)

150 (TO BE PRESERVED)
-652 (TO BE REMOVED)
-502 MITIGATION (CREDITS)

CONTRACTOR IS TO REFER TO LANDSCAPE PLANS.

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L.B. CERTIFICATE OF AUTHORIZATION 8098

DESIGNED BY: RWF
DRAWN BY: RWF
FILENAME: 20-298 (04-30-2021).dwg
LAYOUT: 1 - TREE PLAN
SCALE: AS SHOWN
DATE: 08 FEBRUARY 2021

REVISION COMMENTS | DATE

PROJECT HURRICANE
RV SALES & SERVICE
TREE MITIGATION PLAN
FT. PIERCE FLORIDA

DAVID C. BAGGETT, P.E.(DATE)
#81375

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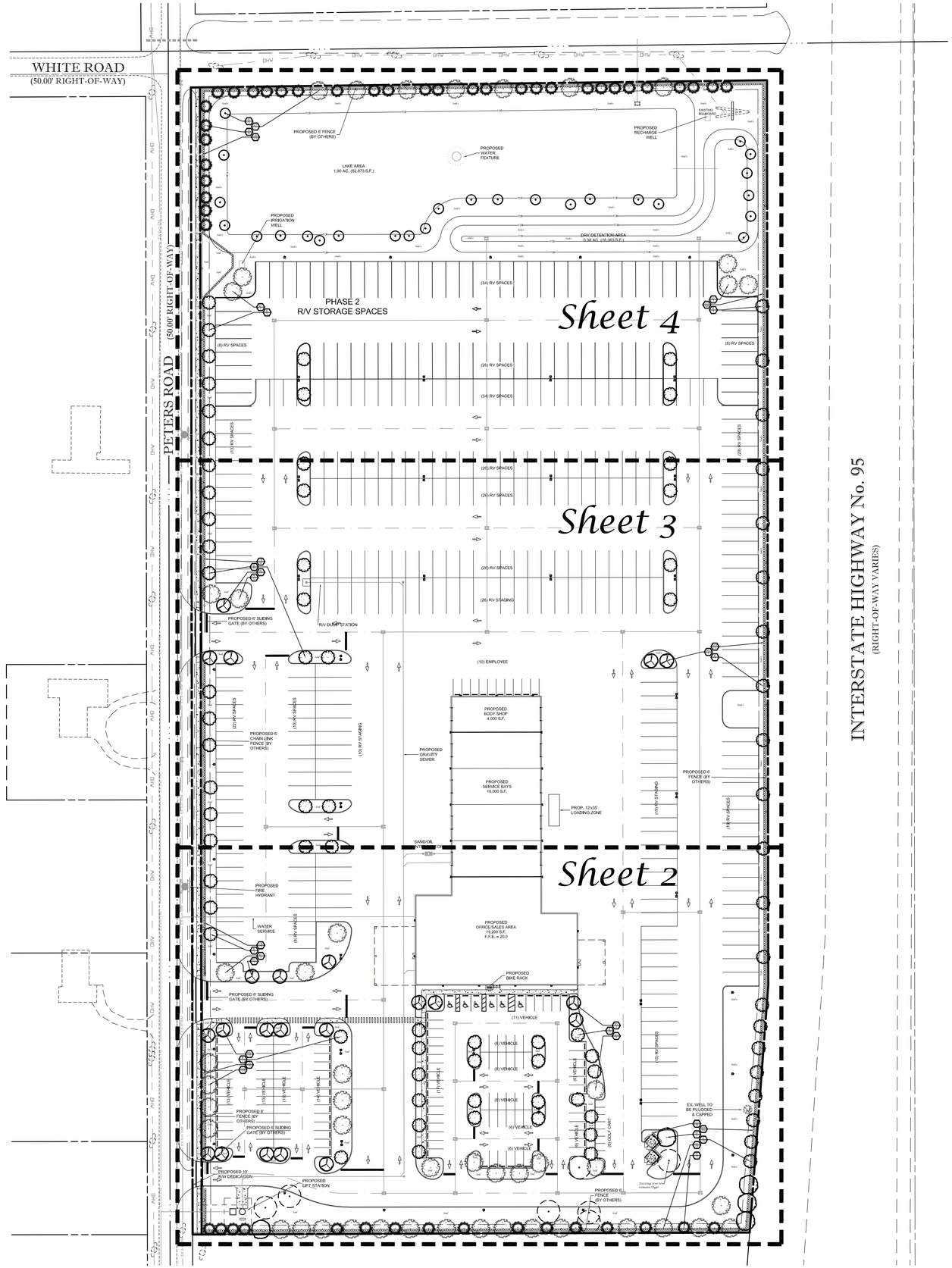

Sheet Legend

Sheet L-1	Key Sheet
Sheet L-2	Landscape Plan - South Section
Sheet L-3	Landscape Plan - Center Section
Sheet L-4	Landscape Plan - North Section
Sheet L-5	Landscape Data, Plant List, Details & Specifications

Landscape Plan

North
Scale: 1" = 60'
0 30' 60' 120'

Conceptual Design Group, Inc.
Landscape Architecture - Site Planning
900 East Ocean Boulevard, Suite 130d
Stuart, Florida 34994
(772) 344-2340
LC: 26000198

Project Hurricane

RV Sales & Service

City of Fort Pierce, Florida

City Project Number:

Jeffrey W. Smith, RLA
Florida Registration Number:
LA 0001635

Job No.	20-1202
Drawn By	JWS
Submittal Dates	2-22-2021
	5-11-2021
Revision Dates	
New Base	5-11-2021

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INTERCEPTOR

PROPOSED FIRE HYDRANT

WATER SERVICE

(8) RV SPACES

PROPOSED OFFICE/SALES AREA
19,200 S.F.
F.F.E. = 20.0

PROPOSED BIKE RACK

PROPOSED 6' SLIDING GATE (BY OTHERS)

(11) VEHICLE

(6) VEHICLE

(6) VEHICLE

(6) VEHICLE

(6) VEHICLE

(6) VEHICLE

(17) VEHICLE

(6) VEHICLE

(8) GOLF CART

(15) RV SPACES

(13) VEHICLE

(13) VEHICLE

(13) VEHICLE

(14) VEHICLE

PROPOSED 6' FENCE (BY OTHERS)

PROPOSED 6' SLIDING GATE (BY OTHERS)

PROPOSED 10' R/W DEDICATION

PROPOSED LIFT STATION

PROPOSED 6' FENCE (BY OTHERS)

EX. WELL TO BE PLUGGED & CAPPED

Existing tree to remain (Typ)

VIS 115
IE 3
QV 3
MG 3
MG 10
IE 2
VIS 75
QV 7
MG 4
IE 21
QV 8
MYR 28
MYR 525
QI 5
IE 10
QV 15
PE 16

Sod

Sod-1

Landscape Plan

North
Scale: 1" = 20'
0 10' 20' 40'

Conceptual Design Group, Inc.
Landscape Architecture - Site Planning
900 East Ocean Boulevard, Suite 130d
Stuart, Florida 34994
(772) 344-2340
LC: 26000198

Project Hurricane

RV Sales & Service

City of Fort Pierce, Florida

City Project Number:

Jeffrey W. Smith, RLA
Florida Registration Number: LA 0001635

Job No.	20-1202
Drawn By	JWS
Submittal Dates	2-22-2021
	5-11-2021
Revision Dates	
New Base	5-11-2021

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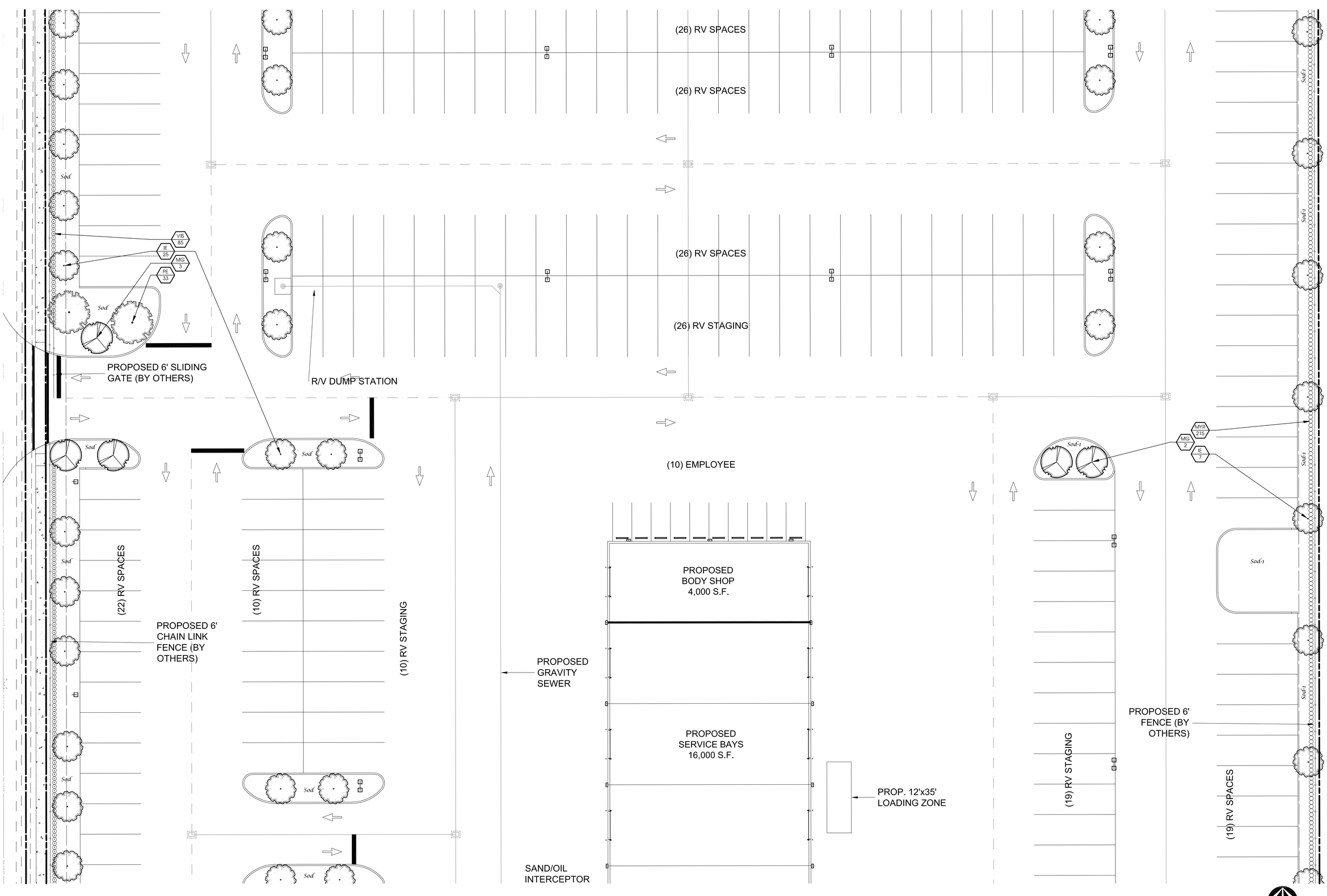
Sheet L-2 *of* 5



Landscape Plan

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0 10' 20' 40'

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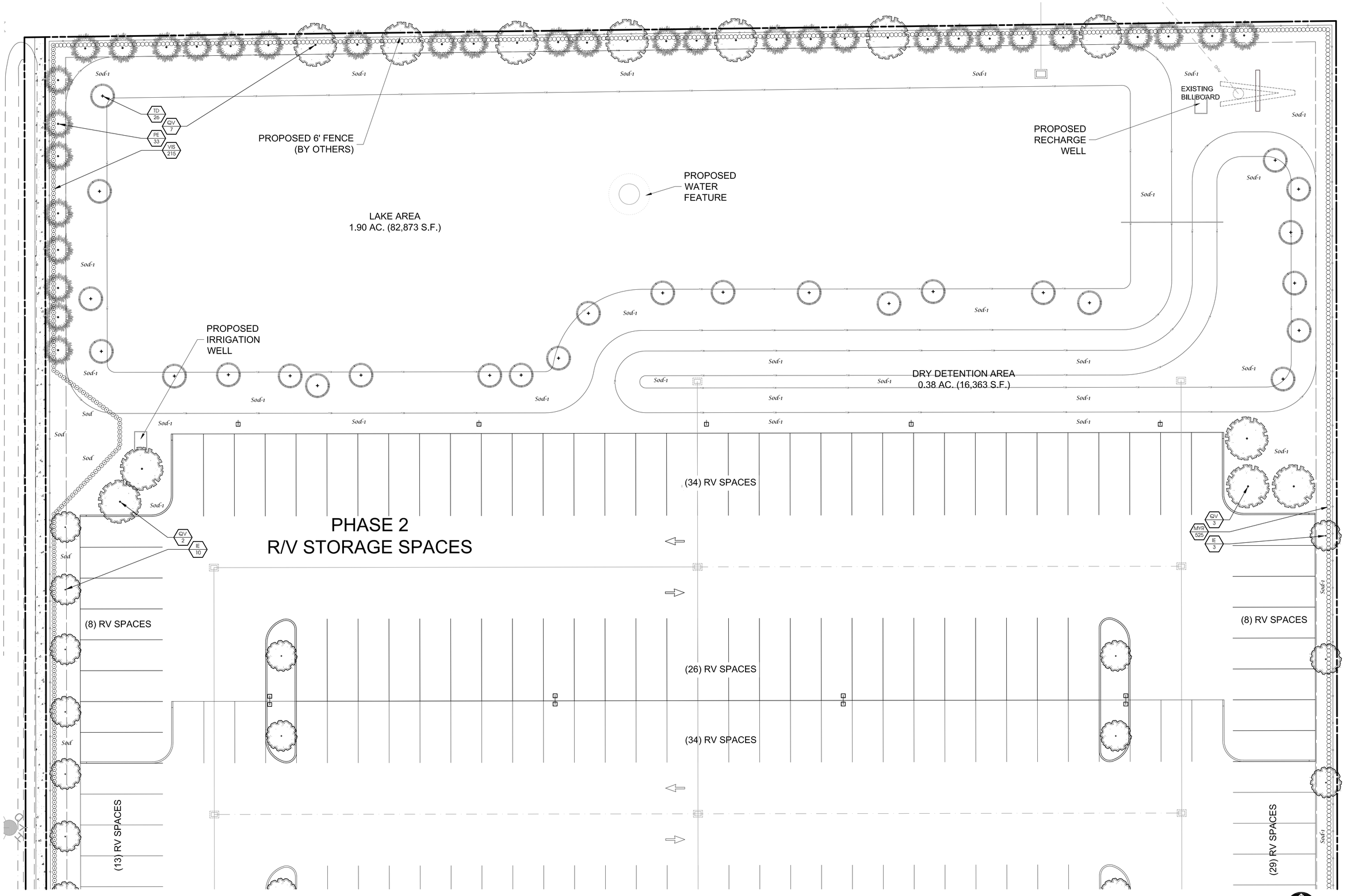

Landscape Plan

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0 10' 20' 40'

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Landscape Specifications

1. All tree and plant material to be Florida No. 1 or better, as classified in "Grades and Standards for Nursery Plants", Part 1 and Part II, State of Florida, Dept. of Agriculture, Tallahassee. All plants not listed in "Grades and Standards for Nursery Plants" shall conform to a Florida No. 1 as to: (1) health and vitality, (2) condition of foliage, (3) root system, (4) freedom from pest or mechanical damage, (5) heavily branched and densely foliated according to the accepted normal shape of the species.
2. Undersizing or substitution of one species or cultivar for another species is a breach of contract and will be "Rejected" at the time of final landscape inspection unless approved by Landscape Architect.
3. Project Warranty: All plant material shall be warranted for a period of one (1) year after date of substantial completion against defects, including death and unsatisfactory growth, except for defects resulting from abuse or damage by others or unusual phenomena or incidents which are beyond the contractor's control.
4. Any and all conditions which the contractor feels will be detrimental to the success of the planting shall be brought to the owner or representative's attention.
5. The contractor shall verify the location of underground utilities prior to commencing work on any project area.
6. Mulch planting areas with 3" layer of Melaleuca, Eucalyptus, or Enviromulch. Cypress Mulch is NOT ACCEPTABLE. Planting beds to receive mulch throughout entire bed area.
7. All plants to be set to ultimate grade. No filling will be permitted around trunks or stems. Mulch to be kept a minimum of 2" away from trunks and stems.
8. Planting trees and shrubs: Excavate hole per planting detail. When plant is set, place additional backfill consisting of a 50% mixture of Peat humus and natural soil around the base and sides of ball, and work each layer to settle backfill and eliminate voids and air pockets. When excavation is approximately 2/3 full, water thoroughly before placing remainder of backfill. Water again after placing final layer of backfill and before installing mulch.
9. Guy and stake trees in 3 directions with galvanized wire, through flexible hose chafing guards, with wooden stake anchors immediately after planting. (See Detail)
10. Trees and shrubs shall be fertilized with a complete natural organic fertilizer with a ratio of approximately 3:0:2 or 3:0:3 (e.g. one labeled 12-0-8). Similar analysis such as 16-0-8 (4:0:2) can also be used. Fertilizers that are slow release, controlled release, sulphur coated or with nitrogen as IBDU or ureaformaldehyde have extended release period, Thirty to fifty percent of the nitrogen should be water insoluble or slow release.

Palms should receive a complete granular fertilizer formulated for palms ("Palm Special") at a rate of 5 to 8 lbs. per palm.

Agriform 20-0-5 twenty-one gram planting tablets may be substituted for granular fertilizer. If utilized, the following rates shall be utilized; Position plant in hole, Backfill halfway up the rootball, Place tablet(s) beside rootball about 1" from root tips, Do not place tablet(s) in bottom of hole.

1 Gallon 1 Tablet
3 Gallon 2 Tablets
25 Gallon & B&B Trees 2 per 1" caliper

11. All planting areas and sod to be irrigated to provide 100% coverage. Shop drawings to be submitted by the irrigation contractor for approval prior to installation.
12. Maintain trees, shrubs, and other plants by watering, cultivating, and weeding as required for healthy growth. Restore planting saucers and mulch. Tighten and repair stake and guying and reset trees and shrubs to proper grade or vertical position as required. Spray as necessary to keep trees and shrubs free of insects and disease. The contractor shall begin maintenance immediately after planting and shall continue maintenance through final acceptance when Certificate of Occupancy is issued to the General Contractor by City and project is released by the General Contractor to Client.
13. Prune trees and shrubs only to remove damaged branches as directed by the Landscape Architect.
14. Planting Lawns: Provide clean, strongly rooted, uniformly sized strips of Stenotaphrom secundatus Floritam (unless otherwise noted), machine stripped not more than 24 hours prior to laying. Grade and roll prepared lawn surface. Water thoroughly but not to create muddy soil conditions. Lay sod strips with tight joints, roll or tamp lightly, and water thoroughly.
15. Maintain positive drainage, no planting is to block drainage.
16. Drainage Testing
    Prior to planting of trees, palms, and specimen material, each planting pit shall be tested in the following manner to verify adequate drainage.
    A) Dig each planting pit to the minimum specified size.
    B) Fill the planting pit with (12") twelve inches of water. If the water level in the planting pit drops (4") four or more inches within (4) four hours, the drainage is sufficient and a drainage channel is not required. If the water level drops less than (4") four inches within the (4) four hour period, then a drainage channel is required.
    C) When a drainage channel is required, the drainage channel must extend down through the non porous soil and into porous soil. (See Drainage Testing Detail)
    D) Discard all material removed from the drainage channel.
    E) When backfilling the planting pit, add course gravel to the drainage channel. Also, care must be taken to keep the consistency of the soil mix the same throughout the planting pit.

NOTES:
1. Contractor to include drainage testing for all trees and palms in bid. If drainage is inadequate, the soil specification in item #8 above shall be revised for site conditions. Contractor shall notify the Owner and Landscape Architect of poor drainage condtions in writing and written direction will be provided to the contractor of appropriate soil mixture specification to be used.
2. All fertilizers shall meet the City of Port St. Lucie's fertilizer ordinance.

Plant List

QTY	SYM	SPECIES	COMMON NAME/DESCRIPTION	SIZE	SPACING	REMARKS
CANOPY / ORNAMENTAL TREES						
81	IE*	ILEX x ATTENUATA 'EAGLESTON'	EAGLESTON HOLLY	12' x 5', 2.5" D.B.H.	A.S.	FULL CANOPY, 5' C.T. MIN.
22	MG*	MAGNOLIA GRANDIFLORA	D D BLANCHARD MAGNOLIA	12' x 5', 2.5" D.B.H.	A.S.	FULL CANOPY, 2.5' C.T. MIN.
82	PE*	PINUS ELLIOTTI	SLASH PINE	12' x 5', 2.5" D.B.H.	A.S.	FULL CANOPY, 5' C.T. MIN.
5	QL*	QUERCUS LAURIFOLIA	LAUREL OAK	12' x 5', 2.5" D.B.H.	A.S.	FULL CANOPY, 5' C.T. MIN.
45	QV*	QUERCUS VIRGINIANA	LIVE OAK	12' x 5', 2.5" D.B.H.	A.S.	FULL CANOPY, 5' C.T. MIN.
26	TD*	TAXODIUM DISTICHUM	BALD CYPRESS	12' x 5', 2.5" D.B.H.	A.S.	FULL CANOPY, 5' C.T. MIN.
SHRUBS / GROUNDCOVERS						
28	MYR-1*	MYRICANTHES FRAGRANS	SIMPSON STOPPER	#7, 4' x 2'	2' O.C.	FULL & THICK
1,265	MYR*	MYRICANTHES FRAGRANS	SIMPSON STOPPER	#3, 2' x 2'	2' O.C.	FULL & THICK
490	VIS	VIBURNUM SUSPENSUM	SANDANKWA VIBURNUM	#3, 2' x 2'	2' O.C.	FULL & THICK
	SOD-1	PASPALUM NOTATUM	BAHIA SOD			SEE SPECS
	SOD	STENOTAPHRUM SECUNDATUS	ST. AUGUSTINE SOD			SEE SPECS
		* = Florida Native				
		NOTE: D.B.H. IS MEASURED 4.5' ABOVE GRADE				

Landscape Data

Vehicular Use Area Landscaping Adjacent to R.O.W. (West Buffer) 1,269.20'
Sec. 123-37(4)(b)
Trees Required = 10' Wide Landscape Strip with 1 Tree/300 s.f.
1,269.20 l.f. x 10' = 12,692 s.f. / 300 = 43 Trees
Provided = 43 Trees

Shrubs Required = Continuous Hedge @ 2' o.c.
1,269.20 l.f. / 2' o.c. = 635 Shrubs
Provided = 635 Shrubs

Vehicular Use Area Landscaping Adjacent to R.O.W. (East Buffer) 1,275.74'
Sec. 123-37(4)(b)
Trees Required = 10' Wide Landscape Strip with 1 Tree/300 s.f.
1,275.74 l.f. x 10' = 12,757.4 s.f. / 300 = 43 Trees
Provided = 43 Trees

Shrubs Required = Continuous Hedge @ 2' o.c.
1,275.74 l.f. / 2' o.c. = 638 Shrubs
Provided = 638 Shrubs

Vehicular Use Area Landscaping to Adjacent Property (North Buffer) 637.28'
Sec. 123-37(6)
Trees Required = 10' Wide Landscape Strip with 1 Tree/200 s.f.
637.28 l.f. x 10' = 6,372.8 s.f. / 200 = 32 Trees
Provided = 32

Shrubs Required = Continuous Hedge @ 2' o.c.
637.28 l.f. / 2' o.c. = 319 Shrubs
Provided = 319 Shrubs

Vehicular Use Area Landscaping to Adjacent Property (North Buffer) 616.16'
Sec. 123-37(6)
Trees Required = 10' Wide Landscape Strip with 1 Tree/200 s.f.
616.16 l.f. x 10' = 6,161.6 s.f. / 200 = 31 Trees
Provided = 31

Shrubs Required = Continuous Hedge @ 2' o.c.
616.16 l.f. / 2' o.c. = 308 Shrubs
Provided = 308 Shrubs

Interior Vehicular Use Area
Sec. 123-37(7)(a & b)
Required = 1 s.f. of interior landscaping per 15 s.f. of vehicular use area (81,166.92 s.f./15 = 5,411.12 s.f.)
Landscape Area Provided = 10,554.20 s.f.
Trees Required = 1 Tree/100 s.f. of interior landscape area
81,166.92 s.f./15 = 5,411.12 s.f. / 100 = 54 Trees
Trees Provided = 54

Maximum Use of Palm Trees
Sec. 123-37(1)(a)(3)
Required = Fifty (50) percent of the required trees shall be species other than palm trees
Total Trees Required = 203 Trees
Maximum Palms Allowed = 102 (203 / 2 = 101.5)
Total Palms Provided = 0 (0%)

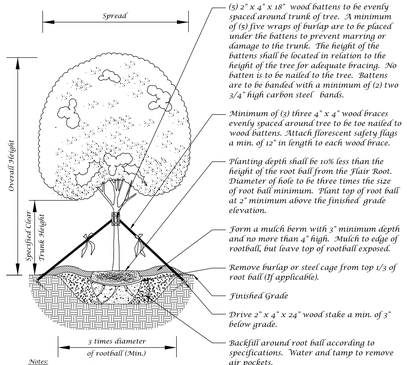
Total Trees Required = 203 Trees
Total Trees Provided = 203 Trees
203 Trees + 0 Palms @ 3:1 = 0 Trees = 203 Trees

Total Trees Required = 203 Trees
Total Native Trees Provided = 203 (100%)

Total Palms Required = 0
Total Native Palms Provided = 0 (0%)

Total Shrubs Required = 1,924
Total Native Shrubs Provided = 1,289 (67%)

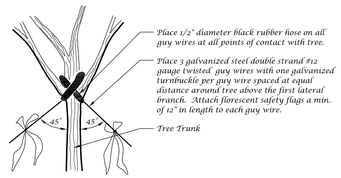
Landscape Details



Notes:
1. All pruning shall be completed at the direction of the Landscape Architect.
2. No nails shall be driven into tree

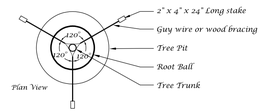
Large Tree Planting Detail (5" Caliper or Greater)

Not to Scale



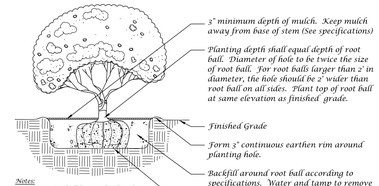
Guy Wire Attachment Detail

Not to Scale



Staking Detail

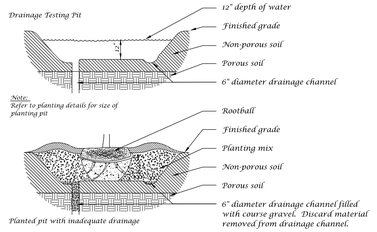
Not to Scale



Notes:
1. All pruning shall be completed at the direction of the Landscape Architect.
2. Remove any container from around rootball.
3. Plant as hedge row with O.C. (on center) spacing as specified in plant list, or with triangular spacing as a mass.

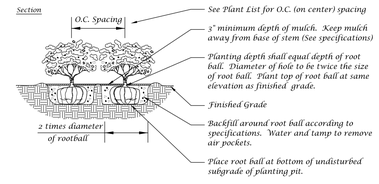
Shrub Detail

Not to Scale



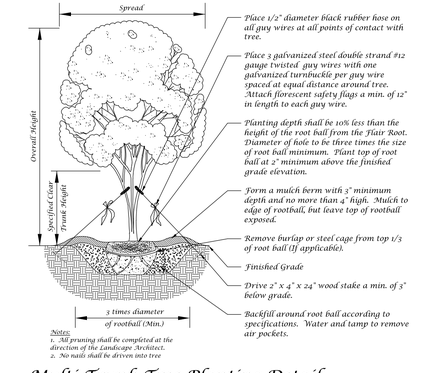
Drainage Testing Detail

Not to Scale



Ground Cover Detail

Not to Scale



Notes:
1. All pruning shall be completed at the direction of the Landscape Architect.
2. No nails shall be driven into tree

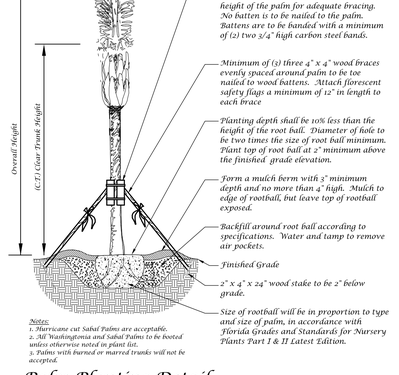
Tree Planting Detail

Not to Scale

Notes:
1. All pruning shall be completed at the direction of the Landscape Architect.
2. No nails shall be driven into tree

Multi-Trunk Tree Planting Detail

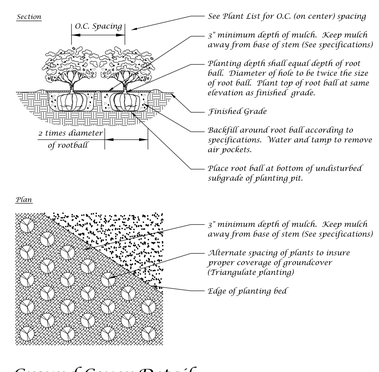
Not to Scale



Notes:
1. Hurricane cut Sabal Palms are acceptable.
2. All Washingtonia and Sabal Palms to be footed unless otherwise noted in plant list.
3. Palms with burned or marred trunks will not be accepted.

Palm Planting Detail

Not to Scale



Ground Cover Detail

Not to Scale

Landscape Plan

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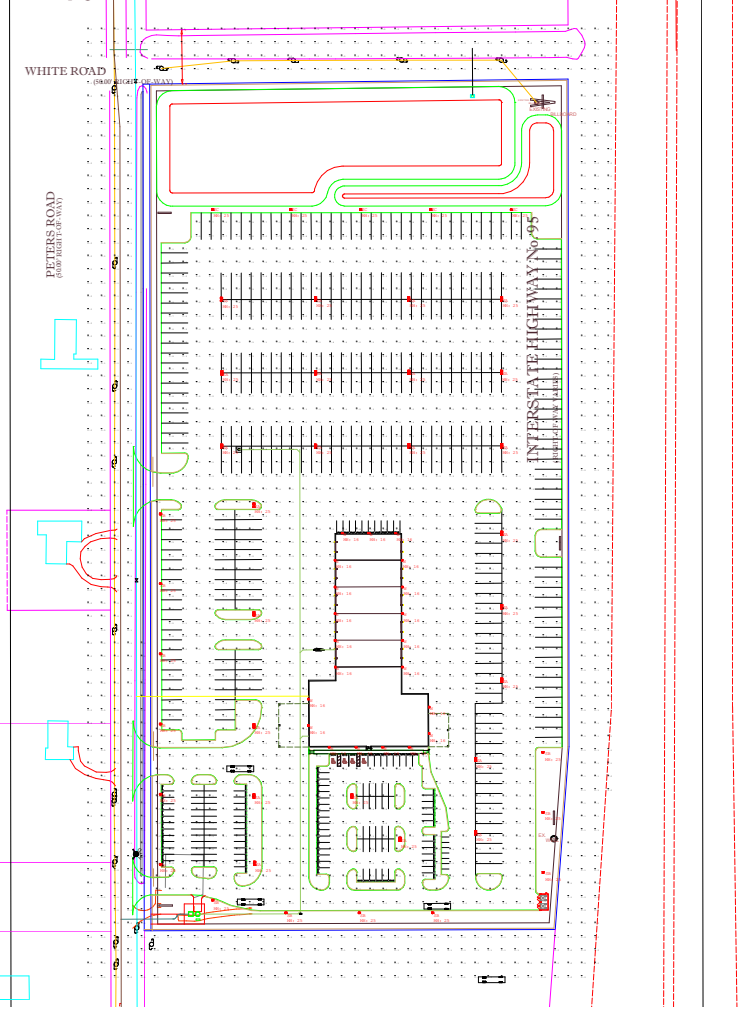
Sheet L-5 of 5



Luminaire Schedule					
Symbol	Qty	Label	Arrangement	LLF	Description
	24	SA	D180	0.900	Cree Lighting CSQ-A-NM-3ME-U-40K-UL-XX, 28180°
	13	SB	SINGLE	0.900	Cree Lighting CSQ-A-NM-3ME-U-40K-UL-XX / CSQ-BLSLF, Single Head
	5	SC	SINGLE	0.900	Cree Lighting CSQ-A-NM-3ME-U-40K-UL-XX, Single Head
	21	W	SINGLE	0.900	Cree Lighting XSPW-B-WW-4ME-EL-40K-UL, Wall Mount

Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
Parking Lot	Illuminance	Fc	2.43	7.4	0.5	4.86	14.80
Spill	Illuminance	Fc	0.05	0.3	0.0	N.A.	N.A.

OSQ Series

OSQ™ LED Area/Flood Luminaire featuring Cree TrueWhite® Technology – Large

Rev. Date: V27 10/21/2020

Product Description

The OSQ™ Area/Flood luminaire blends extreme optical control, advanced thermal management and modern, clean aesthetics. Built to last, the housing is rugged cast aluminum with an integral, weathertight LED driver compartment. Versatile mounting configurations offer simple installation. Its slim, low-profile design minimizes wind load requirements and blends seamlessly into the site providing even, quality illumination. The 'T' input power designator is a suitable upgrade for HID applications up to 750 Watts, and the 'U' input power designator is a suitable upgrade for HID applications up to 1000 Watts.

Applications: Parking lots, walkways, campuses, auto dealerships, office complexes, tunnels, underpasses and internal roadways

Performance Summary

Utilizes Cree TrueWhite® Technology on 5000K Luminaires

NanoOptic® Precision Delivery Grid™ optic

Assembled in the U.S.A. of U.S. and imported parts

Initial Delivered Lumens: Up to 29,700

Efficacy: Up to 173 LPW

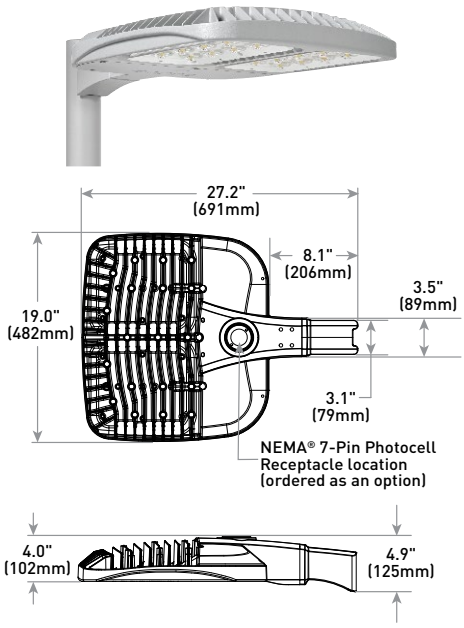
CRI: Minimum 70 CRI (3000K, 4000K & 5700K); 90 CRI (5000K)

CCT: 3000K, 4000K, 5000K, 5700K

Limited Warranty†: 10 years on luminaire; 10 years on Colorfast DeltaGuard® finish; up to 5 years for Synapse® accessories; 1 year on luminaire accessories

† See http://creelighting.com/warranty for warranty terms. For Synapse accessories, consult Synapse spec sheets for details on warranty terms.

DA Mount



Weight
32.4 lbs. (14.7kg)

Ordering Information

Fully assembled luminaire is composed of two components that must be ordered separately:
Example: **Mount:** OSQ-B-AASV + **Luminaire:** OSQ-A-NM-2ME-T-40K-UL-SV

Mount (Luminaire must be ordered separately)*	
OSQ-	
OSQ-B-AA Adjustable Arm **OSQ-DA** Direct Arm **OSQ-L-TSP** Transportation Mount (stainless steel; do not specify color) **OSQ-TM** Trunnion Mount	**Color Options:** **SV** Silver, **BK** Black, **BZ** Bronze, **WH** White

* Reference EPA and pole configuration suitability data beginning on page 10

Luminaire (Mount must be ordered separately)

OSQ	A	NM						
Product	**Version**	**Mounting**	**Optic**	**Input Power Designator**	**CCT**	**Voltage**	**Color Options**	**Options**
OSQ	A	**NM** No Mount	**Asymmetric** **2ME*** Type II Medium **3ME*** Type III Medium **4ME*** Type IV Medium **Symmetric** **5ME** Type V Medium **5SH** Type V Short **5SQ** Type V Square **WSN** Wide Sign **15D** 15° Flood **25D** 25° Flood **40D** 40° Flood **60D** 60° Flood **120D** 120° Flood	**T** 132W **U** 202W	**30K** 3000K, 70 CRI **40K** 4000K, 70 CRI **50K** 5000K, 90 CRI **57K** 5700K, 70 CRI	**UL** Universal 120-277V **UH** Universal 347-480V	**BK** Black **BZ** Bronze **SV** Silver **WH** White	**F Fuse** - Compatible only with 120V, 277V or 347V (phase to neutral) - Consult factory if fusing is required for 208V, 240V or 480V (phase to phase) - Refer to PML spec sheet for availability with PML options - When code dictates fusing, use time delay fuse **PML Programmable Multi-Level, up to 40' Mounting Height** - Refer to PML spec sheet for details - Intended for downlight applications at 0° tilt **PML2 Programmable Multi-Level, 10-30' Mounting Height** - Refer to PML spec sheet for details - Intended for downlight applications at 0° tilt **Q9/Q8/Q7/Q6/Q5/Q4/Q3/Q2/Q1 Field Adjustable Output** - Must select Q9, Q8, Q7, Q6, Q5, Q4, Q3, Q2, or Q1 - Offers full range adjustability - Refer to pages 12-13 for power and lumen values - Not available with PML or PML2 options **R NEMA® 7-Pin Photocell Receptacle** - 7-pin receptacle per ANSI C136.41 - Intended for downlight applications with maximum 45° tilt - Factory connected 0-10V dim leads - 18" (457mm) seven-conductor cord exits luminaire - Requires photocell or shorting cap by others **RL Rotate Left** - LED and optic are rotated to the left - Refer to RR/RL configuration diagram on page 14 for optic directionality - Not for use with symmetric optics **RR Rotate Right** - LED and optic are rotated to the right - Refer to RR/RL configuration diagram on page 14 for optic directionality - Not for use with symmetric optics

* Available with Backlight Shield when ordered with field-installed accessory (see table above)

CREE LIGHTING

US: creelighting.com (800) 236-6800
Canada: creelighting-canada.com (800) 473-1234

Product Specifications

CREE TRUEWHITE® TECHNOLOGY

A revolutionary way to generate high-quality white light, Cree TrueWhite® Technology is a patented approach that delivers an exclusive combination of 90+ CRI, beautiful light characteristics and lifelong color consistency, all while maintaining high luminous efficacy – a true no compromise solution.

CONSTRUCTION & MATERIALS

- Slim, low profile design minimizes wind load requirements
- Luminaire housing is rugged die cast aluminum with an integral, weathertight LED driver compartment and high-performance heat sink
- Convenient interlocking mounting method on direct arm mount. Mounting adaptor is rugged die cast aluminum and mounts to 3" (76mm) or larger square or round pole, secured by two 5/16-18 UNC bolts spaced on 2" (51mm) centers
- Mounting for the adjustable arm mount adaptor is rugged die cast aluminum and mounts to 2" (51mm) IP, 2.375" (60mm) O.D. tenon
- Adjustable arm mount can be adjusted 180˚ in 2.5˚ increments
- Transportation mount is constructed of 316 stainless steel and mounts to surface with (4) 3/8" fasteners by others
- Trunnion mount is constructed of A500 and A1011 steel and is adjustable from 0-180˚ in 15˚ degree increments. Trunnion mount secures to surface with (1) 3/4" bolt or (2) 1/2" or 3/8" bolts
- Includes 18" (340mm) 18/5 or 16/5 cord exiting the luminaire. When ordered with R option, 18" (340mm) 18/7 or 16/7 cord is provided
- Designed for uplight and downlight applications
- Exclusive Colorfast DeltaGuard® finish features an E-Coat epoxy primer with an ultra-durable powder topcoat, providing excellent resistance to corrosion, ultraviolet degradation and abrasion. Silver, bronze, black, and white are available
- **Weight:** OSQ-DA: 32.4 lbs. (14.7kg); OSQ-B-AA: 32.0 lbs. (14.5kg); OSQ-L-TSP: 44 lbs. (20.0kg); OSQ-TM: 36.1 lbs. (16.4kg)

ELECTRICAL SYSTEM

- **Input Voltage:** 120-277V or 347-480V, 50/60Hz, Class 1 drivers
- **Power Factor:** > 0.9 at full load
- **Total Harmonic Distortion:** < 20% at full load
- Integral 10kV surge suppression protection standard
- When code dictates fusing, a slow blow fuse or type C/D breaker should be used to address inrush current
- Designed with 0-10V dimming capabilities. Controls by others
- Refer to Dimming spec sheet for details
- **10V Source Current:** 0.15mA
- **Operating Temperature Range:** -40˚C - +40˚C (-40˚F - +104˚F)

REGULATORY & VOLUNTARY QUALIFICATIONS

- cULus Listed
- Suitable for wet locations
- Enclosure rated IP66 per IEC 60529 when ordered without R option
- Consult factory for CE Certified products
- Certified to ANSI C136.31-2001, 3G bridge and overpass vibration standards with AA, DA, TM, and TSP mounts. For adjustable arm applications requiring ANSI C136.31-2001 3G vibration certification, ensure that existing or new adjustable arm mount model number matches OSQ-B-AA for all OSQ large housing luminaires with power designations "T", and "U"
- ANSI C136.2 10kV surge protection, tested in accordance with IEEE/ANSI C62.41.2
- Meets FCC Part 15, Subpart B, Class A limits for conducted and radiated emissions
- Luminaire and finish endurance tested to withstand 5,000 hours of elevated ambient salt fog conditions as defined in ASTM Standard B 117
- Meets Buy American requirements within ARRA
- DLC and DLC Premium qualified versions available. Some exceptions apply. Please refer to https://www.designlights.org/search/ for most current information
- RoHS compliant. Consult factory for additional details
- Dark Sky Friendly, IDA Approved when ordered with 30K CCT and direct or transportation mounts only. Please refer to https://www.darksky.org/our-work/lighting/lighting-for-industry/fsa/fsa-products/ for most current information
- ⚠ **CA RESIDENTS WARNING:** Cancer and Reproductive Harm – www.p65warnings.ca.gov

Product Specifications

SYNAPSE® SIMPLYSNAP INTELLIGENT CONTROL

The Synapse SimplySNAP platform is a highly intuitive connected lighting solution featuring zone dimming, motion sensing, and daylight harvesting with utility-grade power monitoring and support of up to 1000 nodes per gateway. The system features a reliable and robust self-healing mesh network with a browser-based interface that runs on smartphones, tablets, and PCs. The Twist-Lock Lighting Controller (TL7-B2) and Site Controller (SS450-002) take the OSQ Series to a new performance plateau, providing extreme energy productivity, code compliance and a better light experience.

Electrical Data*

Input Power Designator	System Watts 120-480V	Total Current (A)					
		120V	208V	240V	277V	347V	480V
T	132	1.12	0.63	0.55	0.47	0.39	0.28
U	202	1.72	0.96	0.84	0.72	0.60	0.43

* Electrical data at 25˚C (77˚F). Actual wattage may differ by +/- 10% when operating between 120-277V or 347-480V +/-10%

OSQ Series Ambient Adjusted Lumen Maintenance[1]

Ambient	Optic	Initial LMF	25K hr Reported[2] LMF	50K hr Reported[2] LMF	75K hr Reported[2] /Estimated[3] LMF	100K hr Reported[2] /Estimated[3] LMF
5˚C (41˚F)	Asymmetric	1.04	1.03	1.01	0.99[2]	0.97[2]
	Symmetric	1.05	1.05	1.05	1.05[3]	1.05[3]
10˚C (50˚F)	Asymmetric	1.03	1.02	1.00	0.98[2]	0.96[2]
	Symmetric	1.04	1.03	1.03	1.03[3]	1.03[3]
15˚C (59˚F)	Asymmetric	1.02	1.01	0.99	0.97[2]	0.95[2]
	Symmetric	1.02	1.02	1.02	1.02[3]	1.02[3]
20˚C (68˚F)	Asymmetric	1.01	1.00	0.98	0.96[2]	0.94[2]
	Symmetric	1.01	1.01	1.01	1.01[3]	1.01[3]
25˚C (77˚F)	Asymmetric	1.00	0.99	0.97	0.95[2]	0.93[2]
	Symmetric	1.00	1.00	1.00	1.00[3]	1.00[3]

[1] Lumen maintenance values at 25˚C (77˚F) are calculated per IES TM-21 based on IES LM-80 report data for the LED package and in-situ luminaire testing. Luminaire ambient temperature factors (LATF) have been applied to all lumen maintenance factors. Please refer to the Temperature Zone Reference Document for outdoor average nighttime ambient conditions.
[2] In accordance with IES TM-21, Reported values represent interpolated values based on time durations that are up to 6x the tested duration in the IES LM-80 report for the LED.
[3] Estimated values are calculated and represent time durations that exceed the 6x test duration of the LED.

Accessories

Field-Installed

Backlight Shield
OSQ-BLSLF
– Front facing optics
OSQ-BLSLR
– Rotated optics

Hand-Held Remote
XA-SENSREM
- For successful implementation of the programmable multi-level option, a minimum of one hand-held remote is required

Bird Spikes
OSQ-LG-BRDSPK

Shorting Cap
XA-XSLSHRT

Synapse Wireless Control Accessories

Twist-Lock Lighting Controller
TL7-B2
- Suitable for 120-277V (UL) voltage only
- Requires NEMA/ANSI C136.41 7-Pin Dimming Receptacle
- Not for use with PML or Q options
- Provides On/Off switching, dimming, power metering, digital sensor input, and status monitoring of luminaires
- Refer to TL7-B2 spec sheet for details

SimplySNAP Central Base Station
CBSSW-450-002
- Includes On-Site Controller (SS450-002) and 5-button switch
- Indoor and Outdoor rated
- Refer to CBSSW-450-002 spec sheet for details

Synapse Wireless Sensor
WSN-DPM
- Motion and light sensor
- Control multiple zones
- Refer to WSN-DPM spec sheet for details

SimplySNAP On-Site Controller
SS450-002
- Verizon® LTE-enabled
- Designed for indoor applications
- Refer to SS450-002 spec sheet for details

Building Management System (BMS) Gateway
BMS-GW-002
- Required for BACnet integration
- Refer to BMS-GW-002 spec sheet for details

Outdoor Antennas (Optional, for increased range, 8dB gain)
KIT-ANT420SM
- Kit includes antenna, 20' cable and bracket

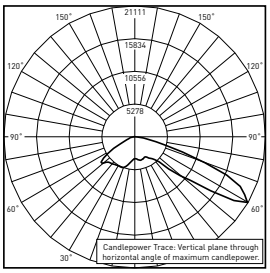
KIT-ANT360
- Kit includes antenna, 30' cable and bracket

KIT-ANT600
- Kit includes antenna, 50' cable and bracket
- Refer to Outdoor antenna spec sheet for details

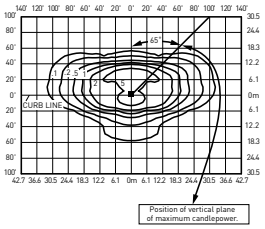
Photometry

All published luminaire photometric testing performed to IES LM-79-08 standards. To obtain an IES file specific to your project consult: http://creelighting.com/products/outdoor/area/osq-series

2ME



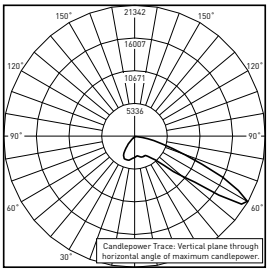
CESTL Test Report #: PL07701-001A
OSQ-A-**-2ME-U-40K-UL
Initial Delivered Lumens: 26,946



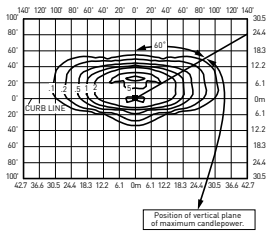
OSQ-A-**-2ME-U-40K-UL
Mounting Height: 25' (7.6m) A.F.G.
Initial Delivered Lumens: 29,100
Initial FC at grade

Type II Medium Distribution								
Input Power Designator	3000K (70 CRI)		4000K (70 CRI)		5000K (90 CRI)		5700K (70 CRI)	
	Initial Delivered Lumens	BUG Ratings** Per TM-15-11	Initial Delivered Lumens	BUG Ratings** Per TM-15-11	Initial Delivered Lumens	BUG Ratings** Per TM-15-11	Initial Delivered Lumens	BUG Ratings** Per TM-15-11
T	20,700	B3 U0 G3	22,100	B3 U0 G3	18,600	B3 U0 G3	22,100	B3 U0 G3
U	27,800	B3 U0 G3	29,100	B3 U0 G3	22,300	B3 U0 G3	29,100	B3 U0 G3

* Initial delivered lumens at 25°C (77°F). Actual production yield may vary between -10 and +10% of initial delivered lumens
** For more information on the IES BUG (Backlight-Uplight-Glare) Rating visit: https://www.ies.org/wp-content/uploads/2017/03/TM-15-11BUGRatingsAddendum.pdf. Valid with no tilt



CESTL Test Report #: PL07700-001A
OSQ-A-**-2ME-U-57K-UL w/OSQ-BLSLF
Initial Delivered Lumens: 22,822



OSQ-A-**-2ME-U-40K-UL w/OSQ-BLSLF
Mounting Height: 25' (7.6m) A.F.G.
Initial Delivered Lumens: 22,300
Initial FC at grade

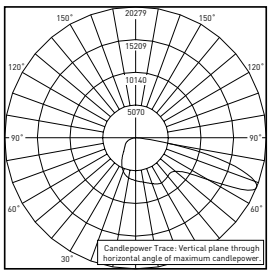
Type II Medium w/BLS Distribution								
Input Power Designator	3000K (70 CRI)		4000K (70 CRI)		5000K (90 CRI)		5700K (70 CRI)	
	Initial Delivered Lumens	BUG Ratings** Per TM-15-11	Initial Delivered Lumens	BUG Ratings** Per TM-15-11	Initial Delivered Lumens	BUG Ratings** Per TM-15-11	Initial Delivered Lumens	BUG Ratings** Per TM-15-11
T	15,900	B2 U0 G2	17,000	B3 U0 G2	14,250	B2 U0 G2	17,000	B3 U0 G2
U	21,400	B3 U0 G3	22,300	B3 U0 G3	17,100	B3 U0 G2	22,300	B3 U0 G3

* Initial delivered lumens at 25°C (77°F). Actual production yield may vary between -10 and +10% of initial delivered lumens
** For more information on the IES BUG (Backlight-Uplight-Glare) Rating visit: https://www.ies.org/wp-content/uploads/2017/03/TM-15-11BUGRatingsAddendum.pdf. Valid with no tilt

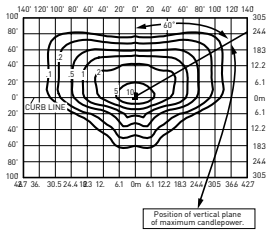
Photometry

All published luminaire photometric testing performed to IES LM-79-08 standards. To obtain an IES file specific to your project consult: http://creelighting.com/products/outdoor/area/osq-series

3ME



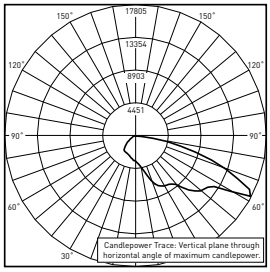
DTC Test Report #: PL15529-001A
OSQ-A-**-3ME-U-40K-UL
Initial Delivered Lumens: 30,584



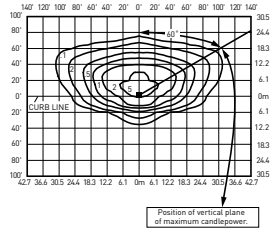
OSQ-A-**-3ME-U-40K-UL
Mounting Height: 25' (7.6m) A.F.G.
Initial Delivered Lumens: 29,100
Initial FC at grade

Type III Medium Distribution								
Input Power Designator	3000K (70 CRI)		4000K (70 CRI)		5000K (90 CRI)		5700K (70 CRI)	
	Initial Delivered Lumens	BUG Ratings** Per TM-15-11	Initial Delivered Lumens	BUG Ratings** Per TM-15-11	Initial Delivered Lumens	BUG Ratings** Per TM-15-11	Initial Delivered Lumens	BUG Ratings** Per TM-15-11
T	20,700	B3 U0 G3	22,100	B3 U0 G3	18,600	B3 U0 G3	22,100	B3 U0 G3
U	27,800	B3 U0 G4	29,100	B3 U0 G4	22,300	B3 U0 G3	29,100	B3 U0 G4

* Initial delivered lumens at 25˚C (77˚F). Actual production yield may vary between -10 and +10% of initial delivered lumens
** For more information on the IES BUG (Backlight-Uplight-Glare) Rating visit: https://www.ies.org/wp-content/uploads/2017/03/TM-15-11BUGRatingsAddendum.pdf. Valid with no tilt



CESTL Test Report #: PL07699-001A
OSQ-A-**-3ME-U-57K-UL w/OSQ-BLSLF
Initial Delivered Lumens: 23,601



OSQ-A-**-3ME-U-40K-UL w/OSQ-BLSLF
Mounting Height: 25' (7.6m) A.F.G.
Initial Delivered Lumens: 23,000
Initial FC at grade

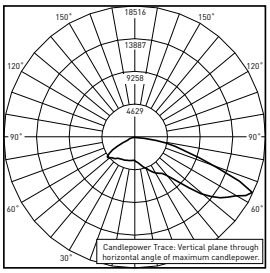
Type III Medium w/BLS Distribution								
Input Power Designator	3000K (70 CRI)		4000K (70 CRI)		5000K (90 CRI)		5700K (70 CRI)	
	Initial Delivered Lumens	BUG Ratings** Per TM-15-11	Initial Delivered Lumens	BUG Ratings** Per TM-15-11	Initial Delivered Lumens	BUG Ratings** Per TM-15-11	Initial Delivered Lumens	BUG Ratings** Per TM-15-11
T	16,300	B2 U0 G2	17,500	B2 U0 G3	14,650	B2 U0 G2	17,500	B2 U0 G3
U	21,900	B3 U0 G3	23,000	B3 U0 G3	17,600	B2 U0 G3	23,000	B3 U0 G3

* Initial delivered lumens at 25˚C (77˚F). Actual production yield may vary between -10 and +10% of initial delivered lumens
** For more information on the IES BUG (Backlight-Uplight-Glare) Rating visit: https://www.ies.org/wp-content/uploads/2017/03/TM-15-11BUGRatingsAddendum.pdf. Valid with no tilt

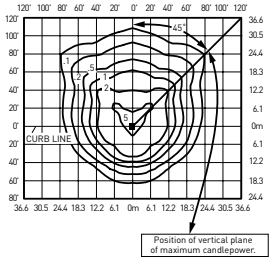
Photometry

All published luminaire photometric testing performed to IES LM-79-08 standards. To obtain an IES file specific to your project consult: http://creelighting.com/products/outdoor/area/osq-series

4ME



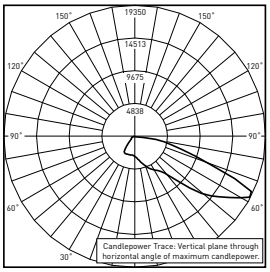
CESTL Test Report #: PL07690-001A
OSQ-A-**-4ME-U-40K-UL
Initial Delivered Lumens: 27,527



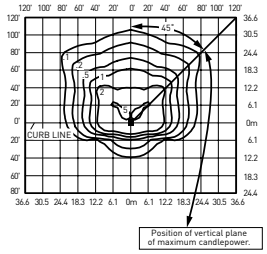
OSQ-A-**-4ME-U-40K-UL
Mounting Height: 25' (7.6m) A.F.G.
Initial Delivered Lumens: 29,100
Initial FC at grade

Type IV Medium Distribution								
Input Power Designator	3000K (70 CRI)		4000K (70 CRI)		5000K (90 CRI)		5700K (70 CRI)	
	Initial Delivered Lumens	BUG Ratings** Per TM-15-11	Initial Delivered Lumens	BUG Ratings** Per TM-15-11	Initial Delivered Lumens	BUG Ratings** Per TM-15-11	Initial Delivered Lumens	BUG Ratings** Per TM-15-11
T	20,700	B3 U0 G3	22,100	B3 U0 G3	18,600	B3 U0 G3	22,100	B3 U0 G3
U	27,800	B4 U0 G3	29,100	B4 U0 G4	22,300	B3 U0 G3	29,100	B4 U0 G4

* Initial delivered lumens at 25°C (77°F). Actual production yield may vary between -10 and +10% of initial delivered lumens
** For more information on the IES BUG (Backlight-Uplight-Glare) Rating visit: https://www.ies.org/wp-content/uploads/2017/03/TM-15-11BUGRatingsAddendum.pdf. Valid with no tilt



CESTL Test Report #: PL07692-001A
OSQ-A-**-4ME-U-57K-UL w/OSQ-BLSLF
Initial Delivered Lumens: 22,793



OSQ-A-**-4ME-U-40K-UL w/OSQ-BLSLF
Mounting Height: 25' (7.6m) A.F.G.
Initial Delivered Lumens: 22,300
Initial FC at grade

Type IV Medium w/BLS Distribution								
Input Power Designator	3000K (70 CRI)		4000K (70 CRI)		5000K (90 CRI)		5700K (70 CRI)	
	Initial Delivered Lumens	BUG Ratings** Per TM-15-11	Initial Delivered Lumens	BUG Ratings** Per TM-15-11	Initial Delivered Lumens	BUG Ratings** Per TM-15-11	Initial Delivered Lumens	BUG Ratings** Per TM-15-11
T	15,900	B2 U0 G3	17,000	B2 U0 G3	14,250	B2 U0 G3	17,000	B2 U0 G3
U	21,400	B3 U0 G3	22,300	B3 U0 G3	17,100	B2 U0 G3	22,300	B3 U0 G3

* Initial delivered lumens at 25°C (77°F). Actual production yield may vary between -10 and +10% of initial delivered lumens
** For more information on the IES BUG (Backlight-Uplight-Glare) Rating visit: https://www.ies.org/wp-content/uploads/2017/03/TM-15-11BUGRatingsAddendum.pdf. Valid with no tilt

Photometry

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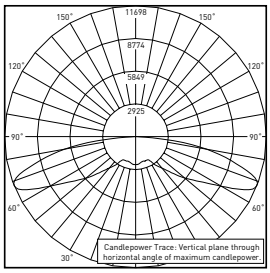
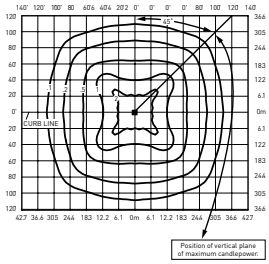
5ME



DTC Test Report #: PL15486-001A
OSQ-A-**-5ME-U-40K-UL
Initial Delivered Lumens: 26,918

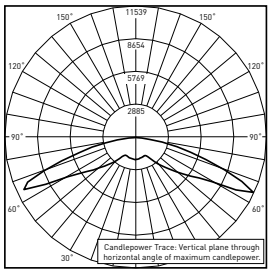


OSQ-A-**-5ME-U-40K-UL
Mounting Height: 25' (7.6m) A.F.G.
Initial Delivered Lumens: 27,800
Initial FC at grade

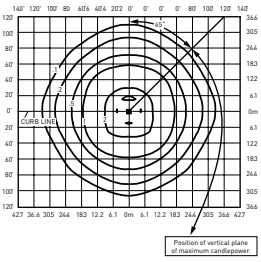
Type V Medium Distribution								
Input Power Designator	3000K (70 CRI)		4000K (70 CRI)		5000K (90 CRI)		5700K (70 CRI)	
	Initial Delivered Lumens	BUG Ratings** Per TM-15-11	Initial Delivered Lumens	BUG Ratings** Per TM-15-11	Initial Delivered Lumens	BUG Ratings** Per TM-15-11	Initial Delivered Lumens	BUG Ratings** Per TM-15-11
T	20,200	B5 U0 G5	21,700	B5 U0 G5	19,800	B5 U0 G5	21,700	B5 U0 G5
U	26,600	B5 U0 G5	27,800	B5 U0 G5	23,600	B5 U0 G5	27,800	B5 U0 G5

* Initial delivered lumens at 25°C (77°F). Actual production yield may vary between -10 and +10% of initial delivered lumens
** For more information on the IES BUG (Backlight-Uplight-Glare) Rating visit: https://www.ies.org/wp-content/uploads/2017/03/TM-15-11BUGRatingsAddendum.pdf. Valid with no tilt

5SH



CESTL Test Report #: PL10754-001A
OSQ-A-**-5SH-U-40K-UL
Initial Delivered Lumens: 25,679



OSQ-A-**-5SH-U-40K-UL
Mounting Height: 25' (7.6m) A.F.G.
Initial Delivered Lumens: 29,700
Initial FC at grade

Type V Short Distribution								
Input Power Designator	3000K (70 CRI)		4000K (70 CRI)		5000K (90 CRI)		5700K (70 CRI)	
	Initial Delivered Lumens	BUG Ratings** Per TM-15-11	Initial Delivered Lumens	BUG Ratings** Per TM-15-11	Initial Delivered Lumens	BUG Ratings** Per TM-15-11	Initial Delivered Lumens	BUG Ratings** Per TM-15-11
T	21,300	B5 U0 G3	22,900	B5 U0 G3	20,900	B5 U0 G3	22,900	B5 U0 G3
U	28,400	B5 U0 G4	29,700	B5 U0 G4	25,200	B5 U0 G3	29,700	B5 U0 G4

* Initial delivered lumens at 25°C (77°F). Actual production yield may vary between -10 and +10% of initial delivered lumens
** For more information on the IES BUG (Backlight-Uplight-Glare) Rating visit: https://www.ies.org/wp-content/uploads/2017/03/TM-15-11BUGRatingsAddendum.pdf. Valid with no tilt

Photometry

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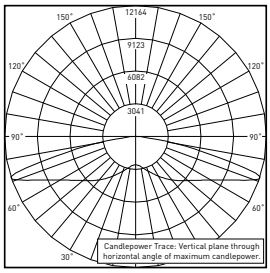
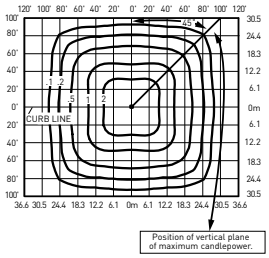
5SQ



RESTL Test Report #: PL14561-001B
OSQ-A-**-5SQ-U-57K-UL
Initial Delivered Lumens: 28,716

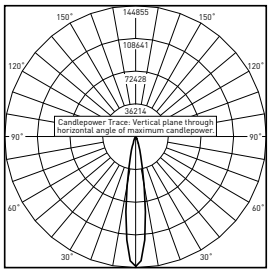


OSQ-A-NM-5SQ-U-57K-UL
Mounting Height: 25' (7.6m) A.F.G.
Initial Delivered Lumens: 29,700
Initial FC at grade

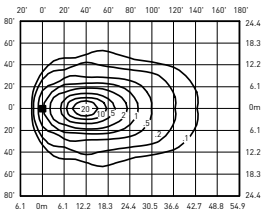
Type V Square Distribution								
Input Power Designator	3000K (70 CRI)		4000K (70 CRI)		5000K (90 CRI)		5700K (70 CRI)	
	Initial Delivered Lumens	BUG Ratings** Per TM-15-11	Initial Delivered Lumens	BUG Ratings** Per TM-15-11	Initial Delivered Lumens	BUG Ratings** Per TM-15-11	Initial Delivered Lumens	BUG Ratings** Per TM-15-11
T	21,300	B4 U0 G2	22,900	B5 U0 G3	20,900	B4 U0 G2	22,900	B5 U0 G3
U	28,400	B5 U0 G3	29,700	B5 U0 G3	25,200	B5 U0 G3	29,700	B5 U0 G3

* Initial delivered lumens at 25°C (77°F). Actual production yield may vary between -10 and +10% of initial delivered lumens
** For more information on the IES BUG (Backlight-Uplight-Glare) Rating visit: https://www.ies.org/wp-content/uploads/2017/03/TM-15-11BUGRatingsAddendum.pdf. Valid with no tilt

15D



CESTL Test Report #: PL07689-001A
OSQ-A-**-15D-U-30K-UL
Initial Delivered Lumens: 23,254



OSQ-A-**-15D-U-40K-UL
Mounting Height: 25' (7.6m) A.F.G., 60° Tilt
Initial Delivered Lumens: 29,700
Initial FC at grade

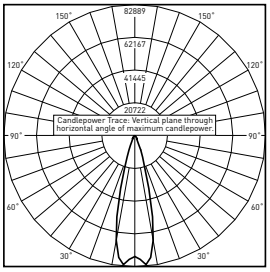
Type 15° Flood Distribution				
Input Power Designator	3000K (70 CRI)	4000K (70 CRI)	5000K (90 CRI)	5700K (70 CRI)
	Initial Delivered Lumens*	Initial Delivered Lumens*	Initial Delivered Lumens*	Initial Delivered Lumens*
T	21,300	22,900	20,900	22,900
U	28,400	29,700	25,200	29,700

* Initial delivered lumens at 25°C (77°F). Actual production yield may vary between -10 and +10% of initial delivered lumens
** For more information on the IES BUG (Backlight-Uplight-Glare) Rating visit: https://www.ies.org/wp-content/uploads/2017/03/TM-15-11BUGRatingsAddendum.pdf. Valid with no tilt

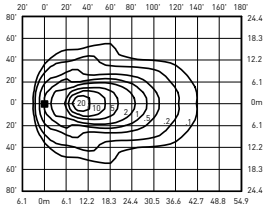
Photometry

All published luminaire photometric testing performed to IES LM-79-08 standards. To obtain an IES file specific to your project consult: http://creelighting.com/products/outdoor/area/osq-series

25D



CESTL Test Report #: PL07696-001A
OSQ-A-**-25D-U-30K-UL
Initial Delivered Lumens: 23,265

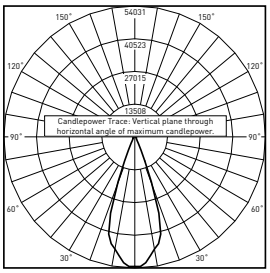


OSQ-A-**-25D-U-40K-UL
Mounting Height: 25' (7.6m) A.F.G., 60° Tilt
Initial Delivered Lumens: 29,700
Initial FC at grade

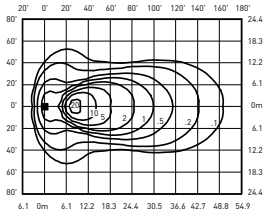
Type 25° Flood Distribution				
Input Power Designator	3000K (70 CRI)	4000K (70 CRI)	5000K (90 CRI)	5700K (70 CRI)
	Initial Delivered Lumens*	Initial Delivered Lumens*	Initial Delivered Lumens*	Initial Delivered Lumens*
T	21,300	22,900	20,900	22,900
U	28,400	29,700	25,200	29,700

* Initial delivered lumens at 25°C (77°F). Actual production yield may vary between -10 and +10% of initial delivered lumens
** For more information on the IES BUG (Backlight-Uplight-Glare) Rating visit: https://www.ies.org/wp-content/uploads/2017/03/TM-15-11BUGRatingsAddendum.pdf. Valid with no tilt

40D



CESTL Test Report #: PL07697-001A
OSQ-A-**-40D-U-30K-UL
Initial Delivered Lumens: 22,943



OSQ-A-**-40D-U-40K-UL
Mounting Height: 25' (7.6m) A.F.G., 60° Tilt
Initial Delivered Lumens: 29,700
Initial FC at grade

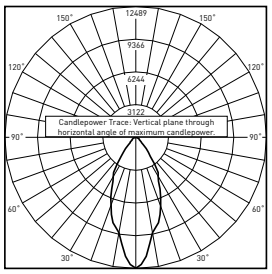
Type 40° Flood Distribution				
Input Power Designator	3000K (70 CRI)	4000K (70 CRI)	5000K (90 CRI)	5700K (70 CRI)
	Initial Delivered Lumens*	Initial Delivered Lumens*	Initial Delivered Lumens*	Initial Delivered Lumens*
T	21,300	22,900	20,900	22,900
U	28,400	29,700	25,200	29,700

* Initial delivered lumens at 25°C (77°F). Actual production yield may vary between -10 and +10% of initial delivered lumens
** For more information on the IES BUG (Backlight-Uplight-Glare) Rating visit: https://www.ies.org/wp-content/uploads/2017/03/TM-15-11BUGRatingsAddendum.pdf. Valid with no tilt

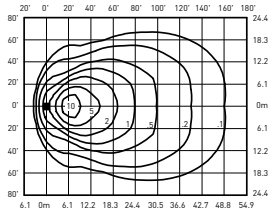
Photometry

All published luminaire photometric testing performed to IES LM-79-08 standards. To obtain an IES file specific to your project consult:
http://creelighting.com/products/outdoor/area/osq-series

60D



CESTL Test Report #: PL08100-001B
OSQ-A-**-60D-B-30K-UL
Initial Delivered Lumens: 10,079

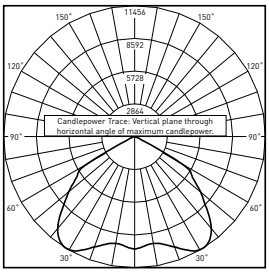


OSQ-A-**-60D-U-40K-UL
Mounting Height: 25' (7.6m) A.F.G., 60˚ Tilt
Initial Delivered Lumens: 29,700
Initial FC at grade

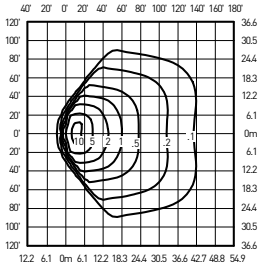
Type 60˚ Flood Distribution				
Input Power Designator	3000K (70 CRI)	4000K (70 CRI)	5000K (90 CRI)	5700K (70 CRI)
	Initial Delivered Lumens*	Initial Delivered Lumens*	Initial Delivered Lumens*	Initial Delivered Lumens*
T	21,300	22,900	20,900	22,900
U	28,400	29,700	25,200	29,700

* Initial delivered lumens at 25˚C (77˚F). Actual production yield may vary between -10 and +10% of initial delivered lumens
** For more information on the IES BUG (Backlight-Uplight-Glare) Rating visit: https://www.ies.org/wp-content/uploads/2017/03/TM-15-11BUGRatingsAddendum.pdf. Valid with no tilt

120D



RESTL Test Report #: PL15731-001A
OSQ-A-**-120D-U-40K-UL
Initial Delivered Lumens: 25,501

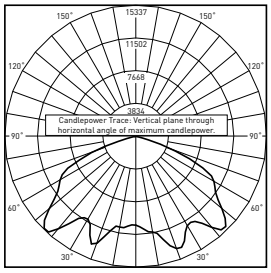


OSQ-A-**-120D-U-40K-UL
Mounting Height: 25' (7.6m) A.F.G., 60˚ Tilt
Initial Delivered Lumens: 29,700
Initial FC at grade

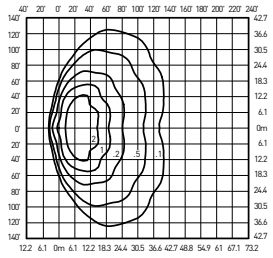
Type 120° Flood Distribution				
Input Power Designator	3000K (70 CRI)	4000K (70 CRI)	5000K (90 CRI)	5700K (70 CRI)
	Initial Delivered Lumens*	Initial Delivered Lumens*	Initial Delivered Lumens*	Initial Delivered Lumens*
T	21,300	22,900	20,900	22,900
U	28,400	29,700	25,200	29,700

* Initial delivered lumens at 25˚C (77˚F). Actual production yield may vary between -10 and +10% of initial delivered lumens
** For more information on the IES BUG (Backlight-Uplight-Glare) Rating visit: https://www.ies.org/wp-content/uploads/2017/03/TM-15-11BUGRatingsAddendum.pdf. Valid with no tilt

WSN



CESTL Test Report #: PL07695-001A
OSQ-A-**-WSN-U-30K-UL
Initial Delivered Lumens: 23,116



OSQ-A-**-WSN-U-40K-UL
Mounting Height: 25' (7.6m) A.F.G., 60˚ tilt
Initial Delivered Lumens: 29,700
Initial FC at grade

Wide Sign Distribution				
Input Power Designator	3000K (70 CRI)	4000K (70 CRI)	5000K (90 CRI)	5700K (70 CRI)
	Initial Delivered Lumens*	Initial Delivered Lumens*	Initial Delivered Lumens*	Initial Delivered Lumens*
T	21,300	22,900	20,900	22,900
U	28,400	29,700	25,200	29,700

* Initial delivered lumens at 25˚C (77˚F). Actual production yield may vary between -10 and +10% of initial delivered lumens
** For more information on the IES BUG (Backlight-Uplight-Glare) Rating visit: https://www.ies.org/wp-content/uploads/2017/03/TM-15-11BUGRatingsAddendum.pdf. Valid with no tilt

Luminaire EPA

Adjustable Arm Mount – OSQ-B-AA Weight: 32.0 lbs. (14.5kg)							
Single	2 @ 180˚	2 @ 90˚	3 @ 90˚	3 @ 120˚	3 @ 180˚	4 @ 180˚	4 @ 90˚
Tenon Configuration (0˚-80˚ Tilt); If used with Cree Lighting tenons, please add tenon EPA with Luminaire EPA							
PB-1A*; PT-1; PW-1A3**	PB-2A*; PB-2R2.375; PD-2A4(180); PT-2(180); PW-2A3**	PB-2A*; PD-2A4(90); PT-2(90)	PB-3A*; PD-3A4(90); PT-3(90)	PB-3A*; PT-3(120)	PB-3A*; PB-3R2.375	PB-4A*(180)	PB-4A*(90); PB-4R2.375; PD-4A4(90); PT-4(90)
0˚ Tilt							
0.80	1.61	1.26	2.06	1.68	3.33	4.66	2.52
10˚ Tilt							
0.81	1.61	1.62	2.42	2.32	4.40	6.08	3.24
20˚ Tilt							
1.24	1.61	2.04	2.84	3.13	5.68	7.80	4.08
30˚ Tilt							
1.64	1.64	2.44	3.24	3.97	6.88	9.40	4.88
45˚ Tilt							
2.20	2.20	3.00	3.80	5.07	8.55	11.64	6.00
60˚ Tilt							
2.63	2.63	3.43	4.23	5.73	9.84	13.36	6.86
70˚ Tilt							
2.82	2.82	3.62	4.42	5.73	10.41	14.12	7.24
80˚ Tilt							
2.93	2.93	3.73	4.53	5.73	10.74	14.56	7.46
Tenon Configuration (90˚ Tilt); If used with Cree Lighting tenons, please add tenon EPA with Luminaire EPA							
PB-1A*; PT-1; PW-1A3**	PB-2A*; PB-2R2.375; PD-2A4(180); PT-2(180); PW-2A3**	PB-2A*	PB-3A*	PB-3A*; PT-3(120)	PB-3A*; PB-3R2.375	PB-4A*(180)	PB-4A*(90); PB-4R2.375
90˚ Tilt							
2.95	2.95	4.84	6.52	5.73	10.81	14.64	11.19

* Specify pole size: 3 (3"), 4 (4"), 5 (5"), or 6 (6") for single, double or triple luminaire orientation or 4 (4"), 5 (5"), or 6 (6") for quad luminaire orientation
** These EPA values must be multiplied by the following ratio: Fixture Mounting Height/Total Pole Height. Specify pole size: 3 (3"), 4 (4"), 5 (5"), or 6 (6")

Tenon EPA

Part Number	EPA
PB-1A*	None
PB-2A*	0.82
PB-3A*	1.52
PB-4A*(180)	2.22
PB-4A*(90)	1.11
PB-2R2.375	0.92
PB-3R2.375	1.62
PB-4R2.375	2.32
PD Series Tenons	0.09
PT Series Tenons	0.10
PW-1A3**	0.47
PW-2A3**	0.94
WM-2	0.08
WM-4	0.25
WM-DM	None

* Specify pole size: 3 (3"), 4 (4"), 5 (5"), or 6 (6") for single, double or triple luminaire orientation or 4 (4"), 5 (5"), or 6 (6") for quad luminaire orientation
** These EPA values must be multiplied by the following ratio: Fixture Mounting Height/Total Pole Height. Specify pole size: 3 (3"), 4 (4"), 5 (5"), or 6 (6")

Tenons and Brackets‡ (must specify color)

Square Internal Mount Vertical Tenons (Steel)
- Mounts to 3-6" (76-152mm) square aluminum or steel poles

PB-1A* – Single
PB-2A* – 180˚ Twin
PB-3A* – 180˚ Triple
PB-4A*(90) – 90˚ Quad
PB-4A*(180) – 180˚ Quad

Square Internal Mount Horizontal Tenons (Aluminum)
- Mounts to 4" (102mm) square aluminum or steel poles

PD-2A4(90) – 90˚ Twin
PD-2A4(180) – 180˚ Twin
PD-3A4(90) – 90˚ Triple
PD-4A4(90) – 90˚ Quad

Wall Mount Brackets
- Mounts to wall or roof

WM-2 – Horizontal for OSQ-B-AA mount
WM-4 – L-Shape for OSQ-B-AA mount
WM-DM – Plate for OSQ-DA mount

Round External Mount Vertical Tenons (Steel)
- Mounts to 2.375" (60mm) O.D. round aluminum or steel poles or tenons

PB-2R2.375 – Twin
PB-3R2.375 – Triple
PB-4R2.375 – Quad

Round External Mount Horizontal Tenons (Aluminum)
- Mounts to 2.375" (60mm) O.D. round aluminum or steel poles or tenons
- Mounts to square pole with PB-1A* tenon

PT-1 – Single (Vertical)
PT-2(90) – 90˚ Twin
PT-2(180) – 180˚ Twin
PT-3(90) – 90˚ Triple
PT-3(120) – 120˚ Triple
PT-4(90) – 90˚ Quad

Mid-Pole Bracket
- Mounts to square pole

PW-1A3** – Single
PW-2A3** – Double

Ground Mount Post
- For ground-mounted flood luminaires

PGM-1 - for OSQ-B-AA mount

‡ Refer to the Bracket and Tenons spec sheet for more details

Luminaire EPA

Direct Arm Mount – OSQ-DA Weight: 32.4 lbs. (14.7kg)					
Single	2 @ 180˚	2 @ 90˚	3 @ 90˚	3 @ 120˚	4 @ 90˚
0.80	1.61	1.26	2.06	1.68	2.52

Direct Mount Configurations

Compatibility with OSQ-DA Direct Mount Bracket					
Input Power Designator	2 @ 90˚	2 @ 180˚	3 @ 90˚	3 @ 120˚	4 @ 90˚
3" Square					
T & U	N/A	✓	N/A	N/A	N/A
3" Round					
T & U	N/A	✓	N/A	N/A	N/A
4" Square					
T & U	✓	✓	✓	N/A	✓
4" Round					
T & U	✓	✓	✓	✓	✓
5" Square					
T & U	✓	✓	✓	N/A	✓
5" Round					
T & U	✓	✓	✓	✓	✓
6" + Square					
T & U	✓	✓	✓	N/A	✓
6" + Round					
T & U	✓	✓	✓	✓	✓

Luminaire EPA

Trunnion Mount – OSQ-TM Weight: 36.1 lbs. (16.4kg)
Single
0˚ Tilt
0.81
15˚ Tilt
1.12
30˚ Tilt
1.74
45˚ Tilt
2.35
60˚ Tilt
2.59
75˚ Tilt
2.83
90˚ Tilt
3.07

Field Adjustable Output (Q9/Q8/Q7/Q6/Q5/Q4/Q3/Q2/Q1) Option Description:

The Field Adjustable Output option enables the OSQ area luminaires to be tuned to the exact needs of a particular application through multiple levels of adjustment. When ordered with the Q option, the luminaire will be shipped from the factory at the selected Q setting and will be fully adjustable between the nine settings.

Q Option Power & Lumen Data – Designator T

Q Option Setting	CCT/ CRI	System Watts	Lumen Values						Optics Qualified on DLC QPL	
		120-480V	Asymmetric	5ME	5SH, 5SQ & Floods	2ME w/ BLS	3ME w/ BLS	4ME w/BLS	Standard	Premium
Q9	30K7	132	20,700	20,200	21,300	15,900	16,300	15,900	5ME, 15D, 25D, 40D, 60D, WSN	2ME, 3ME, 4ME, 5SH
	40K7		22,100	21,700	22,900	17,000	17,500	17,000	N/A	2ME, 3ME, 4ME, 5ME, 5SH, 15D, 25D, 40D, 60D, WSN
	50K9		18,600	19,800	20,900	14,250	14,650	14,250	2ME, 3ME, 4ME	5ME, 5SH, 15D, 25D, 40D, 60D, WSN
	57K7		22,100	21,700	22,900	22,300	17,500	22,300	N/A	2ME, 3ME, 4ME, 5ME, 5SH, 15D, 25D, 40D, 60D, WSN
Q8	30K7	122	19,300	18,800	19,800	14,775	15,200	14,775	5ME, 15D, 25D, 40D, 60D, WSN	2ME, 3ME, 4ME, 5SH
	40K7		20,600	20,200	21,300	15,800	16,300	15,800	N/A	2ME, 3ME, 4ME, 5ME, 5SH, 15D, 25D, 40D, 60D, WSN
	50K9		17,300	18,400	19,400	13,250	13,625	13,250	2ME, 3ME, 4ME	5ME, 5SH, 15D, 25D, 40D, 60D, WSN
	57K7		20,600	20,200	21,300	15,800	16,300	15,800	N/A	2ME, 3ME, 4ME, 5ME, 5SH, 15D, 25D, 40D, 60D, WSN
Q7	30K7	117	18,600	18,200	19,200	14,300	14,675	14,300	5ME, 15D, 25D, 40D, 60D, WSN	2ME, 3ME, 4ME, 5SH
	40K7		19,900	19,500	20,600	15,300	15,800	15,300	N/A	2ME, 3ME, 4ME, 5ME, 5SH, 15D, 25D, 40D, 60D, WSN
	50K9		16,700	17,800	18,800	12,825	13,175	12,825	2ME, 3ME, 4ME	5ME, 5SH, 15D, 25D, 40D, 60D, WSN
	57K7		19,900	19,500	20,600	15,300	15,800	15,300	N/A	2ME, 3ME, 4ME, 5ME, 5SH, 15D, 25D, 40D, 60D, WSN
Q6	30K7	108	17,200	16,800	17,700	13,200	13,525	13,200	5ME, 15D, 25D, 40D, 60D, WSN	2ME, 3ME, 4ME, 5SH
	40K7		18,300	18,000	19,000	14,100	14,525	14,100	N/A	2ME, 3ME, 4ME, 5ME, 5SH, 15D, 25D, 40D, 60D, WSN
	50K9		15,400	16,400	17,300	11,825	12,150	11,825	2ME, 3ME, 4ME	5ME, 5SH, 15D, 25D, 40D, 60D, WSN
	57K7		18,300	18,000	19,000	14,100	14,525	14,100	N/A	2ME, 3ME, 4ME, 5ME, 5SH, 15D, 25D, 40D, 60D, WSN
Q5	30K7	104	16,800	16,400	17,300	12,875	13,200	12,875	5ME, 15D, 25D, 40D, 60D, WSN	2ME, 3ME, 4ME, 5SH
	40K7		17,900	17,600	18,500	13,775	14,175	13,775	N/A	2ME, 3ME, 4ME, 5ME, 5SH, 15D, 25D, 40D, 60D, WSN
	50K9		15,100	16,000	16,900	11,550	11,875	11,550	2ME, 3ME, 4ME	5ME, 5SH, 15D, 25D, 40D, 60D, WSN
	57K7		17,900	17,600	18,500	13,775	14,175	13,775	N/A	2ME, 3ME, 4ME, 5ME, 5SH, 15D, 25D, 40D, 60D, WSN
Q4	30K7	99	16,100	15,800	16,600	12,400	12,725	12,400	5ME, 15D, 25D, 40D, 60D, WSN	2ME, 3ME, 4ME, 5SH
	40K7		17,200	16,900	17,900	13,250	13,650	13,250	N/A	2ME, 3ME, 4ME, 5ME, 5SH, 15D, 25D, 40D, 60D, WSN
	50K9		14,500	15,400	16,300	11,125	11,425	11,125	2ME, 3ME, 4ME	5ME, 5SH, 15D, 25D, 40D, 60D, WSN
	57K7		17,200	16,900	17,900	13,250	13,650	13,250	N/A	2ME, 3ME, 4ME, 5ME, 5SH, 15D, 25D, 40D, 60D, WSN
Q3	30K7	89	14,700	14,350	15,100	11,300	11,575	11,300	5ME, 15D, 25D, 40D, 60D, WSN	2ME, 3ME, 4ME, 5SH
	40K7		15,700	15,400	16,300	12,075	12,425	12,075	N/A	2ME, 3ME, 4ME, 5ME, 5SH, 15D, 25D, 40D, 60D, WSN
	50K9		13,200	14,050	14,850	10,125	10,400	10,125	2ME, 3ME, 4ME	5ME, 5SH, 15D, 25D, 40D, 60D, WSN
	57K7		15,700	15,400	16,300	12,075	12,425	12,075	N/A	2ME, 3ME, 4ME, 5ME, 5SH, 15D, 25D, 40D, 60D, WSN
Q2	30K7	80	13,250	12,925	13,625	10,175	10,425	10,175	5ME, 15D, 25D, 40D, 60D, WSN	2ME, 3ME, 4ME, 5SH
	40K7		14,150	13,900	14,650	10,875	11,200	10,875	N/A	2ME, 3ME, 4ME, 5ME, 5SH, 15D, 25D, 40D, 60D, WSN
	50K9		11,900	12,675	13,375	9,125	9,375	9,125	2ME, 3ME, 4ME	5ME, 5SH, 15D, 25D, 40D, 60D, WSN
	57K7		14,150	13,900	14,650	10,875	11,200	10,875	N/A	2ME, 3ME, 4ME, 5ME, 5SH, 15D, 25D, 40D, 60D, WSN
Q1	30K7	66	10,975	10,700	11,300	8,425	8,650	8,425	5ME, 15D, 25D, 40D, 60D, WSN	2ME, 3ME, 4ME, 5SH
	40K7		11,725	11,500	12,125	9,000	9,275	9,000	N/A	2ME, 3ME, 4ME, 5ME, 5SH, 15D, 25D, 40D, 60D, WSN
	50K9		9,850	10,500	11,075	7,550	7,775	7,550	2ME, 3ME, 4ME	5ME, 5SH, 15D, 25D, 40D, 60D, WSN
	57K7		11,725	11,500	12,125	9,000	9,275	9,000	N/A	2ME, 3ME, 4ME, 5ME, 5SH, 15D, 25D, 40D, 60D, WSN

Field Adjustable Output (Q9/Q8/Q7/Q6/Q5/Q4/Q3/Q2/Q1) Option Description:

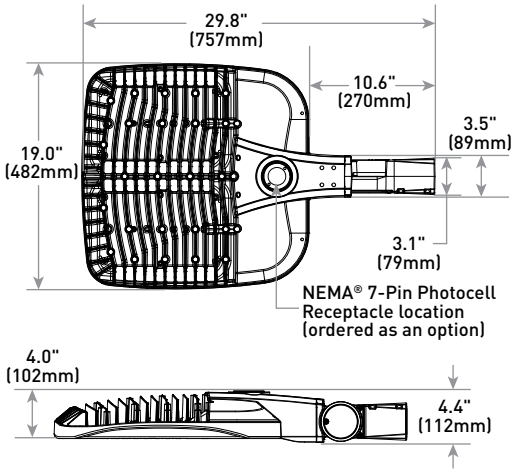
The Field Adjustable Output option enables the OSQ area luminaires to be tuned to the exact needs of a particular application through multiple levels of adjustment. When ordered with the Q option, the luminaire will be shipped from the factory at the selected Q setting and will be fully adjustable between the nine settings.

Q Option Power & Lumen Data – Designator U

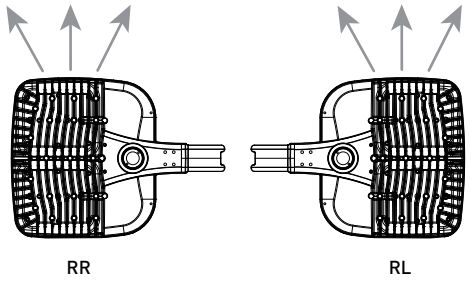
Q Option Setting	CCT/ CRI	System Watts	Lumen Values						Optics Qualified on DLC QPL	
		120-480V	Asymmetric	5ME	5SH, 5SQ & Floods	2ME w/ BLS	3ME w/ BLS	4ME w/BLS	Standard	Premium
Q9	30K7	202	27,800	26,600	28,400	21,400	21,900	21,400	5ME, 5SH, 15D, 25D, 40D, 60D, WSN	2ME, 3ME, 4ME
	40K7		29,100	27,800	29,700	22,300	23,000	22,300	3ME, 5ME, 5SH, 15D, 25D, 40D, 60D, WSN	2ME, 4ME
	50K9		22,300	23,600	25,200	17,100	17,600	17,100	2ME, 3ME, 4ME, 5ME, 5SH, 15D, 25D, 40D, 60D, WSN	N/A
	57K7		29,100	27,800	29,700	22,300	23,000	22,300	5ME, 5SH, 15D, 25D, 40D, 60D, WSN	2ME, 3ME, 4ME
Q8	30K7	191	27,000	25,800	27,500	20,800	21,200	20,800	5ME, 5SH, 15D, 25D, 40D, 60D, WSN	2ME, 3ME, 4ME
	40K7		28,200	27,000	28,800	21,600	22,300	21,600	3ME, 5ME, 5SH, 15D, 25D, 40D, 60D, WSN	2ME, 4ME
	50K9		21,600	22,900	24,400	16,600	17,100	16,600	2ME, 3ME, 4ME, 5ME, 5SH, 15D, 25D, 40D, 60D, WSN	N/A
	57K7		28,200	27,000	28,800	21,600	22,300	21,600	5ME, 5SH, 15D, 25D, 40D, 60D, WSN	2ME, 3ME, 4ME
Q7	30K7	181	25,600	24,500	26,100	19,700	20,100	19,700	5ME, 5SH, 15D, 25D, 40D, 60D, WSN	2ME, 3ME, 4ME
	40K7		26,800	25,600	27,300	20,500	21,200	20,500	3ME, 5ME, 5SH, 15D, 25D, 40D, 60D, WSN	2ME, 4ME
	50K9		20,500	21,700	23,200	15,700	16,200	15,700	2ME, 3ME, 4ME, 5ME, 5SH, 15D, 25D, 40D, 60D, WSN	N/A
	57K7		26,800	25,600	27,300	20,500	21,200	20,500	5ME, 5SH, 15D, 25D, 40D, 60D, WSN	2ME, 3ME, 4ME
Q6	30K7	173	24,700	23,700	25,300	19,000	19,500	19,000	5ME, 5SH, 15D, 25D, 40D, 60D, WSN	2ME, 3ME, 4ME
	40K7		25,900	24,700	26,400	19,800	20,500	19,800	3ME, 5ME, 5SH, 15D, 25D, 40D, 60D, WSN	2ME, 4ME
	50K9		19,800	21,000	22,400	15,200	15,700	15,200	2ME, 3ME, 4ME, 5ME, 5SH, 15D, 25D, 40D, 60D, WSN	N/A
	57K7		25,900	24,700	26,400	19,800	20,500	19,800	5ME, 5SH, 15D, 25D, 40D, 60D, WSN	2ME, 3ME, 4ME
Q5	30K7	159	22,800	21,800	23,300	17,500	18,000	17,500	5ME, 5SH, 15D, 25D, 40D, 60D, WSN	2ME, 3ME, 4ME
	40K7		23,900	22,800	24,400	18,300	18,900	18,300	3ME, 5ME, 5SH, 15D, 25D, 40D, 60D, WSN	2ME, 4ME
	50K9		18,300	19,400	20,700	14,025	14,425	14,025	2ME, 3ME, 4ME, 5ME, 5SH, 15D, 25D, 40D, 60D, WSN	N/A
	57K7		23,900	22,800	24,400	18,300	18,900	18,300	5ME, 5SH, 15D, 25D, 40D, 60D, WSN	2ME, 3ME, 4ME
Q4	30K7	143	21,100	20,200	21,600	16,300	16,600	16,300	5ME, 5SH, 15D, 25D, 40D, 60D, WSN	2ME, 3ME, 4ME
	40K7		22,100	21,100	22,600	16,900	17,500	16,900	3ME, 5ME, 5SH, 15D, 25D, 40D, 60D, WSN	2ME, 4ME
	50K9		16,900	17,900	19,200	13,000	13,375	13,000	2ME, 3ME, 4ME, 5ME, 5SH, 15D, 25D, 40D, 60D, WSN	N/A
	57K7		22,100	21,100	22,600	16,900	17,500	16,900	5ME, 5SH, 15D, 25D, 40D, 60D, WSN	2ME, 3ME, 4ME
Q3	30K7	128	18,900	18,100	19,300	14,550	14,900	14,550	5ME, 5SH, 15D, 25D, 40D, 60D, WSN	2ME, 3ME, 4ME
	40K7		19,800	18,900	20,200	15,200	15,600	15,200	3ME, 5ME, 5SH, 15D, 25D, 40D, 60D, WSN	2ME, 4ME
	50K9		15,200	16,000	17,100	11,625	11,975	11,625	2ME, 3ME, 4ME, 5ME, 5SH, 15D, 25D, 40D, 60D, WSN	N/A
	57K7		19,800	18,900	20,200	15,200	15,600	15,200	5ME, 5SH, 15D, 25D, 40D, 60D, WSN	2ME, 3ME, 4ME
Q2	30K7	114	17,000	16,200	17,300	13,050	13,350	13,050	5ME, 5SH, 15D, 25D, 40D, 60D, WSN	2ME, 3ME, 4ME
	40K7		17,800	17,000	18,100	13,600	14,025	13,600	3ME, 5ME, 5SH, 15D, 25D, 40D, 60D, WSN	2ME, 4ME
	50K9		13,600	14,400	15,400	10,425	10,725	10,425	2ME, 3ME, 4ME, 5ME, 5SH, 15D, 25D, 40D, 60D, WSN	N/A
	57K7		17,800	17,000	18,100	13,600	14,025	13,600	5ME, 5SH, 15D, 25D, 40D, 60D, WSN	2ME, 3ME, 4ME
Q1	30K7	101	15,300	14,625	15,600	11,775	12,050	11,775	5ME, 5SH, 15D, 25D, 40D, 60D, WSN	2ME, 3ME, 4ME
	40K7		16,000	15,300	16,300	12,275	12,650	12,275	3ME, 5ME, 5SH, 15D, 25D, 40D, 60D, WSN	2ME, 4ME
	50K9		12,275	12,975	13,850	9,400	9,675	9,400	2ME, 3ME, 4ME, 5ME, 5SH, 15D, 25D, 40D, 60D, WSN	N/A
	57K7		16,000	15,300	16,300	12,275	12,650	12,275	5ME, 5SH, 15D, 25D, 40D, 60D, WSN	2ME, 3ME, 4ME

AA Mount

Weight
32.0 lbs. (14.5kg)

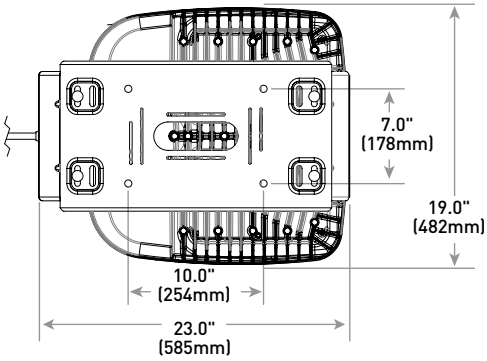


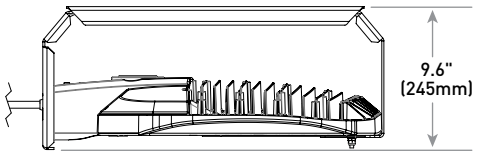
RR/RL Configuration



TSP Mount

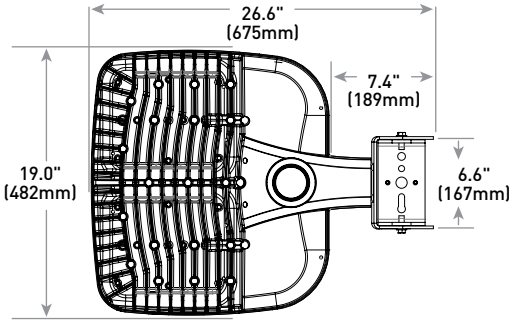
Weight
44.0 lbs. (20.0kg)

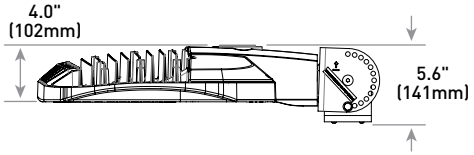




TM Mount

Weight
36.1 lbs. (16.4kg)





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Canada: creelighting-canada.com (800) 473-1234

CREE LIGHTING

A COMPANY OF *IDEAL INDUSTRIES, INC.*

XSP Series

XSPW™ LED Wall Mount Luminaire featuring Cree TrueWhite® Technology

Rev. Date: VersionB V4 02/25/2020

Product Description

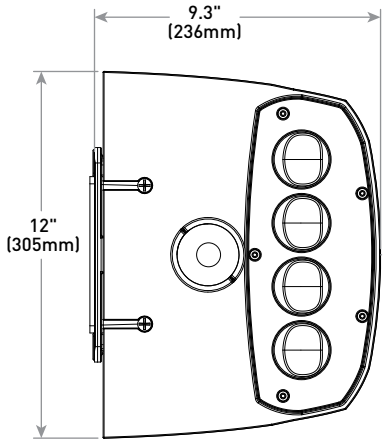
The XSPW™ LED wall mount luminaire has a slim, low profile design intended for outdoor wall mounted applications. The rugged lightweight aluminum housing and mounting box are designed for installation over standard single gang J-Boxes and mud ring single gang J-Boxes. The luminaire allows for through-wired or conduit entry from the top, bottom, sides and rear. The housing design is intended specifically for LED technology including a weathertight LED driver compartment and thermal management. Optic design features industry-leading NanoOptic® Precision Delivery Grid™ system in multiple distributions.

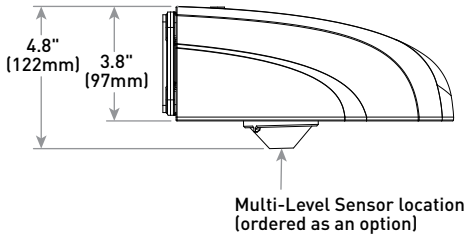
Applications: General area and security lighting

Performance Summary

- NanoOptic® Precision Delivery Grid™ optic
- Assembled in the U.S.A. of U.S. and imported parts
- **CRI:** Minimum 70 CRI (3000K, 4000K & 5700K); 90 CRI (5000K)
- **CCT:** 3000K, 4000K, 5000K, 5700K
- **Limited Warranty†:** 10 years on luminaire/10 years on Colorfast DeltaGuard® finish

† See http://creelighting.com/warranty for warranty terms





Multi-Level Sensor location (ordered as an option)

Accessories

Field-Installed	
Beauty Plate WM-PLT12** - 12" (305mm) Square WM-PLT14** - 14" (356mm) Square - Covers holes left by incumbent wall packs	**Hand-Held Remote** XA-SENSREM - For successful implementation of the programmable multi-level option, a minimum of one hand-held remote is required

** Must specify color

Lumen Package	Weight
2L, 4L, 6L	11.0 lbs. (5.0kg)
8L	11.8 lbs. (5.4kg)

Ordering Information

Example: XSPW-B-WM-2ME-2L-30K-UL-BK

XSPW	B	WM						
Product	**Version**	**Mounting**	**Optic**	**Lumen Package***	**CCT**	**Voltage**	**Color Options**	**Options**
XSPW	B	**WM** Wall	**2ME** Type II Medium **3ME** Type III Medium **4ME** Type IV Medium	**2L** 2,490 lumens **4L** 4,270 lumens **6L** 6,100 lumens **8L** 8,475 lumens	**30K** 3000K - 70 CRI **40K** 4000K - 70 CRI **50K** 5000K - 90 CRI **57K** 5700K - 70 CRI	**UL** Universal 120-277V **UH** Universal 347-480V **34** 347V - For use with P option only	**BK** Black **BZ** Bronze **SV** Silver **WH** White	**ML** **Multi-Level** - Refer to ML spec sheet for details - Available with UL voltage only **P** **Button Photocell** - Not available with ML or PML options - Available with UL and 34 voltages only **PML** **Programmable Multi-Level** - Refer to PML spec sheet for details - Available with UL voltage only

* Lumen Package selection codes identify approximate light output only. Actual lumen output levels may vary depending on CCT and optic selection. Refer to Initial Delivered Lumen tables for specific lumen values

US: creelighting.com (800) 236-6800
Canada: creelighting-canada.com (800) 473-1234

Product Specifications

CREE TRUEWHITE® TECHNOLOGY

A revolutionary way to generate high-quality white light, Cree TrueWhite® Technology is a patented approach that delivers an exclusive combination of 90+ CRI, beautiful light characteristics and lifelong color consistency, all while maintaining high luminous efficacy – a true no compromise solution.

CONSTRUCTION & MATERIALS

- Slim, low profile design
- Luminaire housing specifically designed for LED applications with advanced LED thermal management and driver
- Luminaire mounting box designed for installation over standard single gang J-Boxes and mud ring single gang J-Boxes
- Luminaire can also be direct mounted to a wall and surface wired
- Secures to wall with four 3/16" (5mm) screws (by others)
- Conduit entry from top, bottom, sides, and rear
- Exclusive Colorfast DeltaGuard® finish features an E-coat epoxy primer with an ultra-durable powder topcoat, providing excellent resistance to corrosion, ultraviolet degradation and abrasion. Silver, black, white and bronze are available
- **Weight:** 2L, 4L, 6L - 11.0 lbs. (5.0kg); 8L - 11.8 lbs. (5.4kg)

ELECTRICAL SYSTEM

- **Input Voltage:** 120-277V or 347-480V, 50/60Hz
- **Power Factor:** > 0.9 at full load
- **Total Harmonic Distortion:** < 20% at full load
- Integral 10kV surge suppression protection standard
- When code dictates fusing, a slow blow fuse or type C/D breaker should be used to address inrush current
- Designed with 0-10V dimming capabilities. Controls by others
- **10V Source Current:** 0.15 mA
- Refer to Dimming spec sheet for details
- **Operating Temperature Range:** -40˚C - +50˚C (-40˚F - +122˚F)

REGULATORY & VOLUNTARY QUALIFICATIONS

- cULus Listed
- Suitable for wet locations
- Designed for downlight applications only
- Enclosure rated IP66 per IEC 60598
- ANSI C136.2 10kV surge protection, tested in accordance with IEEE/ANSI C62.41.2
- Meets FCC Part 15, Subpart B, Class A limits for conducted and radiated emissions
- Luminaire and finish endurance tested to withstand 5,000 hours of elevated ambient salt fog conditions as defined in ASTM Standard B 117
- Meets Buy American requirements within ARRA
- RoHS compliant. Consult factory for additional details
- Dark Sky Friendly, IDA Approved when ordered with 30K CCT. Please refer to https://www.darksky.org/our-work/lighting/lighting-for-industry/fsa/fsa-products/ for most current information
- DLC and DLC Premium qualified versions available. Please refer to https://www.designlights.org/search/ for most current information
- ⚠ **CA RESIDENTS WARNING:** Cancer and Reproductive Harm – www.p65warnings.ca.gov

Electrical Data*

Lumen Package	CCT/CRI	System Watts 120-480V	Efficacy	Total Current (A) 120V	208V	240V	277V	347V	480V
2L	30K/70 CRI	20	125	0.17	0.10	0.08	0.07	0.06	0.05
	40K/70 CRI	19	131	0.16	0.09	0.08	0.07	0.06	0.04
	50K/90 CRI	24	104	0.20	0.11	0.10	0.08	0.07	0.05
	57K/70 CRI	19	131	0.16	0.09	0.08	0.07	0.06	0.04
4L	30K/70 CRI	33	129	0.28	0.16	0.14	0.13	0.10	0.07
	40K/70 CRI	31	138	0.27	0.15	0.13	0.12	0.09	0.07
	50K/90 CRI	40	107	0.34	0.20	0.17	0.16	0.12	0.09
	57K/70 CRI	31	138	0.26	0.15	0.13	0.12	0.09	0.07
6L	30K/70 CRI	51	120	0.43	0.25	0.22	0.19	0.14	0.11
	40K/70 CRI	47	130	0.40	0.23	0.20	0.18	0.14	0.10
	50K/90 CRI	60	102	0.51	0.29	0.25	0.23	0.17	0.13
	57K/70 CRI	47	130	0.40	0.23	0.20	0.17	0.14	0.10
8L	30K/70 CRI	77	110	0.65	0.38	0.32	0.28	0.22	0.16
	40K/70 CRI	72	118	0.61	0.35	0.31	0.27	0.21	0.15
	50K/90 CRI	78	89	0.66	0.37	0.33	0.29	0.22	0.16
	57K/70 CRI	71	119	0.60	0.35	0.30	0.26	0.20	0.15

* Electrical data at 25˚C (77˚F). Actual wattage may differ by +/- 10% when operating between 120-277V or 347- 480V +/- 10%

XSPW Series Ambient Adjusted Lumen Maintenance Factors[1]

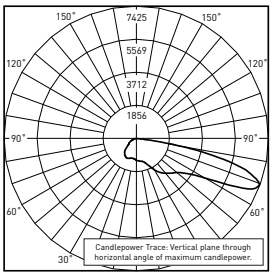
Ambient	Initial LMF	25K hr Reported[2] LMF	50K hr Reported[2] LMF	75K hr Estimated[3] LMF	100K hr Estimated[3] LMF
5˚C (41˚F)	1.03	0.98	0.96	0.94	0.92
10˚C (50˚F)	1.03	0.98	0.96	0.94	0.92
15˚C (59˚F)	1.02	0.97	0.95	0.93	0.92
20˚C (68˚F)	1.01	0.96	0.95	0.93	0.91
25˚C (77˚F)	1.00	0.96	0.94	0.92	0.90
30˚C (86˚F)	0.99	0.95	0.93	0.91	0.89
35˚C (95˚F)	0.98	0.94	0.92	0.90	0.88
40˚C (104˚F)	0.97	0.93	0.91	0.89	0.87

[1] Lumen maintenance values at 25˚C (77˚F) are calculated per IES TM-21 based on IES LM-80 report data for the LED package and in-situ luminaire testing. Luminaire ambient temperature factors (LATF) have been applied to all lumen maintenance factors. Please refer to the Temperature Zone Reference Document for outdoor average nighttime ambient conditions.
[2] In accordance with IES TM-21, Reported values represent interpolated values based on time durations that are up to 6x the tested duration in the IES LM-80 report for the LED.
[3] Estimated values are calculated and represent time durations that exceed the 6x test duration of the LED.

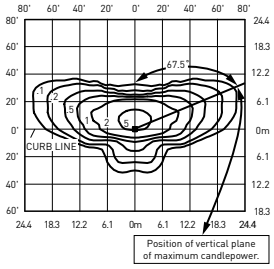
Photometry

All published luminaire photometric testing performed to IES LM-79-08 standards. To obtain an IES file specific to your project consult: http://creelighting.com/products/outdoor/wall-mount/xsp-series-wall

2ME



CESTL Test Report #: PL12798-001A
XSPW-B-**-2ME-8L-40K-UL
Initial Delivered Lumens: 8,622

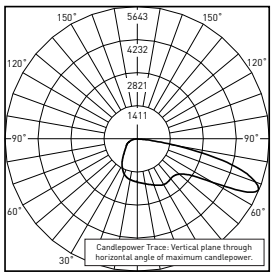


XSPW-B-**-2ME-8L-40K-UL
Mounting Height: 15' (4.6) A.F.G.
Initial Delivered Lumens: 8,475
Initial FC at grade

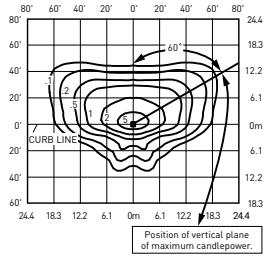
Type II Medium Distribution								
Lumen Package	3000K		4000K		5000K		5700K	
	Initial Delivered Lumens*	BUG Ratings** Per TM-15-11	Initial Delivered Lumens*	BUG Ratings** Per TM-15-11	Initial Delivered Lumens*	BUG Ratings** Per TM-15-11	Initial Delivered Lumens*	BUG Ratings** Per TM-15-11
2L	2,490	B1 U0 G1	2,490	B1 U0 G1	2,490	B1 U0 G1	2,490	B1 U0 G1
4L	4,270	B1 U0 G1	4,270	B1 U0 G1	4,270	B1 U0 G1	4,270	B1 U0 G1
6L	6,100	B1 U0 G2	6,100	B1 U0 G2	6,100	B1 U0 G2	6,100	B1 U0 G2
8L	8,475	B2 U0 G2	8,475	B2 U0 G2	6,925	B1 U0 G2	8,475	B2 U0 G2

* Initial delivered lumens at 25°C (77°F). Actual production yield may vary between -10 and +10% of initial delivered lumens
** For more information on the IES BUG (Backlight-Uplight-Glare) Rating visit: https://www.ies.org/wp-content/uploads/2017/03/TM-15-11BUGRatingsAddendum.pdf

3ME



CESTL Test Report #: PL12366-007A
XSPW-B-**-3ME-8L-40K-UL
Initial Delivered Lumens: 8,543



XSPW-B-**-3ME-8L-40K-UL
Mounting Height: 15' (4.6m) A.F.G.
Initial Delivered Lumens: 8,475
Initial FC at grade

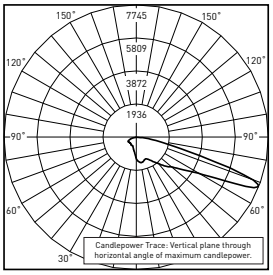
Type III Medium Distribution								
Lumen Package	3000K		4000K		5000K		5700K	
	Initial Delivered Lumens*	BUG Ratings** Per TM-15-11	Initial Delivered Lumens*	BUG Ratings** Per TM-15-11	Initial Delivered Lumens*	BUG Ratings** Per TM-15-11	Initial Delivered Lumens*	BUG Ratings** Per TM-15-11
2L	2,490	B1 U0 G1	2,490	B1 U0 G1	2,490	B1 U0 G1	2,490	B1 U0 G1
4L	4,270	B1 U0 G1	4,270	B1 U0 G1	4,270	B1 U0 G1	4,270	B1 U0 G1
6L	6,100	B1 U0 G2	6,100	B1 U0 G2	6,100	B1 U0 G2	6,100	B1 U0 G2
8L	8,475	B2 U0 G2	8,475	B2 U0 G2	6,925	B1 U0 G2	8,475	B2 U0 G2

* Initial delivered lumens at 25°C (77°F). Actual production yield may vary between -10 and +10% of initial delivered lumens
** For more information on the IES BUG (Backlight-Uplight-Glare) Rating visit: https://www.ies.org/wp-content/uploads/2017/03/TM-15-11BUGRatingsAddendum.pdf

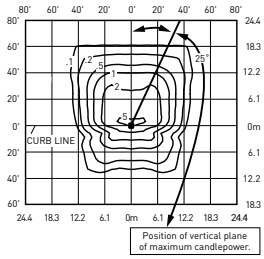
Photometry

All published luminaire photometric testing performed to IES LM-79-08 standards. To obtain an IES file specific to your project consult: http://creelighting.com/products/outdoor/wall-mount/xsp-series-wall

4ME



RESTL Test Report #: PL14415-001A
XSPW-B-**-4ME-8L-40K-UL
Initial Delivered Lumens: 8,763



XSPW-B-**-4ME-8L-40K-UL
Mounting Height: 15' (4.6m) A.F.G.
Initial Delivered Lumens: 8,475
Initial FC at grade

Type IV Medium Distribution								
Lumen Package	3000K		4000K		5000K		5700K	
	Initial Delivered Lumens*	BUG Ratings** Per TM-15-11	Initial Delivered Lumens*	BUG Ratings** Per TM-15-11	Initial Delivered Lumens*	BUG Ratings** Per TM-15-11	Initial Delivered Lumens*	BUG Ratings** Per TM-15-11
2L	2,490	B1 U0 G1	2,490	B1 U0 G1	2,490	B1 U0 G1	2,490	B1 U0 G1
4L	4,270	B1 U0 G1	4,270	B1 U0 G1	4,270	B1 U0 G1	4,270	B1 U0 G1
6L	6,100	B1 U0 G2	6,100	B1 U0 G2	6,100	B1 U0 G2	6,100	B1 U0 G2
8L	8,475	B1 U0 G2	8,475	B1 U0 G2	6,925	B1 U0 G2	8,475	B1 U0 G2

* Initial delivered lumens at 25°C (77°F). Actual production yield may vary between -10 and +10% of initial delivered lumens
** For more information on the IES BUG (Backlight-Uplight-Glare) Rating visit: https://www.ies.org/wp-content/uploads/2017/03/TM-15-11BUGRatingsAddendum.pdf

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CREE LIGHTING
A COMPANY OF IDEAL INDUSTRIES, INC.

US: creelighting.com (800) 236-6800
Canada: creelighting-canada.com (800) 473-1234

Project Hurricane
Commercial Development

Environmental Impact Report

Prepared For:

St Lucie County
Environmental Resource Department

&

City of Fort Pierce Building Department

Prepared By:

ENGINEERS SURVEYORS ENVIRONMENTAL

10250 Village Parkway
Port St. Lucie, FL 34952
772-223-5200

INTRODUCTION

The following environmental impact report has been prepared in accordance with Section 11.02.09(A) (5) of the St. Lucie County Land Development Code and City of Fort Pierce Standards. The environmental impact report is required when the thresholds depicted in Section 11.02.09(A) (5) (a) are met. The property is located within Section 24, Township 35 South, Range 39 East, St. Lucie County, Florida. The properties are further identified by St. Lucie County Property Appraiser as property identification number(s): 2324-122-0001-000-3 and 2324-123-0000-000-9. The parcel is located on Peters Road, just west of I-95. The overall site acreage of the parcel is ±18.25 acres.

Currently, the site is being utilized for cattle grazing, and there is road access to the property via a gate on Peters Road. The proposed project is for the creation of 318 RV temporary parking spaces and accompanying facilities for repair, sales, and regular parking. As the project is greater than 10 acres, this project requires an Environmental Impact Report (EIR) as part of the County approval process. See enclosed site plan as prepared by EDC, Inc. as well.

Based on section 11.02.09(A) (5) of the St. Lucie County Land Development Code, the environmental impact report shall completely depict the following:

1. A vegetation and substrate survey including:

a) Extent and acreage of any areas in which vegetation typical of the primary dune extends landward of the Coastal Construction Control Line;

The parcel is located on Peters Road, west of I-95. The overall site acreage of the parcel is ±18.25 acres. No dune areas exist or Coastal Construction Control Lines. The majority of the parcel is improved pasture (FLUCCS #211).

b) Extent and acreage of all marsh and mangrove forest areas, including substrate conditions;

No marsh or mangrove forest areas exist on the parcel. This parcel consists of uplands with the majority of the parcel classified as unimproved pasture (FLUCCS #211), consisting of grazing land, remnant ridges and furrows of previous agricultural operation. The substrate consists of Nettles and Oldsmar sands, Riviera sand, Wabasso sand, and Winder loamy sand soil types which consists of somewhat poorly drained soil that will tolerate standing water during wet seasons.

c) Extent and acreage of all upland hammock forests; and,

No upland hammock forests or other native Florida uplands exist on the parcel. The upland areas on the property consist of improved pasture (FLUCCS #211) and Residential (FLUCCS #110). The dominant vegetation within the upland areas consist of Bahia grass. The parcel also contains minimal scattered occurrences of cabbage palms

and Live Oak. The southern perimeter of the parcel is dominated by Brazilian pepper. The parcel is reflective of the historic use as an agricultural site, apparent by remnant shallow furrows.

Protected trees within the upland area consist of Cabbage Palms and Live Oaks.

Identified uplands carry the following FLUCCS classification:

211: Improved pasture ±17.0 acres total
110: Residential ± 1.25 acres total

The vegetation observed in the upland includes:

Bahia grass *(Paspalum notatum*) Slash Pine (*Pinus densa*)
Cabbage Palm (*Sabal palmetto)*
Brazilian pepper (*Schinus terbinthifolius*)

d) Extent and acreage of all wetlands.

State jurisdictional wetlands do not exist on the parcel.

2. A statement of jurisdictional control over the environmental area.

The applicant has submitted environmental impact application to the St. Lucie County ERD, and City of Fort Pierce.

3. A statement on when the jurisdictional boundaries were delineated and who delineated the boundaries.

State jurisdictional wetlands are not present on the parcel. Wetlands were not delineated.

4. Indicate the required first floor elevation, and whether all floor elevations will be above this level.

The proposed finished floor elevations will be set at or above the results of the 100-year 3-day storm analysis or predetermined flood elevations as published by FEMA. Whichever elevation is greater will be used to set the primary structure and any additional habitable structures. These elevations will be determined during the detailed design construction plan development process and submitted to all required permitting agencies for review and approval. We estimate finished floor elevations to be somewhere between 2-3 feet above existing property grades.

5. The identification of any area that has experienced overwash of the primary dune.

Not Applicable.

6. The identification of any area subject to breach during storm conditions.

Not Applicable.

7. An assessment of the impacts upon onsite vegetation and wildlife.

The upland areas on the property will be impacted by construction; as the intended use is for an RV Facility. However, this habitat that will be impacted does not contain critical habitat or vegetation. Additionally, exotic vegetation will be removed from the site or killed in placed.

No Wildlife was observed on the parcel during the site visit; however grazing Cows have been observed on site. Due to the nature of the site, impacts to native wildlife will be minimal.

8. An assessment of the impacts upon onsite and off-site natural resources.

The overall onsite impacts will be minimal. The majority of the impacted vegetation will consist of Cabbage Palms, Live Oaks, Bahia grass, and other non-descript pasture grasses. Trees qualifying for protection, i.e. Cabbage Palms, will be mitigated as described in section 11.

The off-site natural resources affected by the proposed activity are minimal and will not cause fragmentation of natural lands. The immediate area around the property consists of major state roads, Okeechobee Road lies to the south, and Peters Road. to the west. Interstate 95 lies to the east. The extended area beyond the property's perimeter consist of various remnant agricultural lands that appear to be used for grazing or other similar uses. The property has no apparent immediate links to habitat areas or wildlife corridors.

9. A detailed description of the planned approach to minimize impacts.

The applicant has minimized overall impacts with the development of a site plan that does not intend to disrupt natural habitat, as none exists on site. In addition, a 1.75-ac. lake will be created, providing habitat for native animals. The remaining impacts on the parcel will mainly be to low pasture grasses.

10. A detailed description of the proposed alterations or disturbances being proposed.

The applicant proposes to construct a commercial development, titled Project Hurricane. This site is intended for use of RVs and accompanying facilities and will have zero impact to native habitat, as none exists on site.

11. A detailed description of the proposed mitigation plan to off set impacts.

The applicant is not directly impacting native habitats. The only mitigation necessary will the tree for tree mitigation of the Cabbage Palms and Live Oak Trees, which will take place on-site with additional planting.

12. A plant and animal survey for onsite federal and state protected species.

A preliminary plant and animal survey was conducted by EDC, Inc. in December 2020, No resident listed animal species were observed on the property. No listed plants were observed on the property.

13. A surface water management plan and written assessment including a description of techniques to be used to prevent both the potential degradation of surface water resources and an increase in flood hazard damage.

Stormwater design calculations will be completed per current South Florida Water Management District (SFWMD) design standards as outlined under the SFWMD Basis of Review. Drainage plans will be designed to utilize existing drainage permits issued March 31, 1997.

14. A sea turtle protection plan.

A sea turtle protection plan is not applicable to this property.

15. A shoreline stabilization plan.

A shoreline stabilization plan is not applicable for this property.

16. A gopher turtle protection plan.

A gopher tortoise protection plan is not applicable for this property as no burrows were found.

Appendix A
Site Maps

ENGINEERS ◆ SURVEYORS ◆ ENVIRONMENTAL

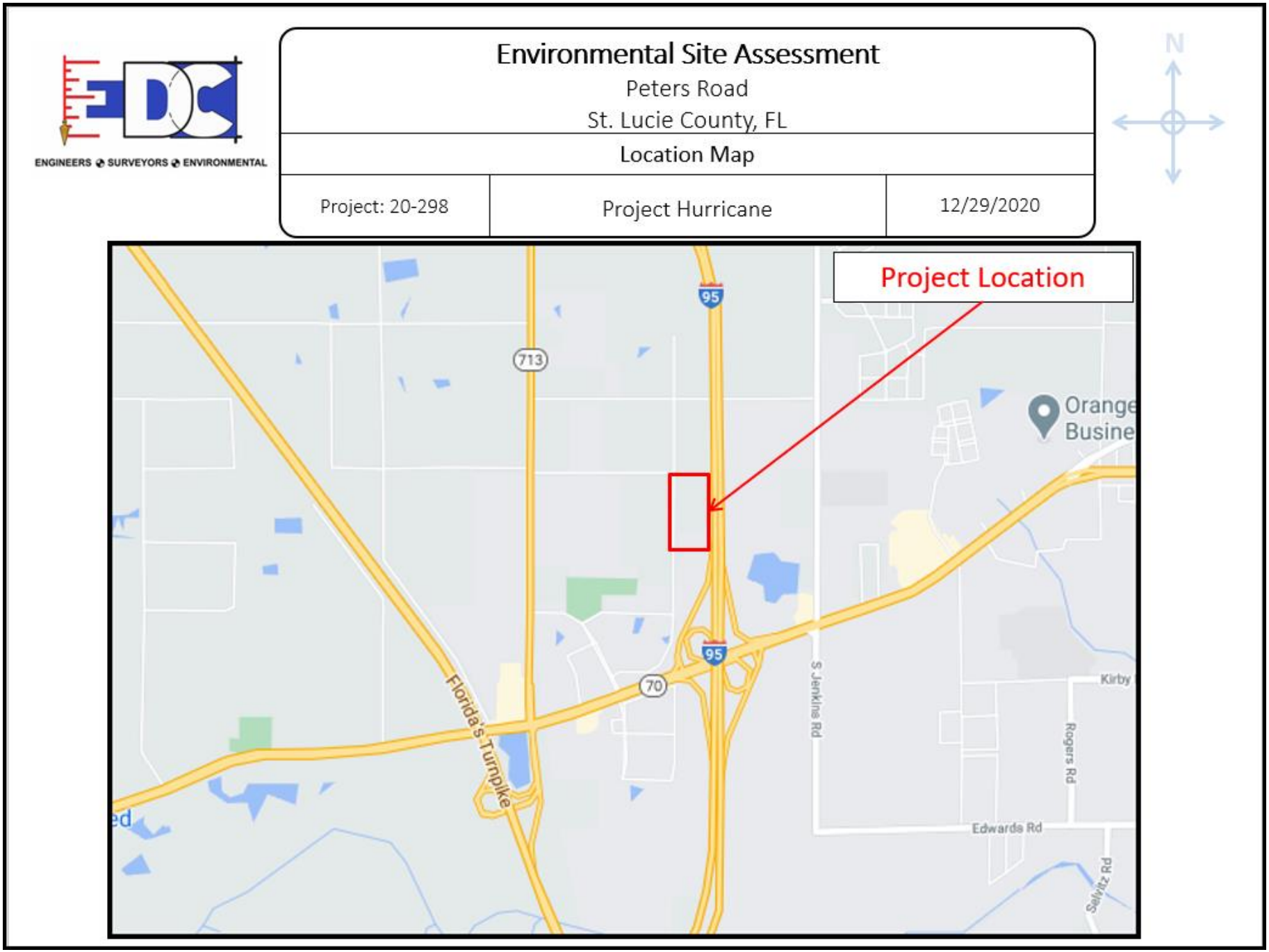


Figure 1. Location Map.

Figure 2. Site Map.

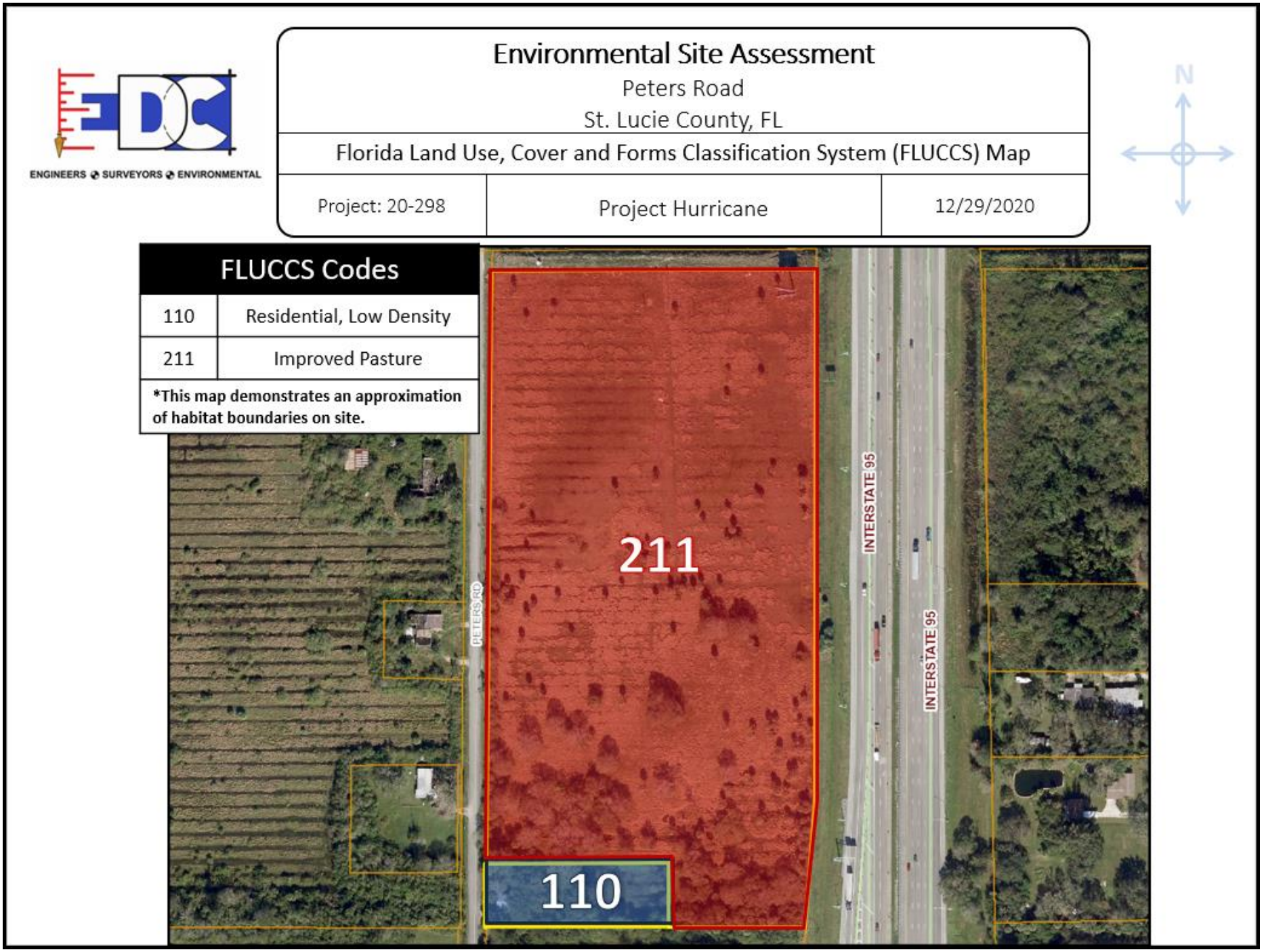


Figure 3. Existing Habitat/FLUCCS Map.

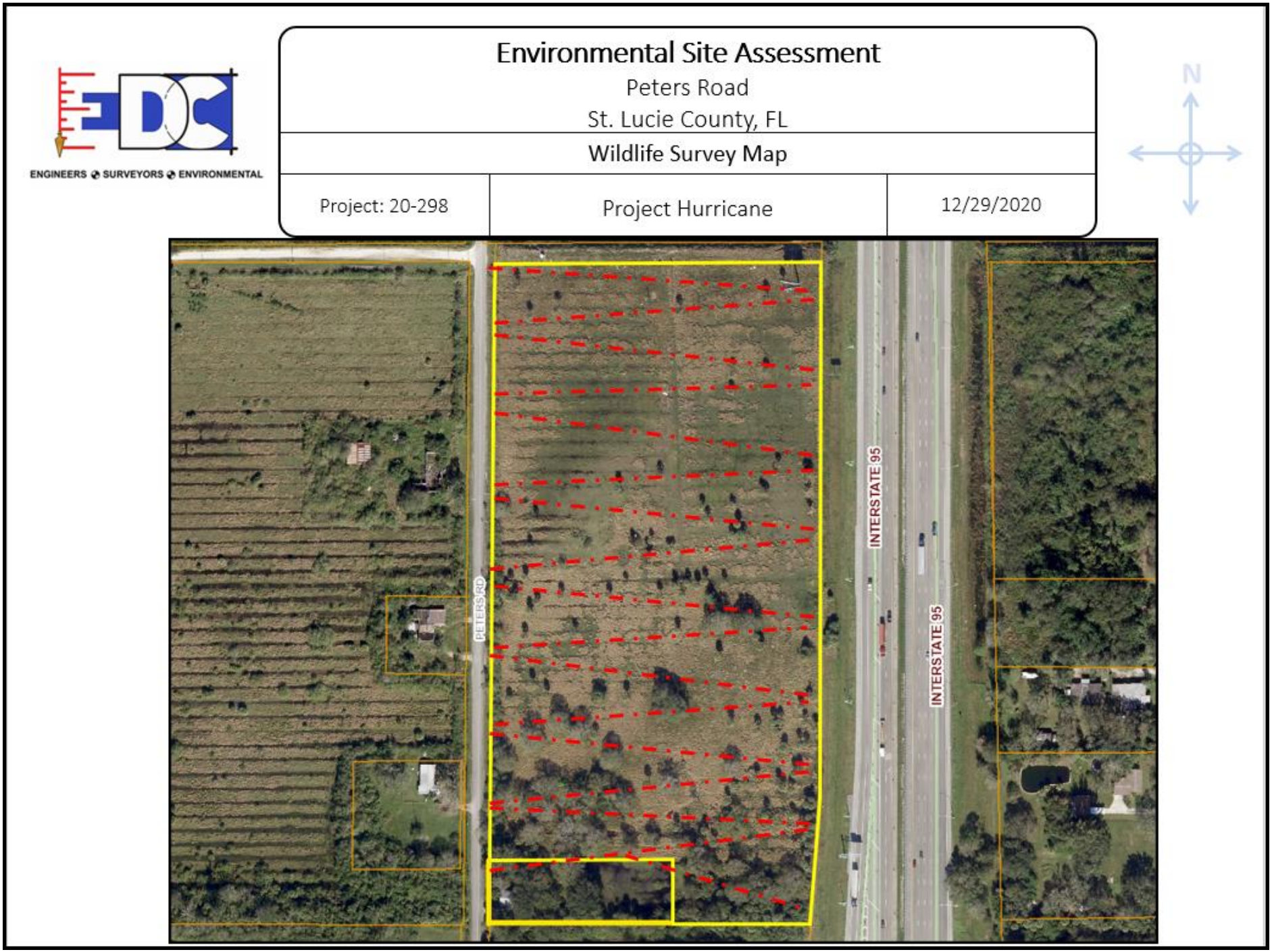


Figure 4. Wildlife Survey Map.

ENGINEERS ◆ SURVEYORS ◆ ENVIRONMENTAL

Environmental Site Assessment

Peters Road

St. Lucie County, FL

Soil Map

Project: 20-298	Project Hurricane	12/10/2020

N

St. Lucie County, Florida (FL111)

St. Lucie County, Florida (FL111)

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
25	Nettles and Oldsmar sands	2.3	10.6%
38	Riviera fine sand, 0 to 2 percent slopes	4.6	20.9%
48	Wabasso sand, 0 to 2 percent slopes	4.8	22.0%
55	Winder loamy sand	10.1	46.5%
Totals for Area of Interest		**21.8**	**100.0%**

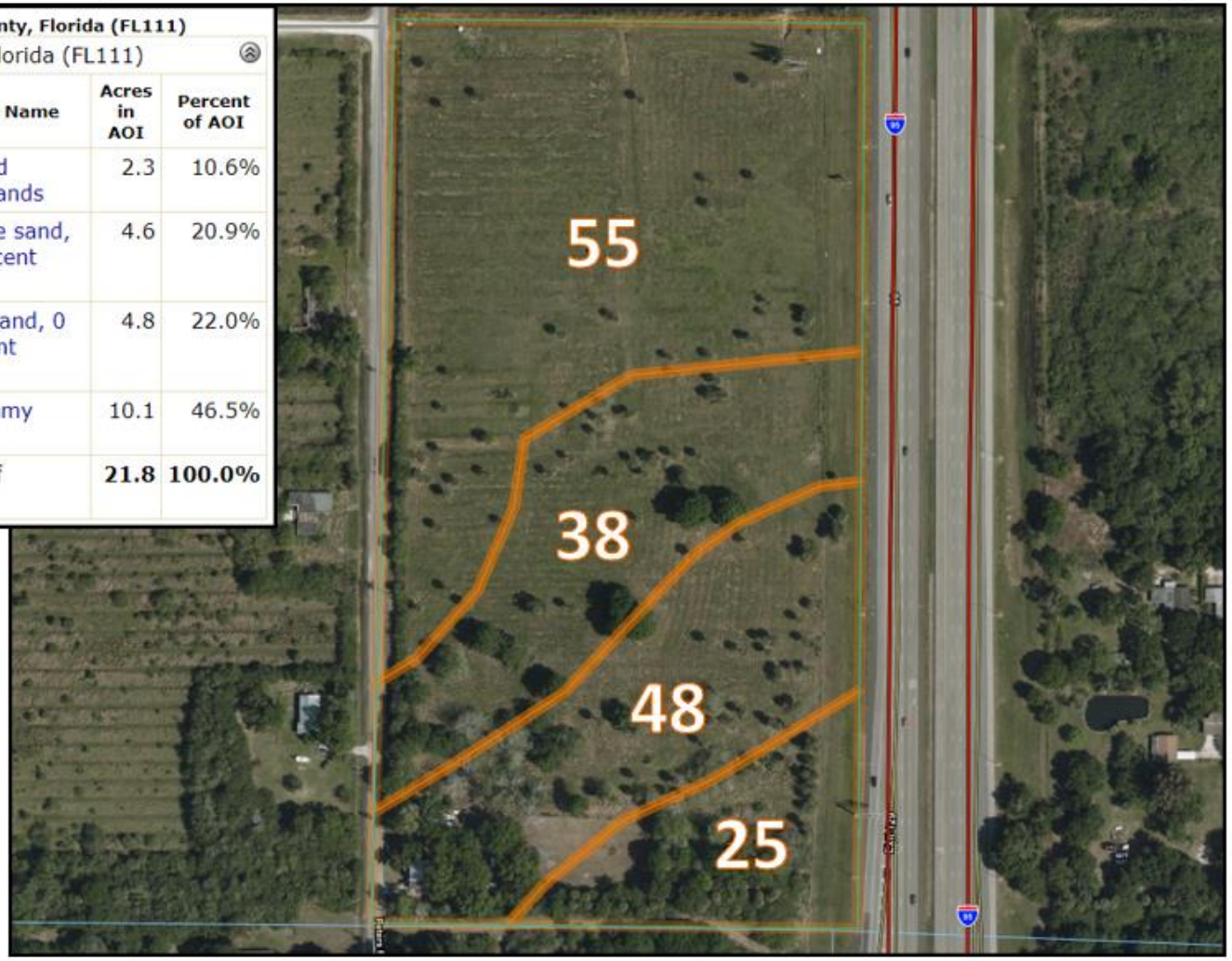


Figure 5. Soil Map.

O'ROURKE
ENGINEERING & PLANNING

TRAFFIC ANALYSIS

FOR

Project Hurricane

Prepared for:

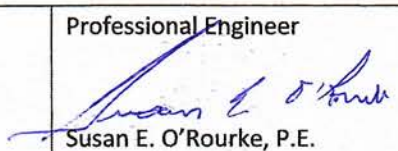
EDC
10250 SW Village Parkway
Port St. Lucie, FL 34987

Prepared by

O'Rourke Engineering & Planning
22 SE Seminole Street
Stuart, Florida 34994
772-781-7918

February 17, 2021
Revised July 16, 2021

SR20122.0

Prepared by: O'Rourke Engineering & Planning Certificate of Authorization: #26869 22 SE Seminole Street Stuart, Florida 34994 772-781-7918	Professional Engineer  Susan E. O'Rourke, P.E. Date signed and sealed: 7/16/21 License #: 42684

O'ROURKE
ENGINEERING & PLANNING

February 17, 2021

Mr. Brad Currie
EDC
10250 SW Village Parkway
Port St. Lucie, FL 34987

Re: Project Hurricane

Dear Mr. Currie:

O'Rourke Engineering & Planning has completed the analysis of the proposed commercial development located east of Peters Road and south of White Road in Ft. Pierce, St. Lucie County, Florida. The steps in the analysis and the ensuing results are presented herein.

It has been a pleasure working with you. If you have any questions or comments, please give me a call.

Respectfully submitted,

O'Rourke Engineering & Planning

Susan E. O'Rourke, P.E.
Registered Civil Engineer

Project Hurricane – Concurrency Report – 7.16.21

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PROJECT TRAFFIC	4
PROJECT DISTRIBUTION / ASSIGNMENT/ IMPACT	4
OTHER PROJECT TRAFFIC/ GROWTH RATE	4
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INTERSECTION ANALYSIS	9
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APPENDIX A: Site Plan
APPENDIX B: St. Lucie County 2019 Level of Service Report
APPENDIX C: Growth Rate Data & Background Traffic
APPENDIX D: Driveway Analysis & Data
APPENDIX E: Intersection Analysis

INTRODUCTION

O'Rourke Engineering & Planning was retained to prepare a traffic analysis for the proposed development consisting of 19,200 SF of RV Sales & 20,000 SF of RV Service located east of Peters Road and south of White Road in Ft. Pierce, St. Lucie County, Florida. The purpose of this report is to determine the impact of the change in land use on the surrounding roadway system.

In order to make that determination, the following analytical steps were taken:

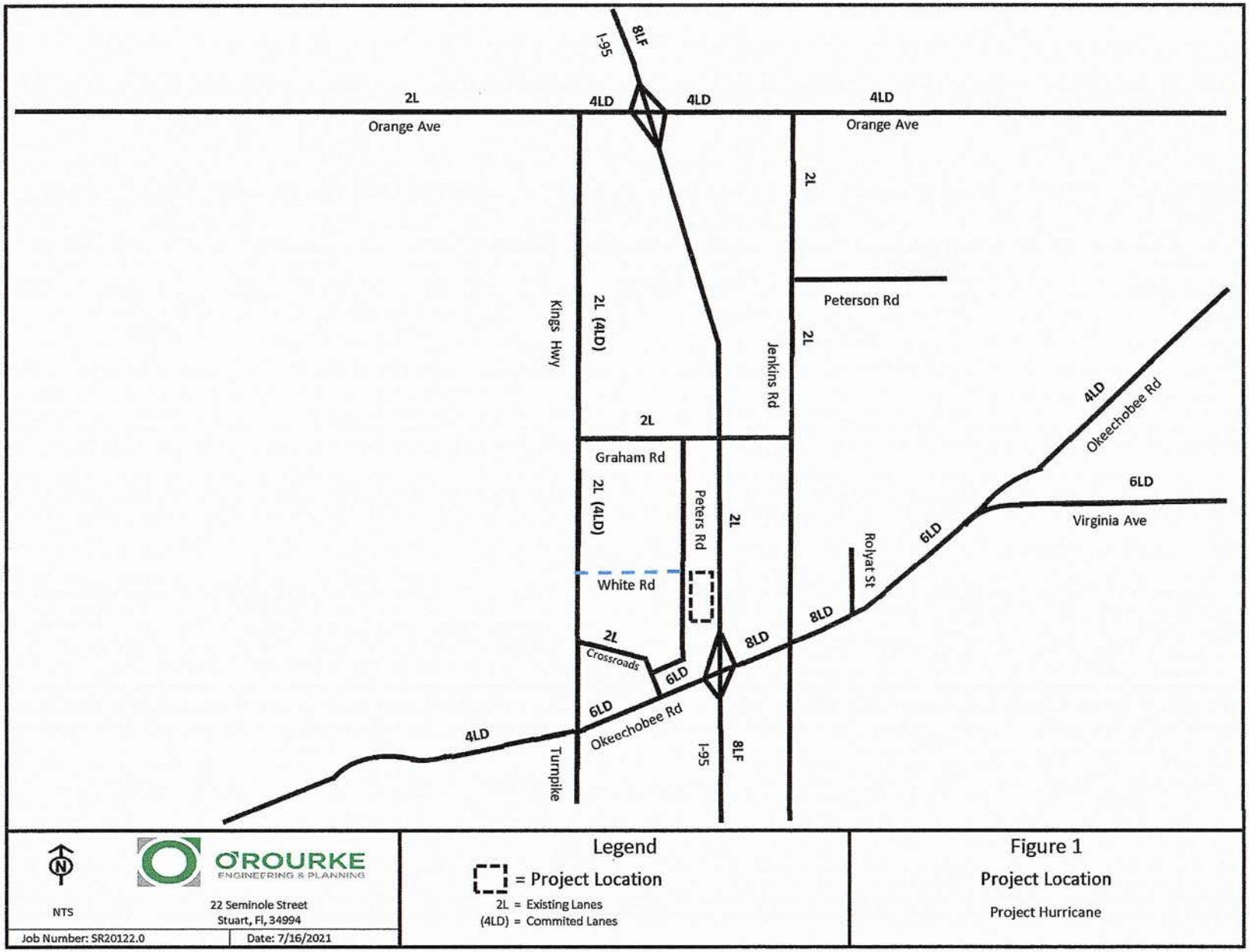
- summary of the project
- summary of existing lane geometries
- summary of the existing traffic volumes
- assessment of project traffic
- determination of impact area
- summary of short term cumulative traffic volumes
- summary of levels of service with the project traffic added

Each of these steps is outlined herein.

PROJECT DESCRIPTION

The proposed development consisting of 19,200 SF of RV Sales & 20,000 SF RV Service is located east of Peters Road and south of White Road in Ft. Pierce, St. Lucie County, Florida. The site is currently vacant. The project location is shown in **Figure 1**.

Appendix A includes the project site plan.


I-95
8LF
2L
4LD
4LD
4LD
Orange Ave
Orange Ave
2L
Peterson Rd
2L
Kings Hwy
2L (4LD)
Jenkins Rd
2L
Graham Rd
2L (4LD)
Peters Rd
2L
4LD
Okeechobee Rd
6LD
Virginia Ave
White Rd
Rolyat St
6LD
8LD
8LD
2L
Crossroads
6LD
6LD
Okeechobee Rd
4LD
Turnpike
I-95
8LF
NTS
O'ROURKE
ENGINEERING & PLANNING
22 Seminole Street
Stuart, Fl, 34994
Job Number: SR20122.0
Date: 7/16/2021
Legend
= Project Location
2L = Existing Lanes
(4LD) = Commited Lanes
Figure 1
Project Location
Project Hurricane

EXISTING CONDITIONS

The study area is defined as the roadways upon which the project has an impact of 3% of the level of service capacity of the roadway and 1% on the adjacent link. Once the project traffic was assigned, the study area was refined based on the impact percentages.

The study area roadways were defined in terms of existing lane geometrics and existing traffic volumes.

Existing/Proposed Lane Geometrics and Traffic Control

The study area was reviewed to determine the existing number and type of lanes, and the traffic control along the roadway. Each roadway is described below.

- Peters Road is a two-lane local road with a general north/south alignment.
- S. Jenkins Road is a two-lane arterial with a north/south alignment.
- Graham Road is a two-lane local roadway with a east/west alignment.
- Okeechobee Road is a multi-lane divided arterial roadway with an east/west alignment. It is four-lane divided west of Kings Highway and east of Virginia Avenue. It is six-lane divided from Rolyat Street to Virginia Avenue and from Kings Highway to I-95. There is an eight-lane divided section from east of I-95 to Rolyat Street. There are numerous extended turn lanes and freeway auxiliary lanes.
- Orange Avenue is a four-lane divided arterial with an east/ west alignment.
- Kings Highway is a two-lane arterial with a north/south alignment and is under construction in portions and included in the 5-year TIP to be widened to a four-lane divided roadway.
- Crossroads Parkway is a two lane divided collector roadway.

Existing Traffic Volumes/ Service Volume

Traffic volumes were obtained from the St. Lucie County TPO and FDOT. The count data along with the number of lanes and the associated peak hour/peak direction service volumes will be summarized in the upcoming sections of the report. The service volumes were developed based on the functional classification contained in the County Comprehensive Plan and the St. Lucie County Traffic Counts and Level of Service Report. The 2020 FDOT Quality Level of Service was used to augment data included in the St. Lucie TPO 2019 Level of Service Report. These documents are included in **Appendix B.**

PROJECT TRAFFIC

To estimate future traffic generated by the project, ITE Trip Generation, 10th Edition trip rates were applied to Recreational Vehicle Sale and Automotive Parts and Service. These calculations are shown in **Tables 1a, 1b, and 1c**.

As shown, the project traffic will generate 422 new daily trips. There will be 48 net new AM peak hour trips with 36 trips entering the project and 12 trips exiting the project. The project will generate 60 net new PM peak hour trips with 23 trips entering the project and 37 trips exiting the project.

PROJECT DISTRIBUTION/ ASSIGNMENT

The project traffic was distributed by general geographic direction and then assigned to the roadway network.

Distribution/ Assignment – This general distribution led to an assignment of trips based on the anticipated ultimate destinations and the roadway paths used to reach those destinations. The project assignment is shown in **Figure2.**

Impact – Tables 2a and 2b summarize the project impact as a percent of service volume capacity Significant is defined as 1% or more on an adjacent link and 3% or more on all other links. As shown, the project is significant on Peters Road.

OTHER PROJECT TRAFFIC/GROWTH RATE

A 4-year historical growth rate of 5.97% was calculated using County Historical AADT for Crossroads Parkway. Traffic from other projects include the unoccupied shopping center on Crossroads and Project Walsh and Kings Commerce Center. Fort Pierce RV Storage was reviewed but its impact is minimal. The proposed 108 Acres/Kings Highway project traffic was added.

Appendix C includes the growth rate calculation and the background project data.

LINK ANALYSIS/REVIEW

The adjacent link of Peters Road and Crossroads Parkway are the only links with a significant impact. These links were further analyzed to ensure it will meet concurrency.

Table 3a and 3b summarizes the results of the link analysis. As shown, all roadways will operate at acceptable levels of service at project buildout.

Table 1 - Trip Generation

Table 1a: Daily

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Net New Trips		
					In	Out	In	Out	Total	In	Out	Total
Recreational Vehicle Sales	842	19,200	Sft	T = 5.0(X)	50%	50%	48	48	96	48	48	96
Automobile Parts and Service	943	20,000	Sft	T = 16.28(X)	50%	50%	163	163	326	163	163	326
TOTALS							**211**	**211**	**422**	**211**	**211**	**422**

Source: ITE 10th Edition Trip Generation Rates

Table 1b: AM Peak Hour

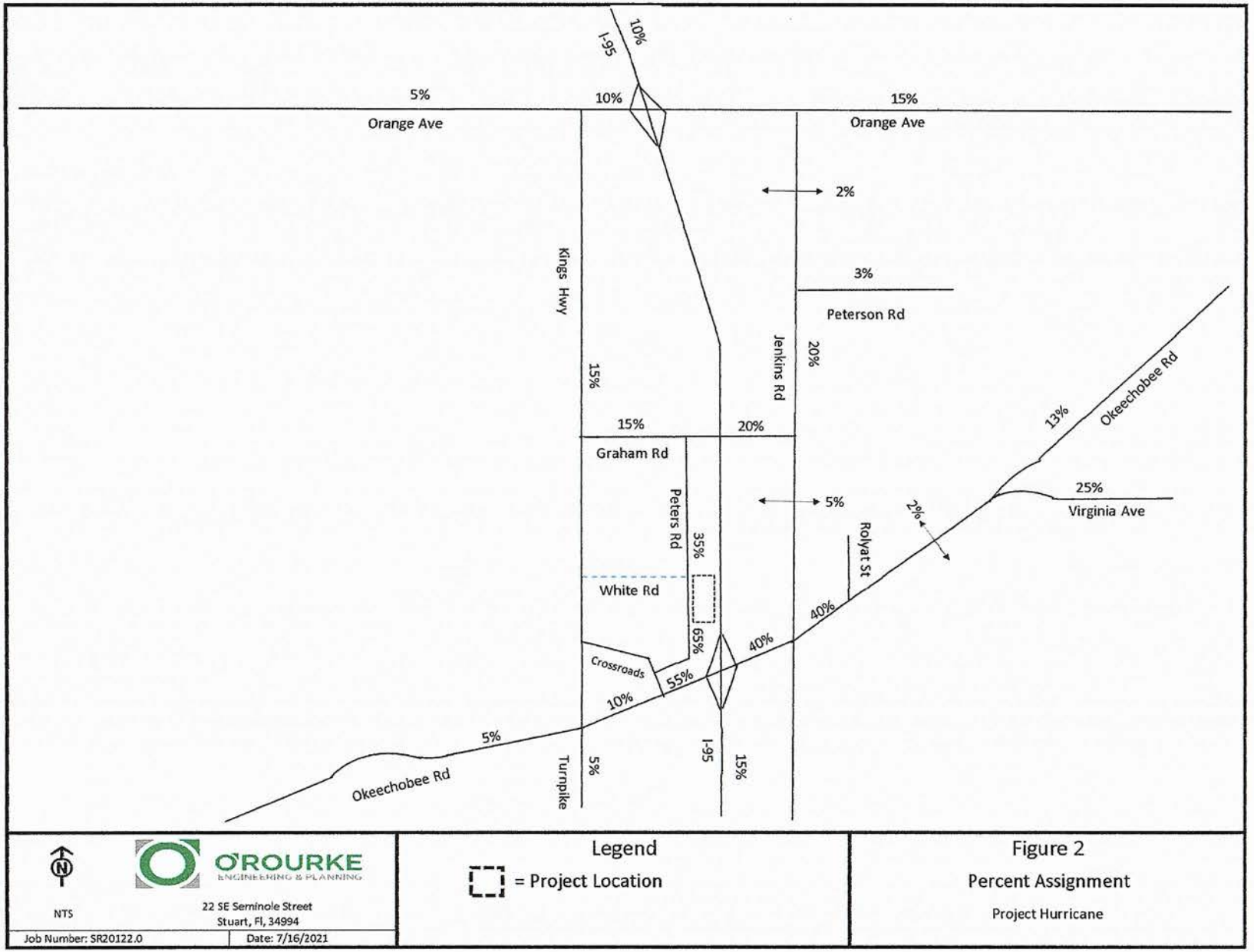
Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Net New Trips		
					In	Out	In	Out	Total	In	Out	Total
Recreational Vehicle Sales	842	19,200	Sft	T = 0.46(X)	85%	15%	8	1	9	8	1	9
Automobile Parts and Service	943	20,000	Sft	T = 1.96(X)	73%	27%	28	11	39	28	11	39
TOTALS							**36**	**12**	**48**	**36**	**12**	**48**

Source: ITE 10th Edition Trip Generation Rates

Table 1c: PM Peak Hour

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Net New Trips		
					In	Out	In	Out	Total	In	Out	Total
Recreational Vehicle Sales	842	19,200	Sft	T = 0.77(X)	31%	69%	5	10	15	5	10	15
Automobile Parts and Service	943	20,000	Sft	T = 2.26(X)	40%	60%	18	27	45	18	27	45
TOTALS							**23**	**37**	**60**	**23**	**37**	**60**

Source: ITE 10th Edition Trip Generation Rates



NTS Job Number: SR20122.0	O'ROURKE ENGINEERING & PLANNING 22 SE Seminole Street Stuart, Fl, 34994 Date: 7/16/2021	Legend = Project Location

Figure 2
Percent Assignment
Project Hurricane

TABLE 2a - Project Percent Impact - AM

Segment	From	To	Direction	IN/OUT	Greater than 3% (1% on Adjacent Links)[2]	Peak Hour Service Capacity (E+C)[1]	Project Volume Peak Direction	% Project of Capacity-Peak Hour	Project Percent Assignment
Peters Rd	Crossroads Pkwy	Project Entrance	NB	IN	YES	750	23	3.07%	65%
	Crossroads Pkwy	Project Entrance	SB	OUT	YES	750	8	1.07%	65%
	Project Entrance	Graham Rd	NB	OUT	NO	750	4	0.53%	35%
	Project Entrance	Graham Rd	SB	IN	YES	750	13	1.73%	35%
Crossroads Pkwy	Kings Hwy	Okeechobee Rd	NB	IN	NO	790	23	2.91%	65%
	Kings Hwy	Okeechobee Rd	SB	OUT	NO	790	8	1.01%	65%
Kings Hwy	Graham Rd	Picos Rd	NB	OUT	NO	1800	2	0.11%	15%
	Graham Rd	Picos Rd	SB	IN	NO	1800	5	0.28%	15%
	Picos Rd	Orange Ave	NB	OUT	NO	1800	2	0.11%	15%
	Picos Rd	Orange Ave	SB	IN	NO	1800	5	0.28%	15%
Graham Rd	Kings Hwy	Jenkins Rd	EB	IN	NO	630	7	1.11%	20%
	Kings Hwy	Jenkins Rd	WB	OUT	NO	630	2	0.32%	20%
Virginia Ave	Okeechobee Rd	Hartman Rd	EB	OUT	NO	3020	3	0.10%	25%
	Okeechobee Rd	Hartman Rd	WB	IN	NO	3020	9	0.30%	25%
Orange Ave	Jenkins Rd	Hartman Rd	EB	OUT	NO	2000	2	0.10%	15%
	Jenkins Rd	Hartman Rd	WB	IN	NO	2000	5	0.25%	15%
	Kings Hwy	I - 95	EB	OUT	NO	2000	1	0.05%	10%
	Kings Hwy	I - 95	WB	IN	NO	2000	4	0.20%	10%
	Campbell Rd	Kings Hwy	EB	IN	NO	1070	2	0.19%	5%
	Campbell Rd	Kings Hwy	WB	OUT	NO	1070	1	0.09%	5%
Jenkins Rd	Okeechobee Rd	Graham Rd	NB	IN	NO	920	2	0.22%	5%
	Okeechobee Rd	Graham Rd	SB	OUT	NO	920	1	0.11%	5%
	Graham Rd	Peterson Rd	NB	OUT	NO	630	2	0.32%	20%
	Graham Rd	Peterson Rd	SB	IN	NO	630	7	1.11%	20%
	Peterson Rd	Orange Ave	NB	OUT	NO	920	2	0.22%	15%
	Peterson Rd	Orange Ave	SB	IN	NO	920	5	0.54%	15%
Okeechobee Rd	McCarty Rd	Florida Turnpike	EB	IN	NO	1810	2	0.11%	5%
	McCarty Rd	Florida Turnpike	WB	OUT	NO	1810	1	0.06%	5%
	Florida Turnpike	Kings Hwy	EB	IN	NO	2010	2	0.10%	5%
	Florida Turnpike	Kings Hwy	WB	OUT	NO	2010	1	0.05%	5%
	Kings Hwy	I - 95	EB	IN	NO	4170	20	0.48%	55%
	Kings Hwy	I - 95	WB	OUT	NO	4170	7	0.17%	55%
	I - 95	Jenkins Rd	EB	IN	NO	4240	14	0.33%	40%
	I - 95	Jenkins Rd	WB	OUT	NO	4240	5	0.12%	40%
	Jenkins Rd	McNeil Ave	EB	OUT	NO	4040	5	0.12%	40%
	Jenkins Rd	McNeil Ave	WB	IN	NO	4040	14	0.35%	40%
I-95	Midway Rd	Okeechobee Rd	NB	IN	NO	5780	5	0.09%	15%
	Midway Rd	Okeechobee Rd	SB	OUT	NO	5780	2	0.03%	15%
	Orange Ave	Indrio Rd	NB	OUT	NO	7680	1	0.01%	10%
	Orange Ave	Indrio Rd	SB	IN	NO	7680	4	0.05%	10%

(1) FDOT 2020 Service Capacity Tables & St. Lucie TPO

(2) According to the Guidelines prepared by the TPO and modified by the City and County

Two-Way:	48
Net In:	36
Net Out:	12

TABLE 2b - Project Percent Impact - PM

Segment	From	To	Direction	IN/OUT	Greater than 3% (1% on Adjacent Links)[2]	Peak Hour Service Capacity (E+C)[1]	Project Volume Peak Direction	% Project of Capacity-Peak Hour	Project Percent Assignment
Peters Rd	Crossroads Pkwy	Project Entrance	NB	IN	YES	750	15	2.00%	65%
	Crossroads Pkwy	Project Entrance	SB	OUT	YES	750	24	3.20%	65%
	Project Entrance	Graham Rd	NB	OUT	YES	750	13	1.73%	35%
	Project Entrance	Graham Rd	SB	IN	YES	750	8	1.07%	35%
Crossroads Pkwy	Kings Hwy	Okeechobee Rd	NB	IN	NO	790	15	1.90%	65%
	Kings Hwy	Okeechobee Rd	SB	OUT	YES	790	24	3.04%	65%
Kings Hwy	Graham Rd	Picos Rd	NB	OUT	NO	1800	6	0.33%	15%
	Graham Rd	Picos Rd	SB	IN	NO	1800	3	0.17%	15%
	Picos Rd	Orange Ave	NB	OUT	NO	1800	6	0.33%	15%
	Picos Rd	Orange Ave	SB	IN	NO	1800	3	0.17%	15%
Graham Rd	Kings Hwy	Jenkins Rd	EB	IN	NO	630	5	0.79%	20%
	Kings Hwy	Jenkins Rd	WB	OUT	NO	630	7	1.11%	20%
Virginia Ave	Okeechobee Rd	Hartman Rd	EB	OUT	NO	3020	9	0.30%	25%
	Okeechobee Rd	Hartman Rd	WB	IN	NO	3020	6	0.20%	25%
Orange Ave	Jenkins Rd	Hartman Rd	EB	OUT	NO	2000	6	0.30%	15%
	Jenkins Rd	Hartman Rd	WB	IN	NO	2000	3	0.15%	15%
	Kings Hwy	I - 95	EB	OUT	NO	2000	4	0.20%	10%
	Kings Hwy	I - 95	WB	IN	NO	2000	2	0.10%	10%
	Campbell Rd	Kings Hwy	EB	IN	NO	1070	1	0.09%	5%
	Campbell Rd	Kings Hwy	WB	OUT	NO	1070	2	0.19%	5%
Jenkins Rd	Okeechobee Rd	Graham Rd	NB	IN	NO	920	1	0.11%	5%
	Okeechobee Rd	Graham Rd	SB	OUT	NO	920	2	0.22%	5%
	Graham Rd	Peterson Rd	NB	OUT	NO	630	7	1.11%	20%
	Graham Rd	Peterson Rd	SB	IN	NO	630	5	0.79%	20%
	Peterson Rd	Orange Ave	NB	OUT	NO	920	6	0.65%	15%
	Peterson Rd	Orange Ave	SB	IN	NO	920	3	0.33%	15%
Okeechobee Rd	McCarty Rd	Florida Turnpike	EB	IN	NO	1810	1	0.06%	5%
	McCarty Rd	Florida Turnpike	WB	OUT	NO	1810	2	0.11%	5%
	Florida Turnpike	Kings Hwy	EB	IN	NO	2010	1	0.05%	5%
	Florida Turnpike	Kings Hwy	WB	OUT	NO	2010	2	0.10%	5%
	Kings Hwy	I - 95	EB	IN	NO	4170	13	0.31%	55%
	Kings Hwy	I - 95	WB	OUT	NO	4170	20	0.48%	55%
	I - 95	Jenkins Rd	EB	IN	NO	4240	9	0.21%	40%
	I - 95	Jenkins Rd	WB	OUT	NO	4240	15	0.35%	40%
	Jenkins Rd	Virginia Ave	EB	OUT	NO	4040	15	0.37%	40%
	Jenkins Rd	Virginia Ave	WB	IN	NO	4040	9	0.22%	40%
I-95	Midway Rd	Okeechobee Rd	NB	IN	NO	5780	3	0.05%	15%
	Midway Rd	Okeechobee Rd	SB	OUT	NO	5780	6	0.10%	15%
	Orange Ave	Indrio Rd	NB	OUT	NO	7680	4	0.05%	10%
	Orange Ave	Indrio Rd	SB	IN	NO	7680	2	0.03%	10%

(1) FDOT 2020 Service Capacity Tables & St. Lucie TPO

(2) According to the Guidelines prepared by the TPO and modified by the City and County

Two-Way:	60
Net In:	23
Net Out:	37

TABLE 3a - Link Analysis - AM

Segment	From	To	Direction	IN/OUT	Greater than 3% (1% on Adjacent Links)	2017 Peak Hour Directional Volumes	Growth Rate (2)	2024 AM Peak Hour + Growth	AM Peak Hour Committed Projects Directional	2024 Growth + Committed Peak Direction	Peak Hour Service Capacity (1)	Project Volume Peak Direction	Total Traffic (Peak Direction)	% Project of Capacity-Peak Hour	Does Project Satisfy Concurrency?	Project Percent Assignment
Peters Rd	Crossroads Pkwy	Project Entrance	NB	IN	YES	67 (3)	5.97%	101	15	116	750	23	139	3.07%	YES	65%
	Crossroads Pkwy	Project Entrance	SB	OUT	YES	53 (3)	5.97%	80	4	84	750	8	92	1.07%	YES	65%
	Project Entrance	Graham Rd	SB	IN	YES	31 (3)	5.97%	47	29	76	750	13	89	1.73%	YES	35%

(1) FDOT 2020 Service Capacity Tables & St. Lucie TPO

(2) Crossroads Growth Rate

(3) Estimated Existing Traffic from FDOT 2017 Turning Movement Count - See Figure 4 in Appendix E

Two-Way:	48
Net In:	36
Net Out:	12
Years Grown:	7

TABLE 3b - Link Analysis - PM

Segment	From	To	Direction	IN/OUT	Greater than 3% (1% on Adjacent Links)	2017 Peak Hour Directional Volumes	Growth Rate (2)	2024 PM Peak Hour + Growth	PM Peak Hour Committed Projects Directional	2024 Growth + Committed Peak Direction	Peak Hour Service Capacity (1)	Project Volume Peak Direction	Total Traffic (Peak Direction)	% Project of Capacity-Peak Hour	Does Project Satisfy Concurrency?	Project Percent Assignment
Peters Rd	Crossroads Pkwy	Project Entrance	NB	IN	YES	121 (3)	5.97%	182	5	187	750	15	202	2.00%	YES	65%
	Crossroads Pkwy	Project Entrance	SB	OUT	YES	112 (3)	5.97%	168	15	183	750	24	207	3.20%	YES	65%
	Project Entrance	Graham Rd	NB	OUT	YES	28 (3)	5.97%	42	30	72	750	13	85	1.73%	YES	35%
	Project Entrance	Graham Rd	SB	IN	YES	34 (3)	5.97%	51	9	60	750	8	68	1.07%	YES	35%
Crossroads Pkwy	Kings Hwy	Okeechobee Rd	SB	OUT	YES	107	5.97%	161	15	176	790	24	200	3.04%	YES	65%

(1) FDOT 2020 Service Capacity Tables & St. Lucie TPO

(2) Crossroads Growths Rate

(3) Estimated Existing Traffic from FDOT 2017 Turning Movement Count - See Figure 4 in Appendix E

Two-Way:	60
Net In:	23
Net Out:	37
Years Grown:	7

DRIVEWAY ANALYSIS

The project takes access from three driveways on Peters Road. Driveway 1 is a full access driveway serving the RV sales. Driveway 2 is a full access driveway serving the RV Service. Driveway 3 will be a gated full access driveway. It lines up with the Kings Commerce Center on the west side of Peters Road. The Project volumes are shown on **Figure 3**.

The project driveways were analyzed using HCS for unsignalized intersections to determine the Level of Service at project buildout. Both project driveways will operate at a LOS A in the AM peak hour and a LOS B in the PM peak hour.

The project driveways were also analyzed to determine if turn lanes are warranted at the project driveway. The FDOT Access Management Guidebook November 2019 was used to determine the need for right-turn lanes. With a speed limit of 45 MPH or less, a right-turn lane is recommended when right turning vehicles exceed 80 vehicles in the peak hour. With a peak hour right-turning project volume of 18 vehicles as the highest impact at Driveway 2, and 5 at Driveway 1, right-turn lanes are not recommended at either Driveway 1 or 2.

The need for left-turn lanes was evaluated using NCHRP 279 based on the percent of left turns and the approaching and opposing volumes. The highest left-turning volume is 10 vehicles at Driveway 2 which represents 10.9% of the advancing traffic in the AM peak hour, with an advancing volume of 92 and an opposing volume of 62. Using the two-lane 40 MPH graph, left-turn lanes are not warranted. Review of all left turn volumes yield similar results. Left turn lanes are not warranted.

Appendix D includes the driveway analyses and turn-lane data.

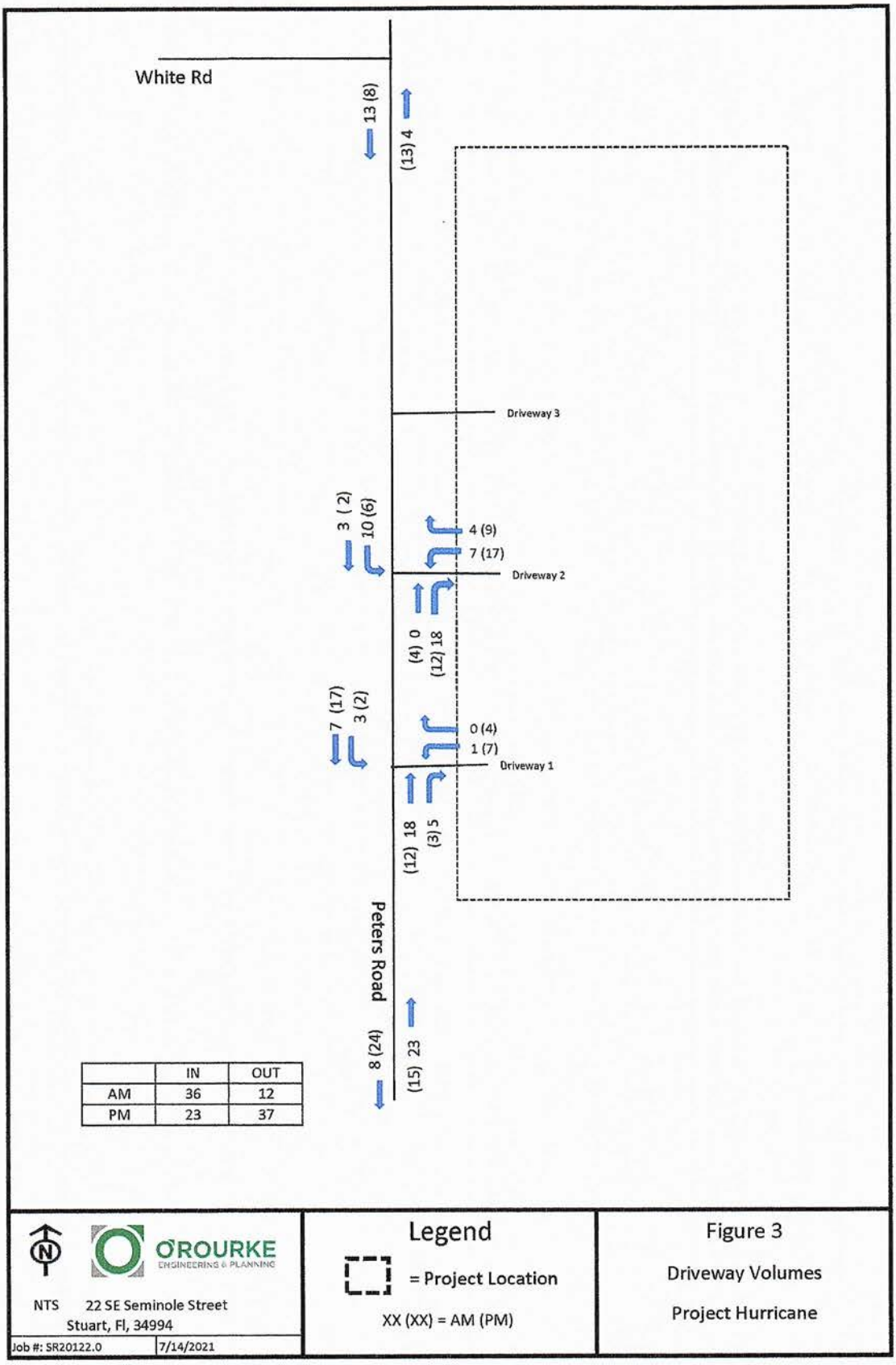
INTERSECTION ANALYSIS

The intersection of Peters Road and Crossroads Parkway was analyzed for the AM and PM peak hours. Due to current construction on Kings Highway, current traffic counts were not performed due to detours and non-typical traffic patterns. An estimated turning movement count was developed using the FDOT turning movement count at the intersection of Okeechobee Road and Crossroads Parkway as the basis of the estimate. The intersection was analyzed using HCS for unsignalized intersections. The intersection will operate at a LOS B in the AM peak hour and a LOS D in the PM peak hour at project buildout.

Appendix E includes the intersection analysis.

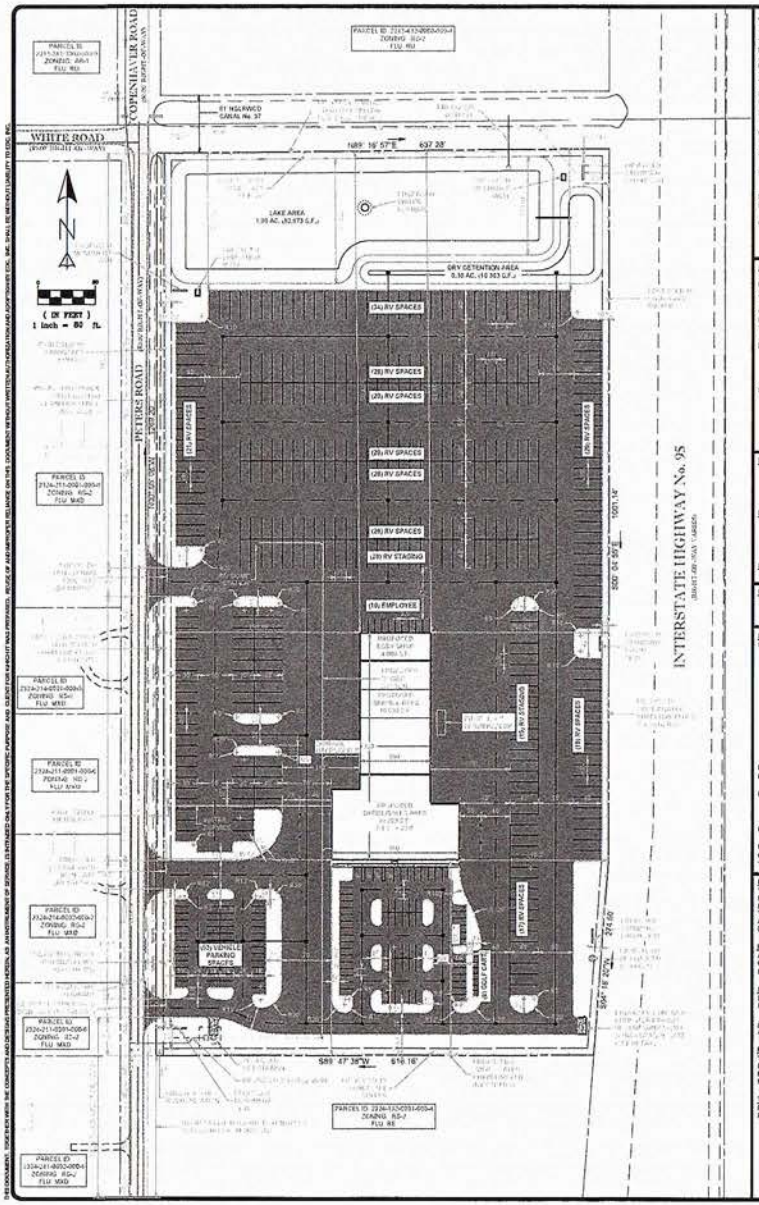
CONCLUSION

Project Hurricane with 48 net new AM peak hour trips and 60 net new PM peak hour trips will have a significant impact on Peters Road. All links operate at acceptable levels of service with the committed roadway network. The project has also demonstrated that the concurrency will be maintained. Therefore, the project meets the requirements for concurrency.


White Rd
13 (8)
(13) 4
Driveway 3
3 (2)
10 (6)
4 (9)
7 (17)
Driveway 2
(4) 0
(12) 18
7 (17)
3 (2)
0 (4)
1 (7)
Driveway 1
(12) 18
(3) 5
Peters Road
8 (24)
(15) 23
IN OUT
AM 36 12
PM 23 37
O'ROURKE ENGINEERING & PLANNING
NTS
22 SE Seminole Street
Stuart, Fl, 34994
Job #: SR20122.0
7/14/2021
Legend
= Project Location
XX (XX) = AM (PM)
Figure 3
Driveway Volumes
Project Hurricane

APPENDIX A

SITE DATA



LEGAL DESCRIPTION

PARCEL 1:

THE WEST 3/4 OF THE NORTH HALF OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER LESS ROAD AND CANAL RIGHT OF WAY FOR I-95, WHITE ROAD, AND ALSO, THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER, LESS ROAD RIGHT OF WAY FOR I-95 AND LESS THE SOUTH 125 FEET OF THE WEST 375 FEET THEREOF, ALL LYING AND BEING IN SECTION 24, TOWNSHIP 35 SOUTH, RANGE 38 EAST, ST. LUCIE COUNTY, FLORIDA.

PARCEL 2:

THE SOUTH 125 FEET OF THE WEST 375 FEET OF SECTION 24, TOWNSHIP 35 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA.

CONTAINING 18.54 ACRES, MORE OR LESS.

SECTION 24, TOWNSHIP 35 SOUTH, RANGE 38 EAST

PARCEL ID #: 2324-123-0001-000-3
2324-123-0003-000-8

PROJECT NAME: PROJECT HURRICANE
PROPOSED USE: RV SALES & SERVICE

OWNER: RV DEVELOPMENT, LLC
BUD WYNNE
547 WASH ROGERS LN.
MCMINNVILLE, TN 37110

SITE DATA

	EXISTING	PROPOSED
FUTURE LAND USE:	MXD (ELC)	GC (FP)
ZONING:	RS-2/OD (ELC)	C-3 (FP)

GROSS SITE AREA	807,675 S.F. (18.542 AC)
LESS 10' RIGHT-OF-WAY DEDICATION	12,992 S.F. (0.291 AC)
TOTAL SITE AREA	794,683 S.F. (18.250 AC) = 100.00%
IMPERVIOUS AREA	585,812 S.F. (13.451 AC) = 73.70%
PROPOSED BUILDING	39,200 S.F. (0.900 AC) = 4.93%
PROPOSED ASPHALT PAVEMENT	545,230 S.F. (12.517 AC) = 68.59%
PROPOSED CONCRETE	1,482 S.F. (0.034 AC) = 0.19%
PERVIOUS AREA	209,071 S.F. (4.799 AC) = 26.30%
OPEN SPACE AREA	106,895 S.F. (2.521 AC) = 13.80%
LAKE AREA	82,973 S.F. (1.905 AC) = 10.42%
DRY DETENTION AREA	16,303 S.F. (0.375 AC) = 2.05%
UPLAND PRESERVE	0 S.F. (0.000 AC) = 0.00%
WETLANDS	0 S.F. (0.000 AC) = 0.00%
WETLAND BUFFERS	0 S.F. (0.000 AC) = 0.00%

BUILDING SETBACKS

C-3 (GENERAL COMMERCIAL)

FRONT BUILDING SETBACK	(25')
SIDE BUILDING SETBACK	(15')
REAR BUILDING SETBACK	(15')

BUILDING DATA

OFFICE/SALES AREA	= 19,200 S.F.
SERVICE/REPAIR AREA	= 16,000 S.F.
BODY SHOP AREA	= 4,000 S.F.
GROSS FLOOR AREA	= 39,200 S.F.

BUILDING HEIGHT

PROPOSED BUILDING HEIGHT = 65' MAX.

PROVIDER OF UTILITIES

WATER:	FPUA
WASTEWATER:	FPUA
IRRIGATION:	WELL

PARKING CALCULATIONS

PARKING REQUIRED

19,200 S.F. OFFICE/SALES AREA
1 SPACE / 200 S.F.
19,200 / 200 = 96 SPACES

16,000 S.F. SERVICE/REPAIR AREA
1 SPACE / 200 S.F.
16,000 / 200 = 80 SPACES

4,000 S.F. BODY SHOP AREA
1 SPACE / 200 S.F.
4,000 / 200 = 20 SPACES

PARKING REQUIRED = 196 SPACES (8 HC)
PARKING PROVIDED = 152 SPACES (4 HC)

PARKING FOR OFFICE/SALES = 125 SPACES (8.5' x 18')
17 SPACES (10' x 42')
10 SPACES (8.5' x 18')
152 SPACES

RV INVENTORY/DISPLAY	= 130 SPACES (10' x 40')
	152 SPACES (10' x 30')
RV STAGING FOR REPAIR	= 57 SPACES (10' x 40')
GOLF CART PARKING	= 8 SPACES (8 x 17)
TOTAL PARKING SPACES	= 505 SPACES

DRAINAGE SYSTEM

THE SURFACE WATER MANAGEMENT SYSTEM FOR THE PROJECT WILL COLLECT SITE RUNOFF IN A SERIES OF CATCH BASINS IN WHICH WILL ROUTE THE RUNOFF TO THE PROPOSED DRY DETENTION AREA SIZED TO ACCEPT THE PROPOSED CONNECTION. THE SURFACE WATER WILL THEN DRAIN INTO THE PROPOSED LAKE. WATER QUALITY AND ATTENUATION SHALL BE ACHIEVED PER NSLRWCD CRITERIA PRIOR TO DISCHARGING NORTH INTO THE EXISTING NSLRWCD CANAL NO 37.

HAZARDOUS WASTE

ANY AND ALL HAZARDOUS OR TOXIC MATERIALS GENERATED OR USED OR STORED ON SITE SHALL BE DISPOSED OF IN ACCORDANCE WITH ALL LOCAL, STATE AND FEDERAL REGULATIONS.

SOLID WASTE:

BASED ON THE INTENDED USE OF THE BUILDING, THIS PROJECT WILL UTILIZE ONE PROPOSED DUMPSTER AREA FOR SOLID WASTE AND RECYCLABLE ITEMS.

ACCESSIBILITY AND ADA COMPLIANCE:

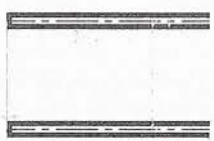
ALL SIDEWALKS AND RAMPS WILL MEET FDOT AND ADA REQUIREMENTS.

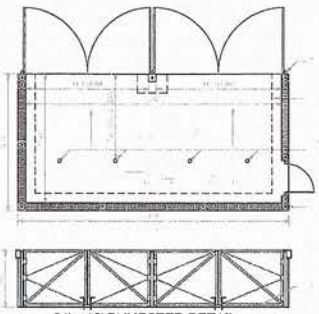
FLOOD ZONE:

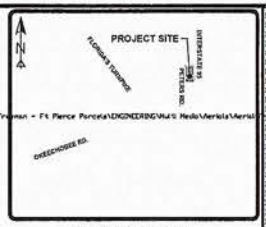
THE PROPERTY IS SITUATE IN AN AREA OF MINIMAL FLOOD HAZARD AT THIS TIME PURSUANT TO F.E.M.A. FIRM NUMBER 12111C0161F, HAVING AN EFFECTIVE DATE OF FEBRUARY 16, 2012, FOR APPROXIMATE DELINEATION OF THE FLOOD ZONE LIMITS, REFER TO AFOREMENTIONED FIRM PANELS.

TRAFFIC STATEMENT

PLEASE SEE SEPARATE TRAFFIC REPORT STUDY PREPARED BY SUSAN O'ROURKE, P.E.



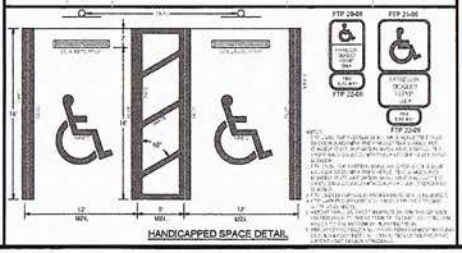




ENVIRONMENTAL SITE ASSESSMENT STATEMENT
(PER REPORT BY EDC, INC., DECEMBER 28, 2020)

WETLANDS	NO	N/A	N/A	N/A
RARE SPECIES	NO	N/A	N/A	N/A
THREATENED SPECIES	NO	N/A	N/A	N/A
ENDANGERED SPECIES	NO	N/A	N/A	N/A
LISTED SPECIES	NO	N/A	N/A	N/A
INVASIVE/EXOTIC VEGETATION	N/A	N/A	N/A	N/A

LEGEND



HANDICAPPED SPACE DETAIL

ENGINEERS SURVEYORS ENVIRONMENTAL
10250 SW VILLAGE PARKWAY
SUITE 201
PORT SAINT LUCIE, FL 34987
772-462-2455
www.edc-inc.com
F.B.P.E. CERTIFICATE OF AUTHORIZATION #3512
L.B. CERTIFICATE OF AUTHORIZATION #3512

PROJECT HURRICANE
RV SALES & SERVICE
SITE PLAN
FT. PIERCE FLORIDA

DAVID C. BAGGETT, P.E.(DATE)
#81375

EDC
10250 SW VILLAGE PARKWAY - SUITE 201
PORT SAINT LUCIE, FL 34987
772-462-2455

20-298

1 OF 1

811 It's fast. It's free. It's the law. Know what's below. Call before you dig.

A-1

APPENDIX B

ST. LUCIE COUNTY 2019 LEVEL OF SERVICE REPORT

FDOT 2020 QUALITY LEVEL OF SERVICE

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
Fall/Winter 2019/2020

Roadway Name	Location	STATION ID	AADT	Last Count Year	Pk Hr Service Capacity	AM Pk Hr Pk Dir			PM Pk Hr Pk Dir		
						Volume	LOS	V/C	Volume	LOS	V/C
GEORGIA AVE	OKEECHOBEE RD to 17TH ST	667	4,700	2020	750	290	C	0.784	262	C	0.708
GEORGIA AVE	17TH ST to 13TH ST	508	4,733	2019	600	264	C	0.880	268	C	0.893
GEORGIA AVE	13TH ST to 7TH ST	506	2,169	2019	600	134	C	0.447	137	C	0.457
GEORGIA AVE	7TH ST to US 1	504	1,938	2019	600	122	C	0.407	135	C	0.450
GILSON RD	MARTIN C.L. to BECKER RD	111	11,000	2019	710	949	F	1.249	954	F	1.255
GILSON RD	BECKER RD to LAKERIDGE DR	111	11,000	2019	540	949	F	1.636	954	F	1.645
GLADES CUT-OFF RD	RANGE LINE RD to RESERVE BLVD	668	2,833	2017	1,070	200	B	0.526	252	B	0.663
GLADES CUT-OFF RD	RESERVE BLVD to COMMERCE CENTER DR	119	3,585	2016	1,070	332	B	0.874	332	B	0.874
GLADES CUT-OFF RD	CARLTON RD to RANGE LINE RD	668	2,833	2017	390	200	B	0.909	252	C	0.646
GLADES CUT-OFF RD	COMMERCE CENTER DR to MIDWAY RD	940279	2,770	2017	920	210	C	0.241	192	C	0.221
GLADES CUT-OFF RD	MIDWAY RD to JENKINS RD	115	12,500	2020	790	669	D	0.847	687	D	0.870
GLADES CUT-OFF RD	JENKINS RD to SELVITZ RD	113	6,600	2020	830	370	C	0.474	385	C	0.494
GRAHAM RD	KINGS HWY to JENKINS RD	669	3,733	2017	630	255	C	0.425	243	C	0.405
GREEN RIVER PKWY	MARTIN C.L. to CHARLESTON DR	319	4,759	2018	1,070	337	B	0.887	332	B	0.874
GREEN RIVER PKWY	CHARLESTON DR to MELALEUCA BLVD	319	4,759	2018	1,070	337	B	0.887	332	B	0.874
GREEN RIVER PKWY	MELALEUCA BLVD to WALTON RD	319	4,759	2018	1,070	337	B	0.887	332	B	0.874
HARTMAN RD	OKEECHOBEE RD to PETERSON RD	670	5,867	2017	750	388	D	0.517	357	C	0.965
HARTMAN RD	PETERSON RD to DELAWARE AVE	670	5,867	2017	540	388	D	0.719	357	D	0.661
HARTMAN RD	DELAWARE AVE to ORANGE AVE	670	5,867	2017	790	388	C	0.995	357	C	0.915
HEADER CANAL RD	OKEECHOBEE RD to ORANGE AVE	121	560	2019	670	46	B	0.209	56	B	0.255
HILLMOOR DR	US 1 to LENNARD RD	671	5,900	2019	790	306	C	0.785	389	C	0.997
I-95	GATLIN BLVD to ST LUCIE WEST BLVD	941901	79,065	2017	4,580	4,048	C	0.884	3,657	C	0.798
I-95	ST LUCIE WEST BLVD to MIDWAY RD	941904	63,486	2017	4,580	3,571	C	0.780	3,079	B	0.916
I-95	MIDWAY RD to OKEECHOBEE RD	941902	75,846	2017	4,580	4,578	C	10	3,717	C	0.812
I-95	OKEECHOBEE RD to ORANGE AVE	941903	45,500	2009	7,320	1,822	B	0.405	1,894	B	0.421

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Roadway Name	Location	STATION ID	AADT	Last Count Year	Pk Hr Service Capacity	AM Pk Hr Pk Dir			PM Pk Hr Pk Dir		
						Volume	LOS	V/C	Volume	LOS	V/C
I-95	ORANGE AVE to INDRIO RD	941905	43,452	2017	7,320	2,090	B	0.464	1,924	B	0.428
INDIAN RIVER DR	CITRUS AVE to ORANGE AVE	945029	5,228	2017	750	311	C	0.841	356	C	0.962
INDIAN RIVER DR	ORANGE AVE to AVENUE A	940003	5,888	2017	750	344	C	0.930	335	C	0.905
INDIAN RIVER DR	AVENUE D to SEAWAY DR	940004	5,971	2017	790	349	C	0.895	411	D	0.520
INDIAN RIVER DR	AVENUE A to AVENUE D	940004	5,971	2017	540	349	D	0.646	411	D	0.761
INDRIO RD	PRIVATE RD to I-95 W RAMP	940128	951	2017	1,080	69	B	0.168	75	B	0.183
INDRIO RD	I-95 W RAMP to I-95 E RAMP	940128	951	2017	3,240	69	B	0.038	75	B	0.041
INDRIO RD	I-95 E RAMP to KOBLEGARD RD	940038	10,455	2017	3,240	598	B	0.330	629	B	0.348
INDRIO RD	KOBLEGARD RD to JOHNSTON RD	940038	10,455	2017	700	598	C	0.906	629	C	0.953
INDRIO RD	JOHNSTON RD to EMERSON AVE	940038	10,455	2017	880	598	C	0.720	629	C	0.758
INDRIO RD	EMERSON RD to SEMINOLE RD	940281	9,876	2017	920	595	C	0.684	501	C	0.576
INDRIO RD	SEMINOLE RD to KINGS HWY	940281	9,876	2017	790	595	D	0.753	501	D	0.634
INDRIO RD	KINGS HWY to SLASH PINE TRL	114	6,600	2020	790	422	D	0.534	413	D	0.523
INDRIO RD	SLASH PINE TRL to US 1	114	6,600	2020	920	422	C	0.485	413	C	0.475
INDRIO RD	US 1 to OLD DIXIE HWY	672	917	2016	750	64	C	0.173	86	C	0.232
JENNINGS RD	US 1 to LENNARD RD	673	4,600	2016	2,100	304	C	0.151	248	C	0.123
JENKINS RD	EDWARDS RD to OKEECHOBEE RD	133	10,500	2020	880	549	C	0.661	553	C	0.666
JENKINS RD	OKEECHOBEE RD to GRAHAM RD	131	10,500	2020	920	593	C	0.682	569	C	0.654
JENKINS RD	GRAHAM RD to PETERSON RD	131	10,500	2020	630	593	C	0.988	569	C	0.948
JENKINS RD	PETERSON RD to ORANGE AVE	131	10,500	2020	920	593	C	0.682	569	C	0.654
JOHNSTON RD	ANGLE RD to L20	674	2,600	2016	1,070	176	B	0.463	171	B	0.450
JOHNSTON RD	L20 to MEADOWOOD DR	675	2,233	2017	1,070	142	B	0.374	138	B	0.363
JOHNSTON RD	MEADOWOOD DR to OLD JOHNSTON RD	675	2,233	2017	1,070	142	B	0.374	138	B	0.363
JOHNSTON RD	OLD JOHNSTON RD to INDRIO RD	675	2,233	2017	1,070	142	B	0.374	138	B	0.363
JOHNSTON RD	INDRIO RD to RUSSOS RD	135	9,600	2020	1,070	544	C	0.716	545	C	0.717

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						Volume	LOS	V/C	Volume	LOS	V/C
JOHNSTON RD	RUSSOS RD to INDIAN RIVER C.L.	135	9,600	2020	1,070	544	C	0.716	545	C	0.717
JUANITA AVE	53RD ST to 25TH ST	122	2,432	2017	750	157	C	0.424	143	C	0.386
JUANITA AVE	25TH ST to US 1	120	3,321	2017	750	185	C	0.500	182	C	0.492
KEEN RD	ANGLE RD to JUANITA AVE	129	2,885	2019	630	174	C	0.290	203	C	0.338
KEEN RD	JUANITA AVE to ST LUCIE BLVD	129	2,885	2019	630	174	C	0.290	203	C	0.338
KINGS HWY	OKEECHOBEE RD to CROSSROADS PKWY	940757	8,234	2017	830	361	C	0.435	369	C	0.445
KINGS HWY	CROSSROADS PKWY to GRAHAM RD	940757	8,234	2017	660	361	C	0.547	369	C	0.559
KINGS HWY	GRAHAM RD to PICOS RD	940076	8,216	2017	660	405	C	0.614	389	C	0.589
KINGS HWY	PICOS RD to ORANGE AVE	940076	8,216	2017	830	405	C	0.488	389	C	0.469
KINGS HWY	ORANGE AVE to ANGLE RD	940077	16,792	2017	870	885	D	0.962	890	D	0.967
KINGS HWY	ANGLE RD to ST LUCIE BLVD	940751	11,394	2017	830	627	C	0.755	630	C	0.759
KINGS HWY	ST LUCIE BLVD to INDRIO RD	940006	13,481	2017	830	836	D	0.950	786	C	0.947
KITTERMAN RD	OLEANDER AVE to US 1	124	3,402	2018	750	224	C	0.605	203	C	0.549
KITTERMAN RD	US 1 to LENNARD EXT	678	2,250	2017	750	128	C	0.346	130	C	0.351
KIRBY LOOP RD	EDWARDS RD to 35TH ST	677	4,479	2016	630	296	C	0.493	362	C	0.603
LENNARD RD	US 1 to MARIPOSA AVE	325	18,500	2019	1,710	953	D	0.557	984	D	0.575
LENNARD RD	MARIPOSA AVE to MELALEUCA BLVD	325	18,500	2019	1,710	953	D	0.557	984	D	0.575
LENNARD RD	MELALEUCA BLVD to JENNINGS RD	325	18,500	2019	1,630	953	D	0.585	984	D	0.604
LENNARD RD	JENNINGS RD to HILLMOOR DR	325	18,500	2019	1,710	953	D	0.557	984	D	0.575
LENNARD RD	HILLMOOR DR to TIFFANY AVE	325	18,500	2019	1,710	953	D	0.557	984	D	0.575
LENNARD RD	TIFFANY AVE to WALTON RD	323	5,765	2016	1,710	301	C	0.391	305	C	0.396
LENNARD RD	WALTON RD to S OF SAVANNA CLUB BLVD	679	4,455	2016	790	390	C	10	381	C	0.977
LYNGATE DR	VETERANS MEMORIAL PKWY to MORNINGSIDE BLVD	306	9,400	2020	920	588	C	0.676	626	C	0.720
LYNGATE DR	MORNINGSIDE BLVD to US 1	306	9,400	2020	920	588	C	0.676	626	C	0.720
MARIPOSA AVE	LENNARD RD to HALLAHAN ST	166	6,400	2019	880	485	C	0.584	686	C	0.827

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						Volume	LOS	V/C	Volume	LOS	V/C
OHIO AVE	SUNRISE BLVD to COLONIAL RD	686	4,250	2017	540	252	C	0.933	246	C	0.911
OHIO AVE	COLONIAL RD to US 1	686	4,250	2017	750	252	C	0.681	246	C	0.665
OKEECHOBEE RD	OKEECHOBEE C.L. to BLUEFIELD RD	687	10,500	2020	1,010	540	B	0.535	528	B	0.523
OKEECHOBEE RD	BLUEFIELD RD to CARLTON RD	687	10,500	2020	1,270	540	B	0.425	528	B	0.416
OKEECHOBEE RD	CARLTON RD to SNEED RD	940039	6,541	2017	1,340	348	B	0.260	340	B	0.254
OKEECHOBEE RD	IDEAL HOLDING RD to HEADER CANAL RD	940039	6,541	2017	1,340	348	B	0.260	340	B	0.254
OKEECHOBEE RD	SNEED RD to IDEAL HOLDING RD	940039	6,541	2017	1,340	348	B	0.260	340	B	0.254
OKEECHOBEE RD	HEADER CANAL RD to MIDWAY RD	940039	6,541	2017	1,740	348	B	0.200	340	B	0.195
OKEECHOBEE RD	MIDWAY RD to SHINN RD	940039	6,541	2017	1,740	348	B	0.200	340	B	0.195
OKEECHOBEE RD	SHINN RD to MCCARTY RD	940195	6,025	2017	1,810	327	B	0.181	327	B	0.181
OKEECHOBEE RD	MCCARTY RD to FLORIDA'S TURNPIKE	940025	7,551	2017	1,810	378	B	0.209	391	B	0.216
OKEECHOBEE RD	FLORIDA'S TURNPIKE to KINGS HWY	940025	7,551	2017	2,010	378	C	0.188	391	C	0.195
OKEECHOBEE RD	KINGS HWY to CROSSROADS PKWY	940748	21,250	2017	4,170	960	C	0.230	1,013	C	0.243
OKEECHOBEE RD	CROSSROADS PKWY to I-95	940106	24,585	2017	4,170	1,063	C	0.255	1,086	C	0.260
OKEECHOBEE RD	I-95 to JENKINS RD	940029	30,244	2017	4,240	1,976	C	0.474	1,709	C	0.410
OKEECHOBEE RD	JENKINS RD to MCNEIL RD	940029	30,244	2017	4,040	1,976	C	0.498	1,709	C	0.430
OKEECHOBEE RD	MCNEIL RD to VIRGINIA AVE	940742	28,870	2017	3,170	1,580	C	0.511	1,649	C	0.534
OKEECHOBEE RD	VIRGINIA AVE to HARTMAN RD	688	12,500	2020	2,100	687	C	0.342	727	C	0.362
OKEECHOBEE RD	HARTMAN RD to 35TH ST	688	12,500	2020	1,630	687	C	0.941	727	C	0.996
OKEECHOBEE RD	35TH ST to 33RD ST	689	17,000	2020	1,630	922	D	0.566	902	D	0.553
OKEECHOBEE RD	33RD ST to 25TH ST	689	17,000	2020	1,630	922	D	0.566	902	D	0.553
OKEECHOBEE RD	25TH ST to GEORGIA AVE	690	13,500	2020	1,630	777	D	0.477	738	D	0.453
OKEECHOBEE RD	GEORGIA AVE to DELAWARE AVE	690	13,500	2020	1,710	777	D	0.454	738	C	0.958
OLD DIXIE HWY	US 1 to SR A1A NORTH	691	5,150	2017	790	400	D	0.506	363	C	0.931
OLD DIXIE HWY	SR A1A NORTH to ST LUCIE BLVD	948521	1,383	2017	750	65	C	0.176	65	C	0.176

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						Volume	LOS	V/C	Volume	LOS	V/C
OLD DIXIE HWY	ST LUCIE BLVD to INDRIO RD	227	2,041	2016	790	150	C	0.385	116	C	0.297
OLD DIXIE HWY	INDRIO RD to INDIAN RIVER C.L.	948523	1,227	2017	870	57	C	0.069	57	C	0.069
OLEANDER AVE	BEACH AVE to KITTERMAN RD	692	2,900	2017	540	175	C	0.648	193	C	0.715
OLEANDER AVE	KITTERMAN RD to MIDWAY RD	141	6,498	2017	750	406	D	0.541	426	D	0.568
OLEANDER AVE	MIDWAY RD to WEATHERBEE RD	139	7,100	2020	750	388	D	0.517	421	D	0.561
OLEANDER AVE	WEATHERBEE RD to BELL AVE	139	7,100	2020	540	388	D	0.719	421	D	0.780
OLEANDER AVE	BELL AVE to FARMER'S MARKET RD	240	12,500	2020	540	671	F	1.157	647	F	1.116
OLEANDER AVE	FARMER'S MARKET RD to EDWARDS RD	240	12,500	2020	750	671	D	0.895	647	D	0.863
OLEANDER AVE	EDWARDS RD to WISTERIA AVE	505	10,000	2020	750	611	D	0.815	554	D	0.739
OLEANDER AVE	WISTERIA AVE to GARDENIA AVE	505	10,000	2020	540	611	F	1.053	554	E	0.955
OLEANDER AVE	GARDENIA AVE to VIRGINIA AVE	505	10,000	2020	790	611	D	0.773	554	D	0.701
OLEANDER AVE	VIRGINIA AVE to SUNRISE BLVD	503	4,561	2019	600	259	C	0.863	270	C	0.900
ORANGE AVE	OKEECHOBEE C.L. to SNEED RD	144	4,780	2019	390	300	C	0.769	293	C	0.751
ORANGE AVE	SNEED RD to HEADER CANAL RD	144	4,780	2019	390	300	C	0.769	293	C	0.751
ORANGE AVE	SHINN RD to CAMPBELL RD	940144	2,722	2017	380	149	B	0.355	149	B	0.355
ORANGE AVE	CAMPBELL RD to KINGS HWY	940144	2,722	2017	1,070	149	B	0.355	149	B	0.355
ORANGE AVE	KINGS HWY to I-95	940041	18,112	2017	2,000	780	C	0.388	786	C	0.391
ORANGE AVE	I-95 to JENKINS RD	940035	14,009	2017	2,000	962	C	0.479	905	C	0.450
ORANGE AVE	JENKINS RD to HARTMAN RD	940028	14,189	2017	2,000	764	C	0.380	710	C	0.353
ORANGE AVE	HARTMAN RD to ANGLE RD	940028	14,189	2017	2,000	764	C	0.380	710	C	0.353
ORANGE AVE	ANGLE RD to 25TH ST	940151	10,749	2013	1,710	847	D	0.495	985	D	0.576
ORANGE AVE	25TH ST to 17TH ST	945040	13,196	2017	1,630	690	C	0.945	757	D	0.464
ORANGE AVE	17TH ST to 13TH ST	945040	13,196	2017	1,710	690	C	0.896	757	C	0.983
ORANGE AVE	13TH ST to 10TH ST	945040	13,196	2017	370	690	D	0.920	757	E	0.946
ORANGE AVE	10TH ST to 7TH ST	940155	8,760	2017	300	443	D	0.738	509	D	0.848

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						Volume	LOS	V/C	Volume	LOS	V/C
US 1	AVENUE H to OLD DIXIE HWY	715	33,500	2020	2,000	1,766	C	0.925	1,742	C	0.912
US 1	OLD DIXIE HWY to AVENUE O	940123	22,051	2017	2,000	1,530	C	0.801	1,196	C	0.626
US 1	AVENUE O to SR A1A NORTH	940123	22,051	2017	2,100	1,530	C	0.761	1,196	C	0.595
US 1	SR A1A NORTH to JUANITA AVE	940010	17,583	2017	2,100	1,055	C	0.525	845	C	0.420
US 1	JUANITA AVE to ST LUCIE BLVD	940010	17,583	2017	2,100	1,055	C	0.525	845	C	0.420
US 1	ST LUCIE BLVD to 25TH ST	940009	17,126	2017	2,100	1,020	C	0.507	978	C	0.487
US 1	25TH ST to INDRIO RD	940009	17,126	2017	2,100	1,020	C	0.507	978	C	0.487
US 1	INDRIO RD to TURNPIKE FEEDER RD	940107	20,188	2017	2,100	1,099	C	0.547	1,092	C	0.543
US 1	TURNPIKE FEEDER RD to INDIAN RIVER C.L.	940107	20,188	2017	2,100	1,099	C	0.547	1,092	C	0.543
VETERANS MEMORIAL PKWY	PORT ST LUCIE BLVD to LYNGATE DR	329	14,500	2019	2,100	779	C	0.388	817	C	0.406
VETERANS MEMORIAL PKWY	LYNGATE DR to US 1	327	14,911	2017	2,100	756	C	0.376	804	C	0.400
VILLAGE GREEN DR	US 1 to WALTON RD	716	9,600	2017	2,100	619	C	0.308	575	C	0.286
VILLAGE GREEN DR	WALTON RD to TIFFANY AVE	717	4,633	2017	920	249	C	0.286	235	C	0.270
VIRGINIA AVE	35TH ST to 25TH ST	940032	21,557	2017	3,020	1,111	C	0.378	1,083	C	0.368
VIRGINIA AVE	OKEECHOBEE RD to HARTMAN RD	940030	22,011	2017	3,020	1,169	C	0.398	1,126	C	0.383
VIRGINIA AVE	HARTMAN RD to 35TH ST	940030	22,011	2017	3,020	1,169	C	0.398	1,126	C	0.383
VIRGINIA AVE	25TH ST to 13TH ST	940033	20,913	2017	3,020	1,093	C	0.372	1,164	C	0.396
VIRGINIA AVE	13TH ST to 11TH ST	940794	22,873	2017	3,020	1,101	C	0.374	1,101	C	0.374
VIRGINIA AVE	11TH ST to SUNRISE BLVD	940794	22,873	2017	3,170	1,101	C	0.356	1,101	C	0.356
VIRGINIA AVE	SUNRISE BLVD to OLEANDER AVE	940792	19,519	2017	3,020	1,063	C	0.362	992	C	0.337
VIRGINIA AVE	OLEANDER AVE to COLONIAL RD	940034	18,483	2017	3,170	1,043	C	0.338	1,020	C	0.330
VIRGINIA AVE	COLONIAL RD to US 1	940034	18,483	2017	3,020	1,043	C	0.355	1,020	C	0.347
VILLAGE PKWY	DISCOVERY WAY to TRADITION PKWY	718	14,000	2019	2,650	732	C	0.595	797	C	0.648
VILLAGE PKWY	BECKER RD to DISCOVERY WAY	718	14,000	2019	1,710	732	C	0.951	797	D	0.466
VILLAGE PKWY	TRADITION PKWY to WESTCLIFFE LN	719	23,000	2019	1,710	1,208	D	0.706	1,265	D	0.740

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TABLE 7 Generalized **Peak Hour Directional** Volumes for Florida's Urbanized Areas

January 2020

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
1	Undivided	*	830	880	**
2	Divided	*	1,910	2,000	**
3	Divided	*	2,940	3,020	**
4	Divided	*	3,970	4,040	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
1	Undivided	*	370	750	800
2	Divided	*	730	1,630	1,700
3	Divided	*	1,170	2,520	2,560
4	Divided	*	1,610	3,390	3,420

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
1	Divided	Yes	No	+5%
1	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding directional volumes in this table by 1.2

BICYCLE MODE[2]

(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	150	390	1,000
50-84%	110	340	1,000	>1,000
85-100%	470	1,000	>1,000	**

PEDESTRIAN MODE[2]

(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	140	480
50-84%	*	80	440	800
85-100%	200	540	880	>1,000

BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

Sidewalk Coverage	B	C	D	E
0-84%	> 5	≥ 4	≥ 3	≥ 2
85-100%	> 4	≥ 3	≥ 2	≥ 1

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Core Urbanized

Lanes	B	C	D	E
2	2,230	3,100	3,740	4,080
3	3,280	4,570	5,620	6,130
4	4,310	6,030	7,490	8,170
5	5,390	7,430	9,370	10,220
6	6,380	8,990	11,510	12,760

Urbanized

Lanes	B	C	D	E
2	2,270	3,100	3,890	4,230
3	3,410	4,650	5,780	6,340
4	4,550	6,200	7,680	8,460
5	5,690	7,760	9,520	10,570

Freeway Adjustments

Auxiliary Lane	Ramp Metering
+ 1,000	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
1	Undivided	580	890	1,200	1,610
2	Divided	1,800	2,600	3,280	3,730
3	Divided	2,700	3,900	4,920	5,600

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
1	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

[1] Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the HCM and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of vehicles, not number of bicyclists or pedestrians using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Implementation Office
https://www.fdot.gov/planning/systems/

APPENDIX C

GROWTH RATE DATA
&
BACKGROUND PROJECTS

Historical Growth Rate Calculation

Segment	From	To	2014 AADT	2017 AADT	3 Year Historical Growth Rate
Crossroads Pkwy	Kings Hwy	Okeechobee Rd	1,800	2,142	5.97%
		Total	1,800	2,142	5.97%

*Source: St Lucie TPO Traffic Counts and Level of Service Report Fall/Winter 2019/2020

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
Fall 2016

Roadway Name	Location	STATION ID	AADT	Last Count Year	Pk Hr Service Capacity	AM Pk Hr Pk Dir			PM Pk Hr Pk Dir		
						Volume	LOS	V/C	Volume	LOS	V/C
CROSSTOWN PKWY	I-95 to CALIFORNIA BLVD	651	20,500	2016	3,170	1,257	C	0.407	1,379	C	0.446
CROSSTOWN PKWY	CALIFORNIA BLVD to CASHMERE BLVD	652	19,500	2016	3,170	1,184	C	0.383	1,224	C	0.396
CROSSTOWN PKWY	CASHMERE BLVD to CAMEO BLVD	653	20,500	2016	3,170	1,036	C	0.335	991	C	0.321
CROSSTOWN PKWY	CAMEO BLVD to BAYSHORE BLVD	654	20,000	2016	3,170	971	C	0.314	954	C	0.309
CROSSTOWN PKWY	BAYSHORE BLVD to AIROSO BLVD	655	16,000	2016	3,170	840	C	0.272	854	C	0.276
CROSSTOWN PKWY	AIROSO BLVD to SANDIA DR	656	5,800	2016	3,170	374	C	0.121	319	C	0.103
CROSSTOWN PKWY	SANDIA DR to MANTH LN	657	5,900	2016	920	318	C	0.366	331	C	0.380
CROSSTOWN PKWY	MANTH LN to FLORESTA DR	658	4,700	2016	540	264	C	0.978	247	C	0.915
CROSSROADS PKWY	OKEECHOBEE RD to KINGS HWY	649	1,800	2014	790	113	C	0.290	103	C	0.264
DARWIN BLVD	BECKER RD to PAAR DR	235	6,160	2015	630	576	C	0.960	522	C	0.870
DARWIN BLVD	PAAR DR to TULIP BLVD	235	6,160	2015	920	576	C	0.662	522	C	0.600
DARWIN BLVD	TULIP BLVD to PORT ST LUCIE BLVD	659	12,000	2016	920	646	C	0.743	620	C	0.713
DEL RIO BLVD	PORT ST LUCIE BLVD to CALIFORNIA BLVD	311	11,103	2015	920	592	C	0.680	612	C	0.703
DEL RIO BLVD	CALIFORNIA BLVD to CASHMERE BLVD	660	8,700	2016	880	524	C	0.631	453	C	0.546
DEL RIO BLVD	CASHMERE BLVD to CALIFORNIA BLVD	661	4,500	2014	880	248	C	0.299	290	C	0.349
DELAWARE AVE	HARTMAN RD to 33RD ST	662	2,000	2016	600	311	D	0.518	250	C	0.833
DELAWARE AVE	33RD ST to 25TH ST	500	3,472	2014	1,710	256	C	0.332	260	C	0.338
DELAWARE AVE	25TH ST to OKEECHOBEE RD	948526	4,800	2015	1,220	-	-	-	-	-	-
DELAWARE AVE	OKEECHOBEE RD to 13TH ST	663	10,500	2016	790	564	D	0.714	579	D	0.733
DELAWARE AVE	13TH ST to 10TH ST	664	7,100	2014	750	396	D	0.528	377	D	0.503
DELAWARE AVE	10TH ST to 7TH ST	664	7,100	2014	600	396	D	0.660	377	D	0.628
DELAWARE AVE	7TH ST to US 1	665	6,900	2016	750	443	D	0.591	413	D	0.551
EAST TORINO PKWY	CASHMERE BLVD to TORINO PKWY	710	6,086	2014	830	419	C	0.537	350	C	0.449
EAST TORINO PKWY	TORINO PKWY to MIDWAY RD	237	11,500	2016	880	797	C	0.960	742	C	0.894
EASY ST	US 1 to BUCHANAN DR	106	5,900	2016	750	530	D	0.707	409	D	0.545

C-2

* 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)
*** Volumes, LOS and V/C values with " - " designation are associated with FDOT Count Stations and will need to have current FDOT volume data supplied before values can be generated properly.**

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
Fall/Winter 2019/2020

Roadway Name	Location	STATION ID	AADT	Last Count Year	Pk Hr Service Capacity	AM Pk Hr Pk Dir			PM Pk Hr Pk Dir		
						Volume	LOS	V/C	Volume	LOS	V/C
COUNTRY CLUB DR	ST LUCIE WEST BLVD to CALIFORNIA BLVD	725	8,300	2019	1,710	535	C	0.695	489	C	0.635
CROSSTOWN PKWY	COMMERCE CENTER DR to I-95	650	16,233	2016	3,170	1,008	C	0.326	865	C	0.280
CROSSTOWN PKWY	I-95 to CALIFORNIA BLVD	651	24,500	2020	3,170	1,290	C	0.417	1,244	C	0.403
CROSSTOWN PKWY	CALIFORNIA BLVD to CASHMERE BLVD	652	25,000	2020	3,170	1,299	C	0.420	1,395	C	0.451
CROSSTOWN PKWY	CASHMERE BLVD to CAMEO BLVD	653	26,500	2019	3,170	1,256	C	0.406	1,307	C	0.423
CROSSTOWN PKWY	CAMEO BLVD to BAYSHORE BLVD	654	30,500	2019	3,170	1,502	C	0.486	1,556	C	0.504
CROSSTOWN PKWY	BAYSHORE BLVD to AIROSO BLVD	655	25,000	2020	3,170	1,320	C	0.427	1,384	C	0.448
CROSSTOWN PKWY	AIROSO BLVD to SANDIA DR	656	5,400	2016	3,170	348	C	0.113	297	C	0.096
CROSSTOWN PKWY	SANDIA DR to MANTH LN	657	6,400	2016	3,170	344	C	0.111	360	C	0.117
CROSSTOWN PKWY	FLORESTA DR to US 1	66	25,500	2019	3,170	1,967	C	0.637	1,723	C	0.558
CROSSROADS PKWY	OKEECHOBEE RD to KINGS HWY	649	2,142	2017	790	108	C	0.277	107	C	0.274
DARWIN BLVD	BECKER RD to PAAR DR	235	7,298	2018	630	728	F	1.156	642	F	1.019
DARWIN BLVD	PAAR DR to TULIP BLVD	235	7,298	2018	920	728	C	0.837	642	C	0.738
DARWIN BLVD	TULIP BLVD to PORT ST LUCIE BLVD	659	13,500	2019	920	673	C	0.774	708	C	0.814
DEL RIO BLVD	PORT ST LUCIE BLVD to CALIFORNIA BLVD	311	8,100	2019	920	633	C	0.728	570	C	0.655
DEL RIO BLVD	CALIFORNIA BLVD to CASHMERE BLVD	660	8,400	2019	880	512	C	0.617	508	C	0.612
DEL RIO BLVD	CASHMERE BLVD to CALIFORNIA BLVD	661	4,800	2017	880	281	C	0.339	294	C	0.354
DELAWARE AVE	HARTMAN RD to 33RD ST	662	1,667	2016	600	259	C	0.863	208	C	0.693
DELAWARE AVE	33RD ST to 25TH ST	500	3,118	2017	1,710	207	C	0.269	237	C	0.308
DELAWARE AVE	25TH ST to OKEECHOBEE RD	948526	2,700	2019	1,220	124	C	0.17	124	C	0.17
DELAWARE AVE	OKEECHOBEE RD to 13TH ST	663	12,000	2020	790	657	D	0.832	611	D	0.773
DELAWARE AVE	13TH ST to 10TH ST	664	7,402	2017	750	497	D	0.663	411	D	0.548
DELAWARE AVE	10TH ST to 7TH ST	664	7,402	2017	600	497	D	0.828	411	D	0.685
DELAWARE AVE	7TH ST to US 1	665	7,200	2020	750	390	D	0.520	402	D	0.536
EAST TORINO PKWY	CASHMERE BLVD to TORINO PKWY	710	11,500	2020	830	716	C	0.918	653	C	0.837

* 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)
*** Counts with an ID format of 6 digits have data extracted from FDOT count stations.**

Table 1 - Trip Generation

Table 1a: Daily

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Single Family Detached	210	-	DU	Ln(T) = 0.92Ln(X) + 2.71	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Multifamily Housing (Low-Rise)	240	-	DU	T = 7.56(X) - 40.86	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Office	710	-	Sft	Ln(T) = 0.97Ln(X) + 2.50	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Medical Office	720	-	Sft	T = 38.42(X) - 87.62	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Industrial Park	130	-	Sft	T = 3.37(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Warehousing	150	-	Sft	T = 1.58(X) + 45.54	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Shopping Center	820	146,954	Sft	Ln(T) = 0.68Ln(X) + 5.57	50%	50%	3,906	3,905	7,811	-	-	-	0.0%	3,906	3,905	7,811	-	-	-	0.0%	3,906	3,905	7,811
Supermarket	850	-	Sft	T = 70.89(X) + 1212.64	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Convenience Market with Gasoline Pumps	853	-	Sft	T = 624.20(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Fast Food (w/ Drive Thru)	934	-	Sft	T = 470.95(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
High-Turnover (Sit-Down) Restaurant	932	-	Sft	T = 112.18(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Multipurpose Recreational Facility	435	-	Sft	T = 1.99(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Regional Park	417	-	Acres	T = 4.57(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Hotel	310	-	Rooms	T = 11.29(X) - 426.97	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
							-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
TOTALS							**3,906**	**3,905**	**7,811**	**-**	**-**	**-**	**0.0%**	**3,906**	**3,905**	**7,811**	**-**	**-**	**-**	**0.0%**	**3,906**	**3,905**	**7,811**

Source: ITE 10th Edition Trip Generation Rates

Table 1b: AM Peak Hour

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Single Family Detached	210	-	DU	T = 0.71(X) + 4.80	25%	75%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Multifamily Housing (Low-Rise)	240	-	DU	Ln(T) = 0.95Ln(X) - 0.51	23%	77%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Office	710	-	Sft	T = 0.94(X) + 26.49	86%	14%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Medical Office	720	-	Sft	Ln(T) = 0.89Ln(X) + 1.31	78%	22%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Industrial Park	130	-	Sft	T = 0.40(X)	81%	19%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Warehousing	150	-	Sft	T = 0.17(X)	77%	23%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Shopping Center	820	146,954	Sft	T = 0.50(X) + 151.78	62%	38%	140	85	225	-	-	-	0.0%	140	85	225	-	-	-	0.0%	140	85	225
Supermarket	850	-	Sft	T = 3.82(X)	60%	40%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Convenience Market with Gasoline Pumps	853	-	Sft	T = 40.59(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Fast Food (w/ Drive Thru)	934	-	Sft	T = 40.19(X)	51%	49%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
High-Turnover (Sit-Down) Restaurant	932	-	Sft	T = 9.94(X)	55%	45%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Multipurpose Recreational Facility	435	-	Sft	T = 0.24(X)	71%	29%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Regional Park	417	-	Acres	T = 0.15(X)	57%	43%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Hotel	310	-	Rooms	T = 0.50(X) - 5.34	59%	41%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
-	-	-	-				-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
TOTALS							**140**	**85**	**225**	**-**	**-**	**-**	**0.0%**	**140**	**85**	**225**	**-**	**-**	**-**	**0.0%**	**140**	**85**	**225**

Source: ITE 10th Edition Trip Generation Rates

Table 1c: PM Peak Hour

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Single Family Detached	210	-	DU	Ln(T) = 0.96Ln(X) + 0.20	63%	37%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Multifamily Housing (Low-Rise)	240	-	DU	Ln(T) = 0.89Ln(X) - 0.02	63%	37%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Office	710	-	Sft	Ln(T) = 0.95Ln(X) + 0.36	16%	84%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Medical Office	720	-	Sft	T = 3.39(X) + 2.02	28%	72%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Industrial Park	130	-	Sft	T = 0.40(X)	21%	79%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Warehousing	150	-	Sft	T = 0.19(X)	27%	73%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Shopping Center	820	146,954	Sft	Ln(T) = 0.74Ln(X) + 2.89	48%	52%	347	375	722	-	-	-	0.0%	347	375	722	-	-	-	0.0%	347	375	722
Supermarket	850	-	Sft	T = 9.24(X)	51%	49%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Convenience Market with Gasoline Pumps	853	-	Sft	T = 49.29(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Fast Food (w/ Drive Thru)	934	-	Sft	T = 32.67(X)	52%	48%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
High-Turnover (Sit-Down) Restaurant	932	-	Sft	T = 9.77(X)	62%	38%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Multipurpose Recreational Facility	435	-	Sft	T = 3.58(X)	55%	45%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Regional Park	417	-	Acres	T = 0.26(X)	44%	56%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Hotel	310	-	Rooms	T = 0.75(X) - 26.02	51%	49%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
-	-	-	-				-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
TOTALS							**347**	**375**	**722**	**-**	**-**	**-**	**0.0%**	**347**	**375**	**722**	**-**	**-**	**-**	**0.0%**	**347**	**375**	**722**

Source: ITE 10th Edition Trip Generation Rates

Used to estimate Shopping Center.

Table 1 - Trip Generation

Table 1a: Daily

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Single Family Detached	210	-	DU	Ln(T) = 0.92Ln(X) + 2.71	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Multifamily Housing (Low-Rise)	240	-	DU	T = 7.56(X) - 40.86	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Office	710	-	Sft	Ln(T) = 0.97Ln(X) + 2.50	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Medical Office	720	-	Sft	T = 38.42(X) - 87.62	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Industrial Park	130	-	Sft	T = 3.37(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Warehousing	150	-	Sft	T = 1.58(X) + 45.54	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Shopping Center	820	-	Sft	Ln(T) = 0.68Ln(X) + 5.57	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Supermarket	850	-	Sft	T = 70.89(X) + 1212.64	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Convenience Market with Gasoline Pumps	853	-	Sft	T = 624.20(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Fast Food (w/ Drive Thru)	934	-	Sft	T = 470.95(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
High-Turnover (Sit-Down) Restaurant	932	11,872	Sft	T = 112.18(X)	50%	50%	666	666	1,332	-	-	-	0.0%	666	666	1,332	-	-	-	0.0%	666	666	1,332
Multipurpose Recreational Facility	435	-	Sft	T = 1.99(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Regional Park	417	-	Acres	T = 4.57(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Hotel	310	-	Rooms	T = 11.29(X) - 426.97	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
							-	-		-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
TOTALS							**666**	**666**	**1,332**	**-**	**-**	**-**	**0.0%**	**666**	**666**	**1,332**	**-**	**-**	**-**	**0.0%**	**666**	**666**	**1,332**

Source: ITE 10th Edition Trip Generation Rates

Table 1b: AM Peak Hour

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Single Family Detached	210	-	DU	T = 0.71(X) + 4.80	25%	75%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Multifamily Housing (Low-Rise)	240	-	DU	Ln(T) = 0.95Ln(X) - 0.51	23%	77%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Office	710	-	Sft	T = 0.94(X) + 26.49	86%	14%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Medical Office	720	-	Sft	Ln(T) = 0.89Ln(X) + 1.31	78%	22%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Industrial Park	130	-	Sft	T = 0.40(X)	81%	19%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Warehousing	150	-	Sft	T = 0.17(X)	77%	23%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Shopping Center	820	-	Sft	T = 0.50(X) + 151.78	62%	38%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Supermarket	850	-	Sft	T = 3.82(X)	60%	40%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Convenience Market with Gasoline Pumps	853	-	Sft	T = 40.59(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Fast Food (w/ Drive Thru)	934	-	Sft	T = 40.19(X)	51%	49%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
High-Turnover (Sit-Down) Restaurant	932	11,872	Sft	T = 9.94(X)	55%	45%	65	53	118	-	-	-	0.0%	65	53	118	-	-	-	0.0%	65	53	118
Multipurpose Recreational Facility	435	-	Sft	T = 0.24(X)	71%	29%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Regional Park	417	-	Acres	T = 0.15(X)	57%	43%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Hotel	310	-	Rooms	T = 0.50(X) - 5.34	59%	41%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
-	-	-	-				-	-		-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
TOTALS							**65**	**53**	**118**	**-**	**-**	**-**	**0.0%**	**65**	**53**	**118**	**-**	**-**	**-**	**0.0%**	**65**	**53**	**118**

Source: ITE 10th Edition Trip Generation Rates

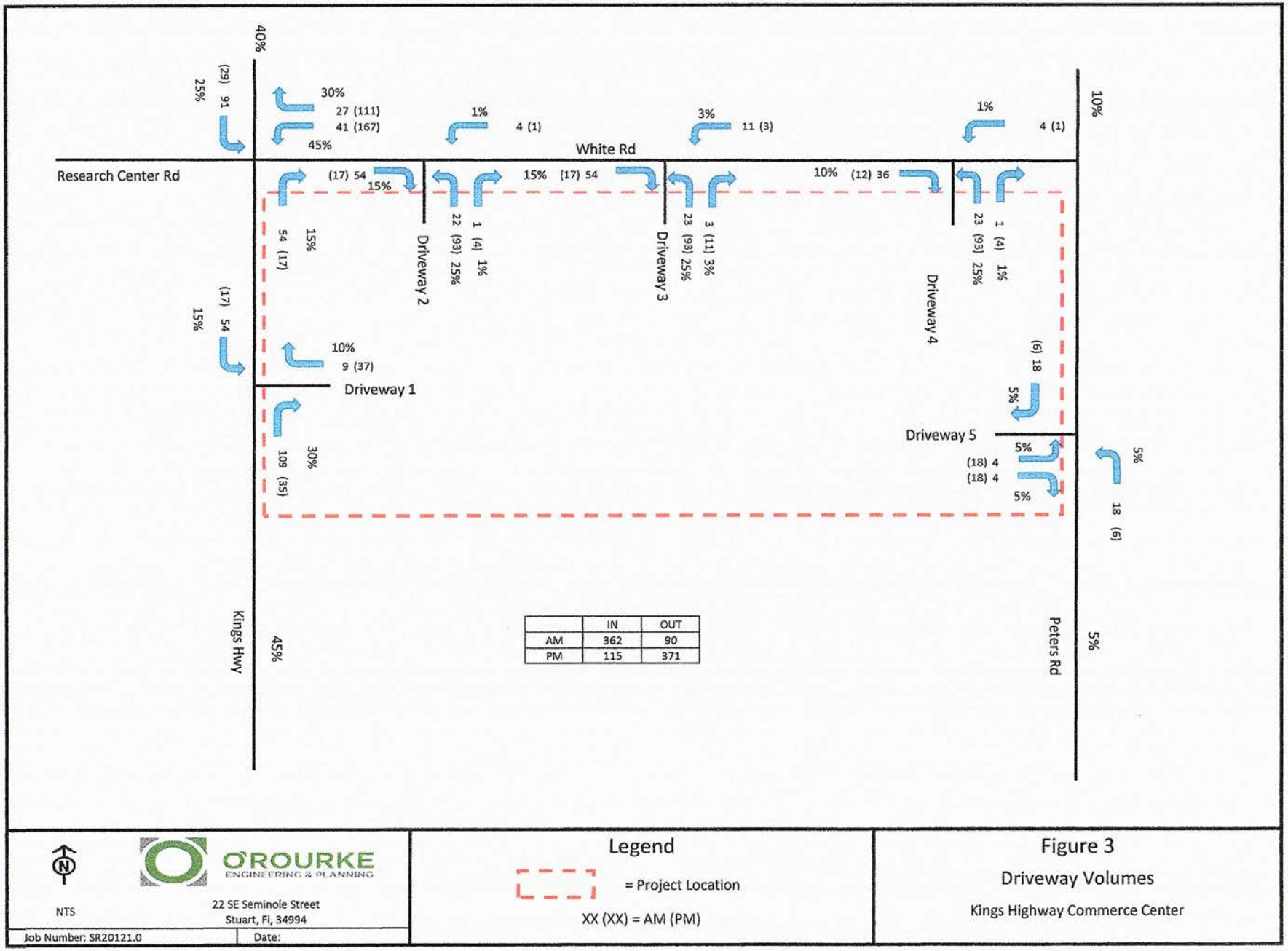
Table 1c: PM Peak Hour

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Single Family Detached	210	-	DU	Ln(T) = 0.96Ln(X) + 0.20	63%	37%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Multifamily Housing (Low-Rise)	240	-	DU	Ln(T) = 0.89Ln(X) - 0.02	63%	37%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
General Office	710	-	Sft	Ln(T) = 0.95Ln(X) + 0.36	16%	84%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Medical Office	720	-	Sft	T = 3.39(X) + 2.02	28%	72%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Industrial Park	130	-	Sft	T = 0.40(X)	21%	79%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Warehousing	150	-	Sft	T = 0.19(X)	27%	73%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Shopping Center	820	-	Sft	Ln(T) = 0.74Ln(X) + 2.89	48%	52%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Supermarket	850	-	Sft	T = 9.24(X)	51%	49%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Convenience Market with Gasoline Pumps	853	-	Sft	T = 49.29(X)	50%	50%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Fast Food (w/ Drive Thru)	934	-	Sft	T = 32.67(X)	52%	48%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
High-Turnover (Sit-Down) Restaurant	932	11,872	Sft	T = 9.77(X)	62%	38%	72	44	116	-	-	-	0.0%	72	44	116	-	-	-	0.0%	72	44	116
Multipurpose Recreational Facility	435	-	Sft	T = 3.58(X)	55%	45%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Regional Park	417	-	Acres	T = 0.26(X)	44%	56%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
Hotel	310	-	Rooms	T = 0.75(X) - 26.02	51%	49%	-	-	-	-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
-	-	-	-				-	-		-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
TOTALS							**72**	**44**	**116**	**-**	**-**	**-**	**0.0%**	**72**	**44**	**116**	**-**	**-**	**-**	**0.0%**	**72**	**44**	**116**

Source: ITE 10th Edition Trip Generation Rates

- All Existing

Used to estimate Cracker Barrel



NTS

O'ROURKE ENGINEERING & PLANNING

22 SE Seminole Street
Stuart, Fl, 34994

Job Number: SR20121.0

Date:

Legend

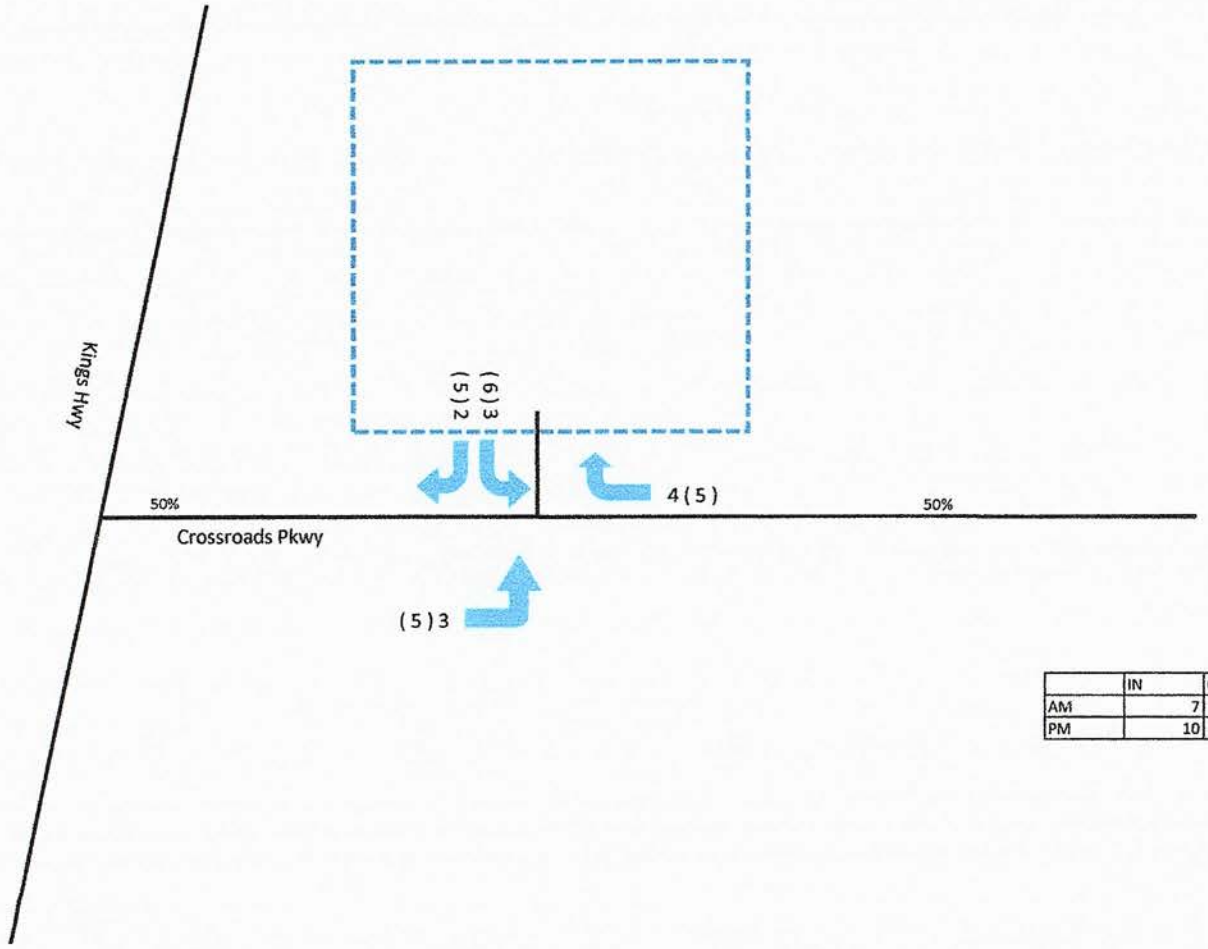
= Project Location

XX (XX) = AM (PM)

Figure 3

Driveway Volumes

Kings Highway Commerce Center



	IN	OUT
AM	7	5
PM	10	11

NTS

O'ROURKE ENGINEERING & PLANNING

22 SE Seminole Street
Stuart, Fl, 34994

Job Number: SR20103.0 | Date: 10-28-20

Legend

XX (XX) = AM (PM)

= Project Location

Figure 3
Driveway Volumes
Walsh

APPENDIX D

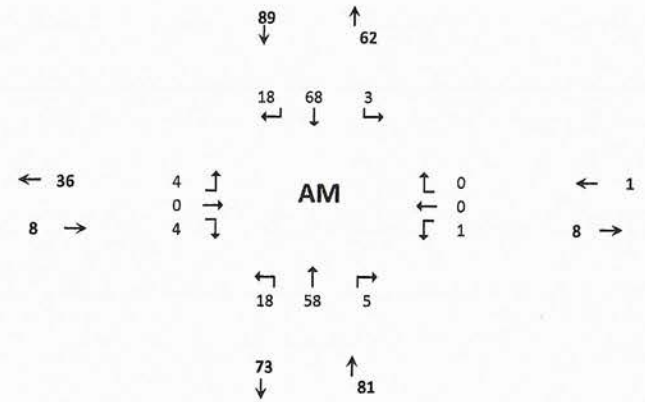
DRIVEWAY ANALYSIS

AND DATA

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Peters Road
E/W STREET: Driveway 1
CONTROL: TWSC
FILENAME:
COUNT DATE:
DAY:
CITY: Fort Pierce
REPORT DATE: 6/18/2021
ANALYSIS YEAR: 2024

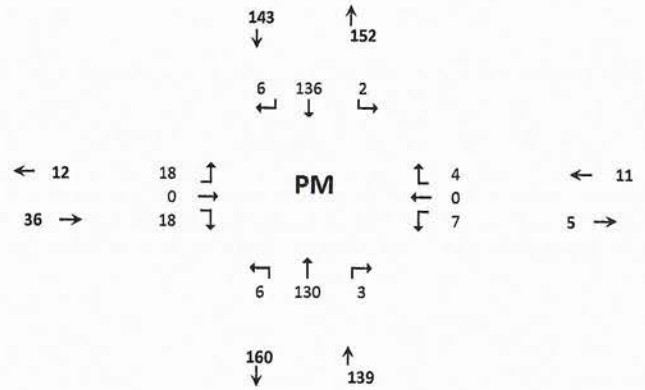
15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15													0	0
7:15-7:30													0	0
7:30-7:45													0	0
7:45-8:00													0	0
8:00-8:15													0	0
8:15-8:30													0	
8:30-8:45													0	
8:45-9:00													0	
AM PEAK HOUR IS FROM:			7:00AM TO 8:00AM											
Volumes (1)	0	16	0	0	20	0	0	0	0	0	0	0	0	
Season Factor	0	16	0	0	20	0	0	0	0	0	0	0	36	
Growth	0	24	0	0	30	0	0	0	0	0	0	0	54	
In/Out	-	-	IN	IN	-	-	-	-	-	OUT	-	OUT	-	
Percentage	0%	0%	65%	35%	0%	0%	0%	0%	0%	65%	0%	35%	0%	
PROJECT	0	18	5	3	7	0	0	0	0	1	0	0	0	
Shopping Center		16			31									
Kings Comm	18					18	4		4					
Total	18	58	5	3	68	18	4	0	4	1	0	0	179	



RV Sales
Trips In 8
Trips Out 1
Growth Rate: 1.0597
Seasonal Factor: 1
Years Grown: 7

(1) From Figure 4: Intersection Volumes

15 Min Period lanes	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15													0	0
4:15-4:30													0	0
4:30-4:45													0	0
4:45-5:00													0	0
5:00-5:15													0	0
5:15-5:30													0	
5:30-5:45													0	
5:45-6:00													0	
PM PEAK HOUR IS FROM:			4:00PM TO 5:00PM											
Volumes (1)	0	21	0	0	27	0	0	0	0	0	0	0	0	
Season Factor	0	21	0	0	27	0	0	0	0	0	0	0	48	
Growth	0	32	0	0	41	0	0	0	0	0	0	0	72	
In/Out	-	-	IN	IN	-	-	-	-	-	OUT	-	OUT	-	
Percentage	0%	0%	65%	35%	0%	0%	0%	0%	0%	65%	0%	35%	0%	
Project	0	12	3	2	17	0	0	0	0	7	0	4	0	
Shopping Center		86			78									
Kings Comm	6					6	18		18					
Total	6	130	3	2	136	6	18	0	18	7	0	4	329	



RV Sales
Trips In: 5
Trips Out: 10
Growth Rate: 1.0597
Seasonal Factor: 1
Years Grown: 7

(1) From Figure 4: Intersection Volumes

D-1

HCS7 Two-Way Stop-Control Report

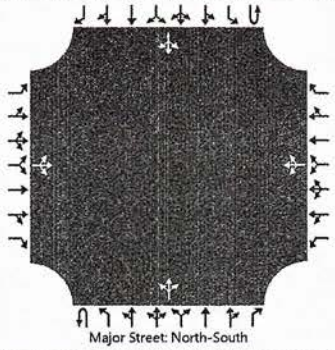
General Information

Analyst	SOR
Agency/Co.	O'Rourke Engineering
Date Performed	7/15/2021
Analysis Year	2024
Time Analyzed	AM Peak Hour
Intersection Orientation	North-South
Project Description	Project Buildout

Site Information

Intersection	Peters Rd & Driveway 1
Jurisdiction	Fort Pierce
East/West Street	Driveway 1
North/South Street	Peters Road
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		4	0	4		1	0	0		18	58	5		3	68	18
Percent Heavy Vehicles (%)		15	15	15		15	15	15		15				15		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.25	6.65	6.35		7.25	6.65	6.35		4.25				4.25		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.64	4.14	3.44		3.64	4.14	3.44		2.34				2.34		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			9				1			20				3		
Capacity, c (veh/h)			820				721			1423				1454		
v/c Ratio			0.01				0.00			0.01				0.00		
95% Queue Length, Q_{95} (veh)			0.0				0.0			0.0				0.0		
Control Delay (s/veh)			9.4				10.0			7.6				7.5		
Level of Service (LOS)			A				A			A				A		
Approach Delay (s/veh)		9.4				10.0				1.8				0.3		
Approach LOS		A				A										

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HCS7 Two-Way Stop-Control Report

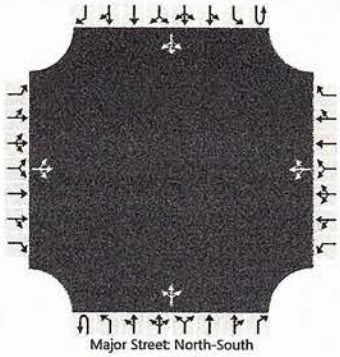
General Information

Analyst	SOR
Agency/Co.	O'Rourke Engineering
Date Performed	7/15/2021
Analysis Year	2024
Time Analyzed	PM Peak Hour
Intersection Orientation	North-South
Project Description	Project Buildout

Site Information

Intersection	Peters Rd & Driveway 1
Jurisdiction	Fort Pierce
East/West Street	Driveway 1
North/South Street	Peters Road
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		18	0	18		7	0	4		6	130	3		2	136	6
Percent Heavy Vehicles (%)		15	15	15		15	15	15		15				15		
Proportion Time Blocked																
Percent Grade (%)			0				0									
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.25	6.65	6.35		7.25	6.65	6.35		4.25				4.25		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.64	4.14	3.44		3.64	4.14	3.44		2.34				2.34		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			39				12			7				2		
Capacity, c (veh/h)			713				669			1350				1362		
v/c Ratio			0.05				0.02			0.00				0.00		
95% Queue Length, Q_{95} (veh)			0.2				0.1			0.0				0.0		
Control Delay (s/veh)			10.3				10.5			7.7				7.6		
Level of Service (LOS)			B				B			A				A		
Approach Delay (s/veh)		10.3				10.5				0.4				0.1		
Approach LOS		B				B										

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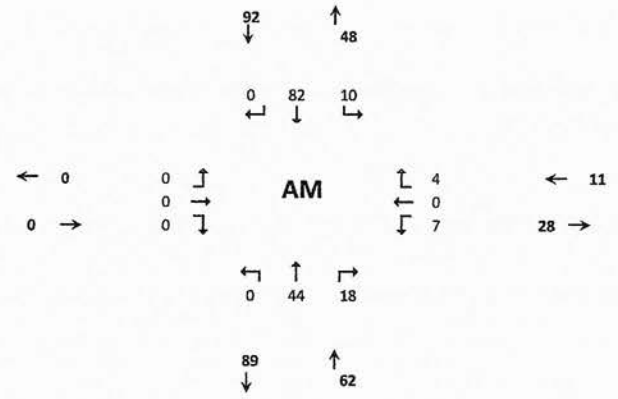
TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Peters Road **E/W STREET:** Driveway 2 **CONTROL:** TWSC
FILENAME:
COUNT DATE: **DAY:** **CITY:** Fort Pierce
REPORT DATE: 6/18/2021 **ANALYSIS YEAR:** 2024

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15													0	0
7:15-7:30													0	0
7:30-7:45													0	0
7:45-8:00													0	0
8:00-8:15													0	0
8:15-8:30													0	
8:30-8:45													0	
8:45-9:00													0	

AM PEAK HOUR IS FROM:			7:00AM TO 8:00AM										
Volumes (1)	0	16	0	0	20	0	0	0	0	0	0	0	0
Season Factor	0	16	0	0	20	0	0	0	0	0	0	0	36
Growth	0	24	0	0	30	0	0	0	0	0	0	0	54
In/Out	-	-	IN	IN	-	-	-	-	-	OUT	-	OUT	-
Percentage	0%	0%	65%	35%	0%	0%	0%	0%	0%	65%	0%	35%	0%
PROJECT	0	0	18	10	3	0	0	0	0	7	0	4	**0**
Shopping Center		16			31								
Kings Comm		4			18								
Total	0	44	18	10	82	0	0	0	0	7	0	4	165



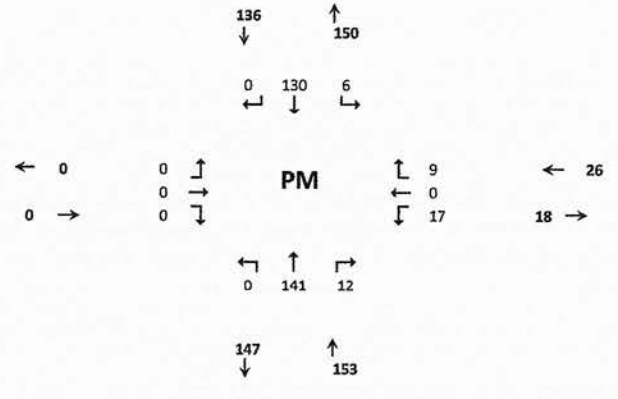
RV Service

Trips In	28
Trips Out	11
Growth Rate:	1.0597
Years Grown:	7
Seasonal Factor:	1

(1) From Figure 4: Intersection Volumes

15 Min Period lanes	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15													0	0
4:15-4:30													0	0
4:30-4:45													0	0
4:45-5:00													0	0
5:00-5:15													0	0
5:15-5:30													0	
5:30-5:45													0	
5:45-6:00													0	

PM PEAK HOUR IS FROM:			4:00PM TO 5:00PM										
Volumes (1)	0	22	0	0	29	0	0	0	0	0	0	0	0
Season Factor	0	22	0	0	29	0	0	0	0	0	0	0	51
Growth	0	33	0	0	44	0	0	0	0	0	0	0	77
In/Out	-	-	IN	IN	-	-	-	-	-	OUT	-	OUT	-
Percentage	0%	0%	65%	35%	0%	0%	0%	0%	0%	65%	0%	35%	0%
Project	0	4	12	6	2	0	0	0	0	17	0	9	**0**
Shopping Center		86			78								
Kings Comm		18			6								
Total	0	141	12	6	130	0	0	0	0	17	0	9	315



RV Service

Trips In:	18
Trips Out:	27
Growth Rate:	1.0597
Seasonal Factor:	1
Years Grown:	7

(1) From Figure 4: Intersection Volumes

HCS7 Two-Way Stop-Control Report

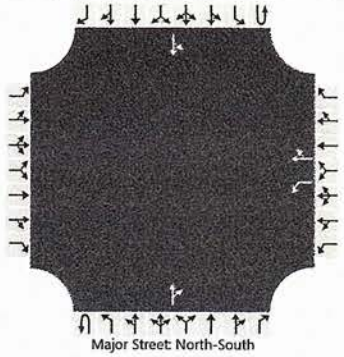
General Information

Analyst	SOR
Agency/Co.	O'Rourke Engineering
Date Performed	7/15/2021
Analysis Year	2024
Time Analyzed	AM Peak Hour
Intersection Orientation	North-South
Project Description	Project Buildout

Site Information

Intersection	Peters Rd & Driveway 2
Jurisdiction	Fort Pierce
East/West Street	Driveway 2
North/South Street	Peters Road
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	1	0	0	0	1	0	0	0	1	0
Configuration						L		TR				TR		LT		
Volume (veh/h)						7	0	4			44	18		10	82	
Percent Heavy Vehicles (%)						3	3	3						3		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage						Undivided										

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1	6.5	6.2						4.1		
Critical Headway (sec)						7.13	6.53	6.23						4.13		
Base Follow-Up Headway (sec)						3.5	4.0	3.3						2.2		
Follow-Up Headway (sec)						3.53	4.03	3.33						2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						8		4						11		
Capacity, c (veh/h)						789		1006						1528		
v/c Ratio						0.01		0.00						0.01		
95% Queue Length, Q_{95} (veh)						0.0		0.0						0.0		
Control Delay (s/veh)						9.6		8.6						7.4		
Level of Service (LOS)						A		A						A		
Approach Delay (s/veh)						9.2								0.9		
Approach LOS						A										

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HCS7 Two-Way Stop-Control Report

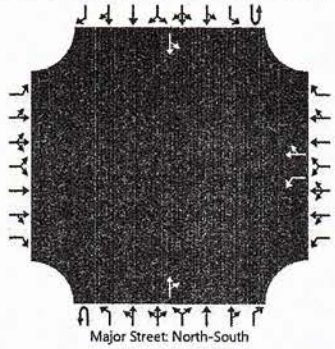
General Information

Analyst	SOR
Agency/Co.	O'Rourke Engineering
Date Performed	7/15/2021
Analysis Year	2024
Time Analyzed	PM Peak Hour
Intersection Orientation	North-South
Project Description	Project Buildout

Site Information

Intersection	Peters Rd & Driveway 2
Jurisdiction	Fort Pierce
East/West Street	Driveway 2
North/South Street	Peters Road
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	1	0	0	0	1	0	0	0	1	0
Configuration						L		TR				TR		LT		
Volume (veh/h)						17	0	9			141	12		6	130	
Percent Heavy Vehicles (%)						3	3	3						3		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1	6.5	6.2						4.1		
Critical Headway (sec)						7.13	6.53	6.23						4.13		
Base Follow-Up Headway (sec)						3.5	4.0	3.3						2.2		
Follow-Up Headway (sec)						3.53	4.03	3.33						2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						18		10						7		
Capacity, c (veh/h)						634		883						1406		
v/c Ratio						0.03		0.01						0.00		
95% Queue Length, Q_{95} (veh)						0.1		0.0						0.0		
Control Delay (s/veh)						10.8		9.1						7.6		
Level of Service (LOS)						B		A						A		
Approach Delay (s/veh)						10.3								0.4		
Approach LOS						B										

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When Not to Consider Exclusive Right-Turn Lanes

- Dense or built-out corridors with limited space
- Right-turn lane that would negatively impact pedestrians or bicyclists
- Vehicular movements from driveways or median openings that cross the right-turn lane resulting in multiple threat crashes
- *Context classifications C2T, C4, C5, or C6*

When Exclusive Right-Turn Lanes are Beneficial

There are instances when adding an exclusive right-turn lane for unsignalized driveways are beneficial to traffic operations and safety. ***Table 27*** provides some guidance for this situation based on the speed limit of the roadway and how many right turns occur per hour. Locations where the Auto and Truck Modal Emphasis is "High" may be appropriate for consideration of Exclusive Right Turn Lanes.

Table 27 – Recommended Guidelines for Exclusive Right-Turn Lanes to Unsignalized Driveway[10]

Roadway Posted Speed Limit	Number of Right Turns Per Hour
45 mph or less	80 – 125[1]
Over 45 mph	35 – 55[2]
Note: A posted speed limit of 45 mph may be used with these thresholds if the operating speeds are known to be over 45 mph during the time of peak right turn demand.	
Note on traffic projections: Projecting turning volumes is, at best, a knowledgeable estimate. Keep this in mind especially if the projections of right turns are close to meeting the guidelines. In that case, consider requiring the turn lane.	
[1] The lower threshold of 80 right-turn vehicles per hour would be most used for higher volume (greater than 600 vehicles per hour, per lane in one direction on the major roadway) or two-lane roads where lateral movement is restricted. The 125 right-turn vehicles per hour upper threshold would be most appropriate on lower volume roadways, multilane highways, or driveways with a large entry radius (50 feet or greater).	
[2] The lower threshold of 35 right-turn vehicles per hour would be most appropriately used on higher volume two-lane roadways where lateral movement is restricted. The 55 right-turn vehicles per hour upper threshold would be most appropriate on lower volume roadways, multilane highways, or driveways with large entry radius (50 feet or greater).	

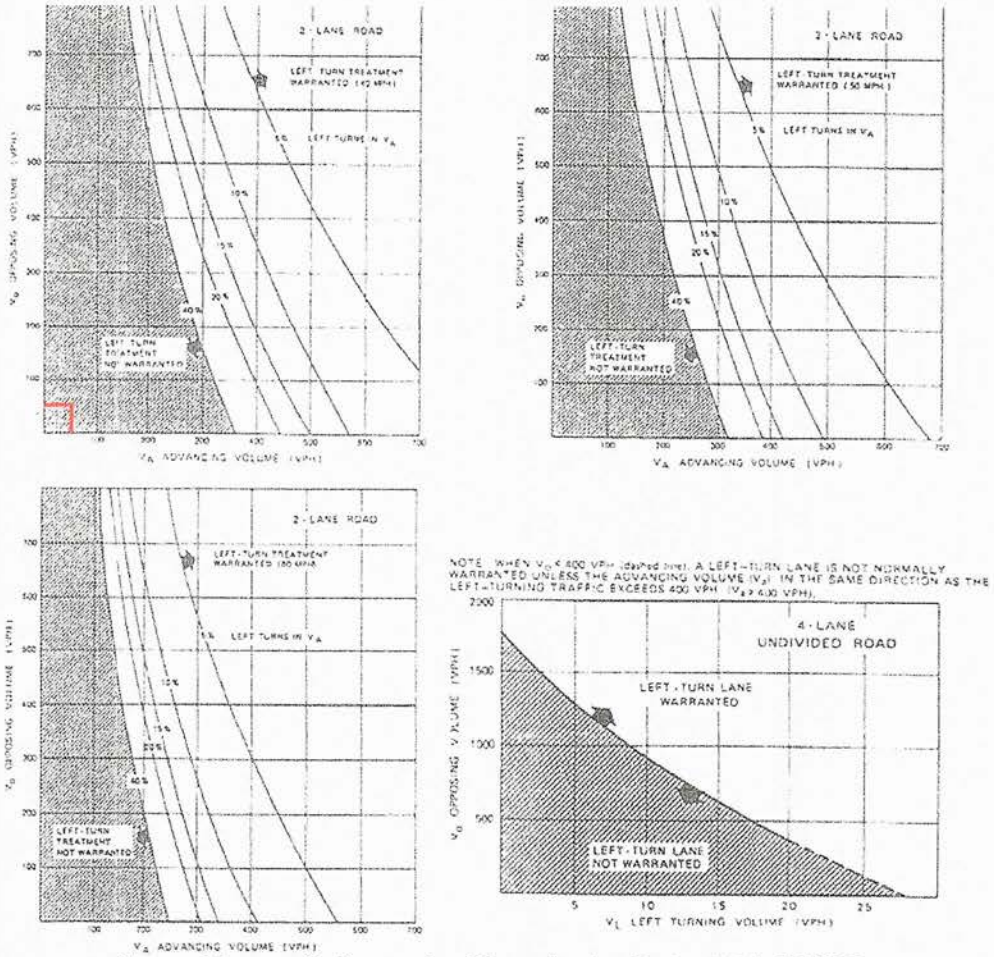
Source: NCHRP Report 420 (Impacts of Access Management Techniques)

These recommendations are primarily based on the research done in NCHRP Report 420, Impacts of Access Management Techniques, Chapter 4 – Unsignalized Access Spacing (Technique 1B), and Use of Speed Differential as a Measure to Evaluate the Need for Right-Turn Deceleration Lane at Unsignalized Intersections.

In the *NCHRP Report 420*, the observed high-speed roads, 30 to 40 right-turn vehicles per hour caused evasive maneuvers on 5 - 10 percent of the following through vehicles. For lower speed roadways, 80 to 110 right-turn vehicles caused 15 - 20 percent of the following through vehicles to make evasive maneuvers. The choice of acceptable percentages of through vehicles impacted is a decision based on reasonable expectations of the different roadways.

In this study, by modeling speed differentials, a better understanding of the impacts of through volume and driveway radius was discovered.

[10] May not be appropriate for signalized locations where signal phasing plays an important role in determining the need for right turn lanes.



Source: Neuman, T., *Intersection Channelization Design Guide, NCHRP Report 279*. Copyright, National Academy of Sciences, Washington, D.C., 1985.

Figure 3. *NCHRP Report 279* (*10*) left-turn lane guidelines, 1985.

NCHRP Report 279 also provides guidance for reconstruction/rehabilitation. The report states:

> Addition of left-turn lanes at existing intersections should be considered if safety or capacity problems occur, or if land-use changes are expected to produce significant shifts in local traffic patterns (such as increases in left-turn demand). Left-turn lanes can often be added within existing street widths by removing parking, narrowing of lanes or a combination of the two.

The traffic volume guidelines described for new intersections are also appropriate for evaluating the need for left-turn lanes at existing intersections. In terms of safety, the following guidelines are suggested:

- Left-turn lanes should be considered at intersection approaches that experience a significant number of left-turn-involved (rear-end, left-turn angle, or same direction sideswipe) accidents. A total of four or more such accidents in 12 months, or six or more in 24 months, is considered appropriate.

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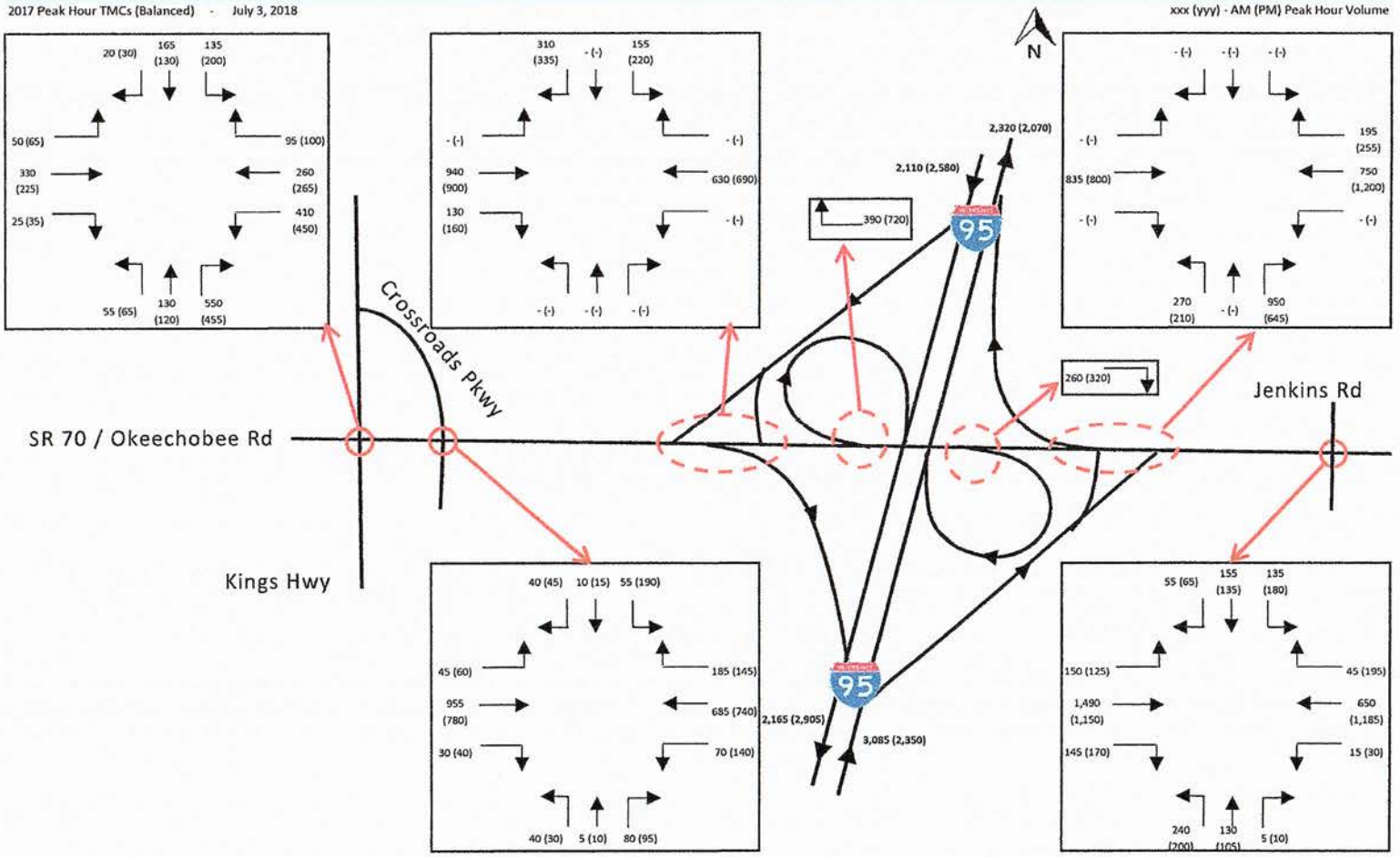
APPENDIX E

INTERSECTION ANALYSIS

SR 70/Okeechobee Road Interchange

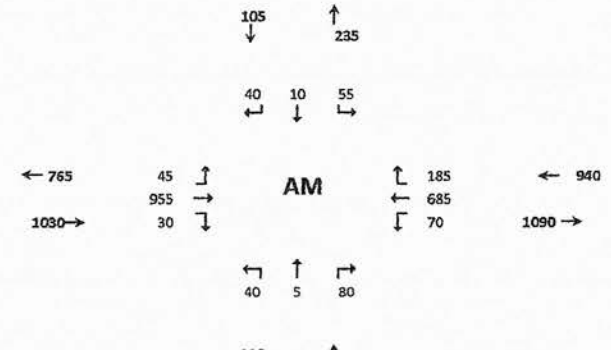


Estimated 2017 Turning Movement Volumes based on data collected for the Master Plan study in Oct. and Nov. 2017.

TURNING MOVEMENT VOLUME COUNTS

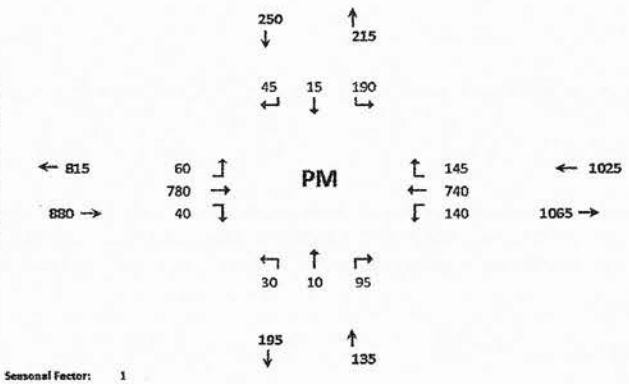
N/S STREET Crossroads Parkway **E/W STREET** Okeechobee Rd **CONTROL:**
FILENAME
COUNT DATE 2017 **DAY** **CITY** Fort Pierce **INTERSECTION:**
REPORT DATE **ANALYSIS YEAR** 2017

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15													0	0
7:15-7:30													0	0
7:30-7:45													0	0
7:45-8:00													0	0
8:00-8:15													0	0
8:15-8:30													0	
8:30-8:45													0	
8:45-9:00													0	
AM PEAK HOUR IS FROM:			7:00AM TO 8:00AM											
Volumes	40	5	80	55	10	45	45	955	30	185	685	70	0	
Season Factor	40	5	80	55	10	45	45	955	30	185	685	70	2205	
Growth	40	5	80	55	10	45	45	955	30	185	685	70	2205	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-	-	
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	40	5	80	55	10	45	45	955	30	185	685	70	2205	



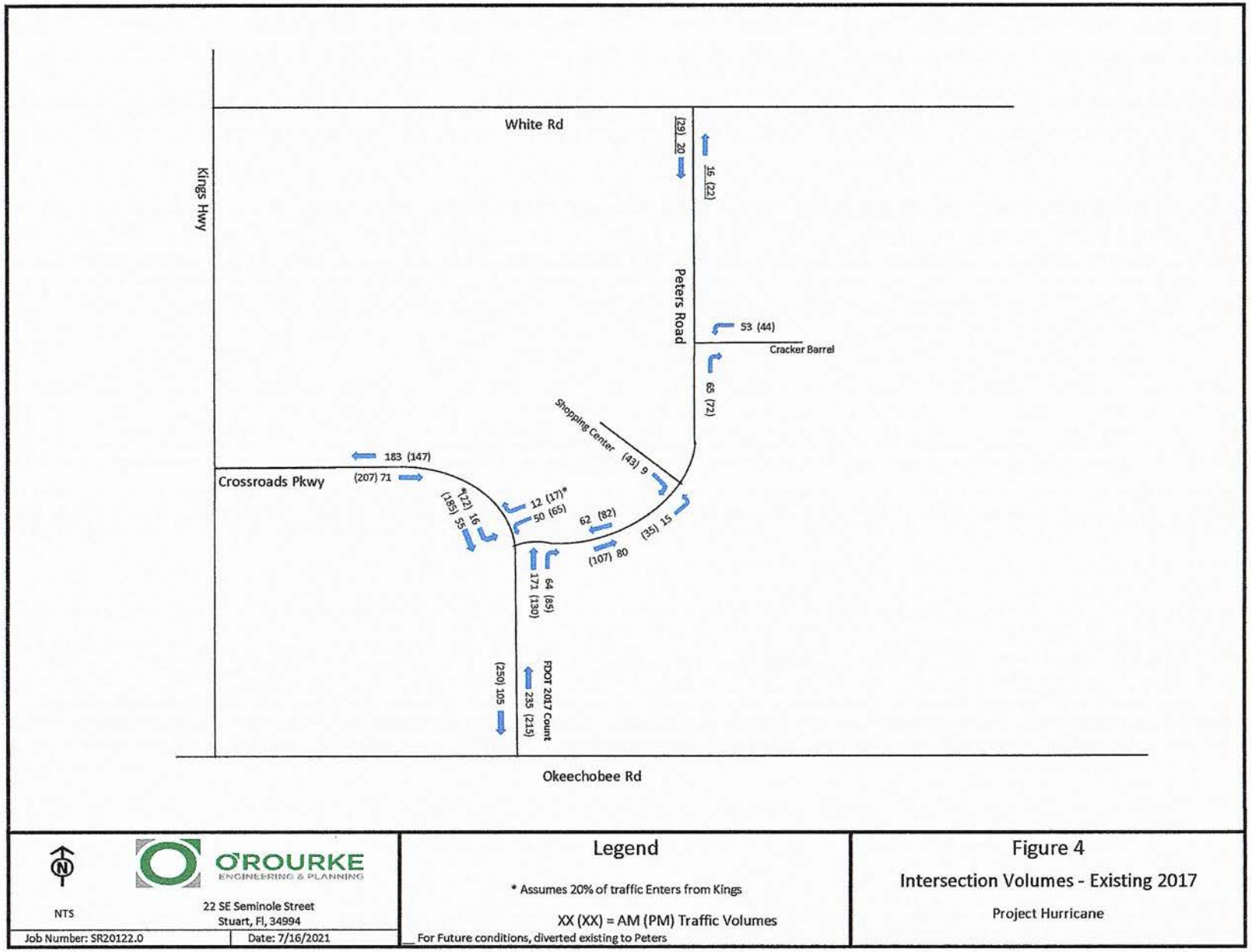
Seasonal Factor 1
Trips In
Trips Out
Growth Rate
Years Grown

15 Min Period lanes	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15													0	0
4:15-4:30													0	0
4:30-4:45													0	0
4:45-5:00													0	0
5:00-5:15													0	0
5:15 5:30													0	
5:30 5:45													0	
5:45-6:00													0	
PM PEAK HOUR IS FROM:			4:00PM TO 5:00PM											
Volumes	30	10	95	190	15	45	60	780	40	140	740	145	0	
Season Factor	30	10	95	190	15	45	60	780	40	140	740	145	2290	
Growth	30	10	95	190	15	45	60	780	40	140	740	145	2290	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-	-	
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Project	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	30	10	95	190	15	45	60	780	40	140	740	145	2290	



Seasonal Factor: 1
Growth Rate:
Trips In:
Trips Out:
Years Grown 0

E-2



NTS

O'ROURKE ENGINEERING & PLANNING

22 SE Seminole Street
Stuart, Fl, 34994

Job Number: SR20122.0 | Date: 7/16/2021

Legend

* Assumes 20% of traffic Enters from Kings

XX (XX) = AM (PM) Traffic Volumes

For Future conditions, diverted existing to Peters

Figure 4

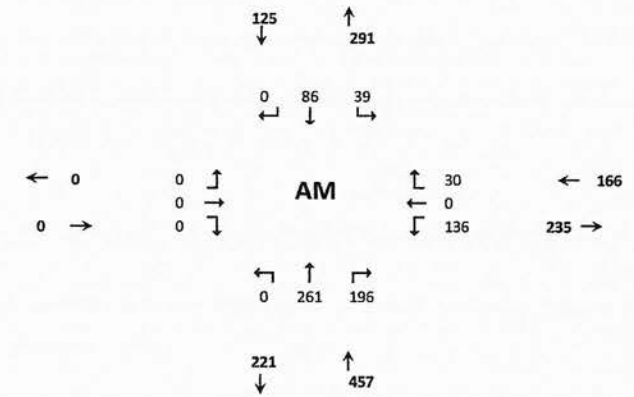
Intersection Volumes - Existing 2017

Project Hurricane

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Crossroads Parkway
E/W STREET: Peters Rd
CONTROL:
FILENAME:
COUNT DATE: 2017
DAY:
CITY: Fort Pierce
INTERSECTION:
REPORT DATE:
ANALYSIS YEAR: 2024

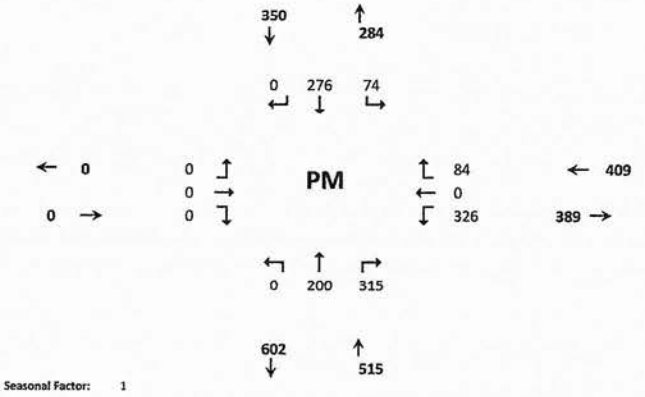
15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15													0	0
7:15-7:30													0	0
7:30-7:45													0	0
7:45-8:00													0	0
8:00-8:15													0	0
8:15-8:30													0	
8:30-8:45													0	
8:45-9:00													0	
AM PEAK HOUR IS FROM:			7:00AM TO 8:00AM											
Volumes (1)	0	171	64	16	55	0	0	0	0	50	0	12	0	
Season Factor	0	171	64	16	55	0	0	0	0	50	0	12	368	
Growth	0	257	96	24	83	0	0	0	0	75	0	18	552	
In/Out	-	-	IN	-	-	-	-	-	-	OUT	-	-	-	
Percentage	0%	0%	65%	0%	0%	0%	0%	0%	0%	65%	0%	0%	0%	
PROJECT	0	0	23	0	0	0	0	0	0	8	0	0	0	
Shopping Cter (Unocc.)			59	15						49		12		
King CC			18							4				
Walsh		4			3									
Total	0	261	196	39	86	0	0	0	0	136	0	30	747	



Seasonal Factor: 1
Trips In 36
Trips Out 12
Growth Rate: 1.0597
Years Grown: 7

(1) From Figure 4: Intersection Volumes

15 Min Period lanes	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15													0	0
4:15-4:30													0	0
4:30-4:45													0	0
4:45-5:00													0	0
5:00-5:15													0	0
5:15-5:30													0	
5:30-5:45													0	
5:45-6:00													0	
PM PEAK HOUR IS FROM:			4:00PM TO 5:00PM											
Volumes (1)	0	130	85	22	180	0	0	0	0	65	0	17	0	
Season Factor	0	130	85	22	180	0	0	0	0	65	0	17	499	
Growth	0	195	128	33	270	0	0	0	0	98	0	26	749	
In/Out	-	-	IN	-	-	-	-	-	-	OUT	-	-	-	
Percentage	0%	0%	65%	0%	0%	0%	0%	0%	0%	65%	0%	0%	0%	
Project	0	0	15	0	0	0	0	0	0	24	0	0	0	
Shopping Center			166	41						186		58		
King CC			6							18				
Walsh		5			6									
Total	0	200	315	74	276	0	0	0	0	326	0	84	1274	



Seasonal Factor: 1
Growth Rate: 1.0597
Trips In: 23
Trips Out: 37
Years Grown: 7

(1) From Figure 4: Intersection Volumes

HCS7 Two-Way Stop-Control Report

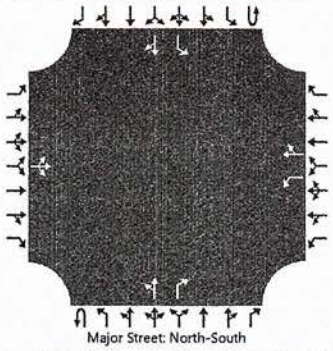
General Information

Analyst	Jean Garcon
Agency/Co.	O'Rourke Engineering
Date Performed	7/15/2021
Analysis Year	2024
Time Analyzed	AM Peak Hour
Intersection Orientation	North-South
Project Description	Project Buildout

Site Information

Intersection	Peters Rd & Crossroads
Jurisdiction	Fort Pierce
East/West Street	Peters Road
North/South Street	Crossroads Parkway
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		1	1	0	0	0	1	1	0	1	1	0
Configuration			LTR			L		TR		LT		R		L		TR
Volume (veh/h)		0	0	0		136	0	30		0	261	197		39	86	0
Percent Heavy Vehicles (%)		15	15	15		15	15	15		15				15		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized										No						
Median Type | Storage		Left Only								1						

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.25	6.65	6.35		7.25	6.65	6.35		4.25				4.25		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.64	4.14	3.44		3.64	4.14	3.44		2.34				2.34		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			0			148		33		0				42		
Capacity, c (veh/h)						546		725		1423				1002		
v/c Ratio						0.27		0.04		0.00				0.04		
95% Queue Length, Q_{95} (veh)						1.1		0.1		0.0				0.1		
Control Delay (s/veh)						14.0		10.2		7.5				8.8		
Level of Service (LOS)						B		B		A				A		
Approach Delay (s/veh)						13.3				0.0				2.7		
Approach LOS						B										

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General Information

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Agency/Co.	O'Rourke Engineering
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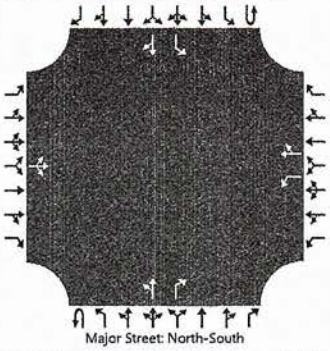
Time Analyzed	PM Peak Hour
Intersection Orientation	North-South
Project Description	Project Buildout

Site Information

Intersection	Peters Rd & Crossroads
Jurisdiction	Fort Pierce
East/West Street	Peters Road
North/South Street	Crossroads Parkway
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		1	1	0	0	0	1	1	0	1	1	0
Configuration			LTR			L		TR		LT		R		L		TR
Volume (veh/h)		0	0	0		326	0	84		0	200	315		74	276	0
Percent Heavy Vehicles (%)		15	15	15		15	15	15		15				15		
Proportion Time Blocked			0.000	0.000		0.250	0.000	0.250						0.000		
Percent Grade (%)		0				0										
Right Turn Channelized										No						
Median Type | Storage		Left Only								1						

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.25	6.65	6.35		7.25	6.65	6.35		4.25				4.25		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.64	4.14	3.44		3.64	4.14	3.44		2.34				2.34		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			0			354		91		0				80		
Capacity, c (veh/h)						433		786		1191				949		
v/c Ratio						0.82		0.12		0.00				0.08		
95% Queue Length, Q_{95} (veh)						7.6		0.4		0.0				0.3		
Control Delay (s/veh)						41.3		10.2		8.0				9.1		
Level of Service (LOS)						E		B		A				A		
Approach Delay (s/veh)						34.9				0.0				1.9		
Approach LOS						D										

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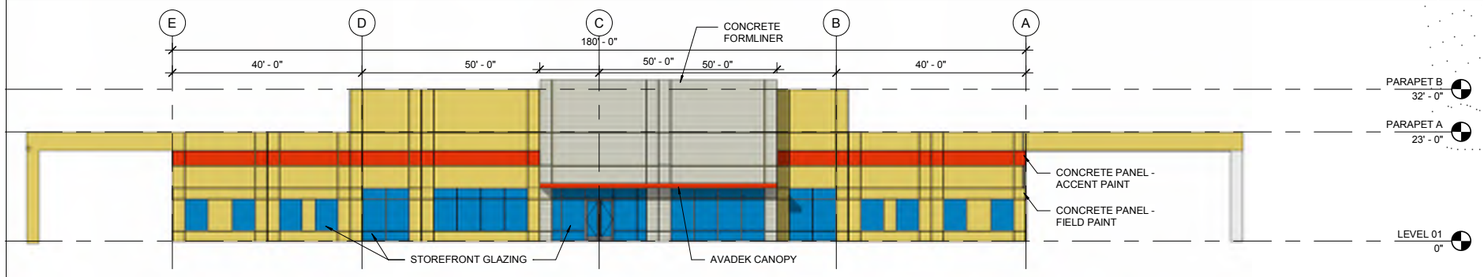
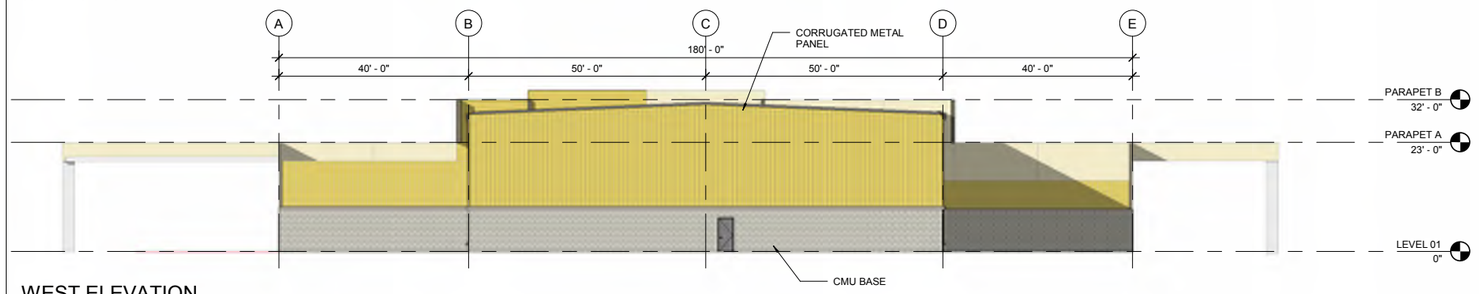
OVERALL ELEVATIONS OPT 03

OVERALL



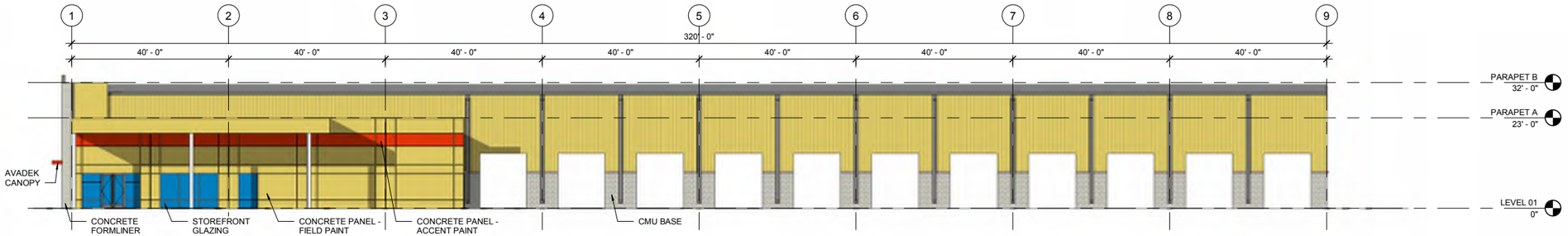
EAST ELEVATION

SCALE: **1/16" = 1'-0"**



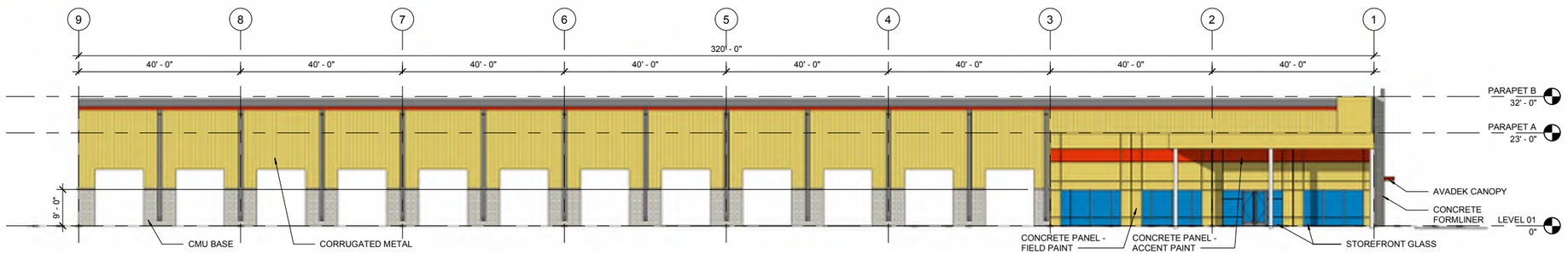
WEST ELEVATION

SCALE: **1/16" = 1'-0"**



NORTH ELEVATION

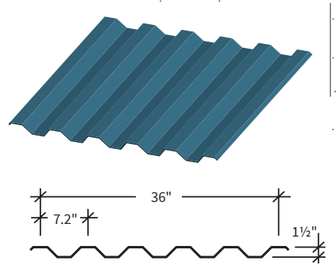
SCALE: **1/16" = 1'-0"**



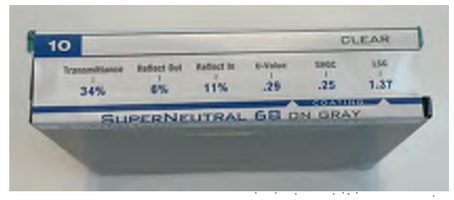
SOUTH ELEVATION

SCALE: **1/16" = 1'-0"**

SPLIT FACE CMU - FINAL COLOR TO BE SELECTED



VERTICAL FLUTED METAL PANEL (FINAL COLOR TO BE SIMILAR TO ELEVATIONS)



1" INSULATED LOW-E GLASS. FINAL COLOR TO BE DETERIMINED

*PRELIMINARY NOT FOR CONSTRUCTION, PERMIT, OR REGULATORY APPROVAL. *RENDERING IS REPRESENTATIVE OF DESIGN INTENT ONLY. IT IS NOT A PHOTOREALISTIC REPRESENTATION OF ACTUAL MATERIALS PROPOSED AND SHOULD BE CONSIDERED PRELIMINARY AT ALL STAGES.

*ALL BUILDING AREAS ARE APPROXIMATE UNTIL BUILDING FOOTPRINT / ENTRY DESIGNS ARE FINALIZED.

PORT ST. LUCIE
A PROJECT FOR
LAZY DAYS

powers brown architecture

ENGINEERS SURVEYORS ENVIRONMENTAL

May 11, 2021 *Via: FedEx*

Brandon Creagan, LEED Green Associate
City of Fort Pierce
100 N. US Highway 1
Fort Pierce, FL 34954

Re: Lazydays TRC Response
Development Review Submittal

Dear Brandon:

On behalf of our client, please find the attached response to comments received on March 17, 2021, for a project known as Lazydays. Each comment is identified below, followed by a response in ***bold italics***.

Planning Department

1. The property is going through the stages of have having the Future Land Use changed to General Commercial (GC), and the zoning changed to General Commercial (C-3).
   RESPONSE: Acknowledged

2. In regard to the Design Review, staff is requesting revisions to the elevations. As this building is being constructed along a major corridor/Interstate it is expected that the design of the building is above and beyond what would typically be found on non-major corridors.
   - This would include an alternate roof system that departs from the flat roof type that is currently depicted for the building. Examples of what staff would like to see can include but are not limited to a mansard or gable roof or roofing system that incorporate barrel tiles.
     RESPONSE: The proposed building will have a MBCI SuperLok 2" standing seam roof at a minimum 1/2:12 slope. All of our buildings around the nation follow a similar low sloped roofing system.

   - Some sort of Stonework should be added to the outside building design to further enhance the look of the building.
     RESPONSE: We have added a 9-foot-tall split faced SMU watertable under all of the metal panels. A grey color CMU block will be selected the complements the remainder of the building; we will not pain the block.

   - Blank walls are discouraged. Walls shall be punctuated with windows, doors, or architectural elements. New construction that includes long dimensions of continuous wall shall employ the use of site breaks to punctuate the streetscape. (125-314(g)(4))
     RESPONSE: We have adjusted the front façade of the building to include an architectural feature at the entrance. This provides more depth and highlights the entrance.

- Elevations adjacent to a public right-of-way shall be considered as a building front and treated as such with appropriate entrances, fenestration, or detailing. (125-314(g)(4))
  RESPONSE: We have adjusted the front façade of the building to include an architectural feature at the entrance. This provides more depth and highlights the entrance.

- Roll down gates, security shutters and bars that are visible from any public right-of-way should be avoided. (125-314(g)(4))
  RESPONSE: None are proposed

- Materials for facades shall be of stucco, wood clapboard, wood shingles, cement siding in clapboard style boards, modular unit masonry, coral, or keystone. Brick coursework should use traditional methods that enhance elevations and frame fenestration and door openings. Metal or vinyl siding, and simulated stonework on expanses of building walls shall not be permitted. Two-dimensional details that mimic three-dimensional articulation or structure shall not be permitted. (125-314(g)(4))
  - Based on the provided elevations it appears that the building will be mostly metal or vinyl siding, which would not be in compliance with this section of the Design Review code.

  RESPONSE: We have added a 9-foot-tall split faced SMU watertable under all of the metal panels. A grey color CMU block will be selected the complements the remainder of the building; we will not pain the block and adjusted the front façade of the building to include an architectural feature at the entrance. This provides more depth and highlights the entrance. We have added CMU accents and provided a feature at the building entrance. Metal panels around the shop area are standard for our national brand.

- Up-lighting should be incorporated to the outside of the building to enhance the building in the evening hours.
  RESPONSE: Lighting at the main entrance will be provided however we do not intend to add lighting elsewhere.

- Provide a materials board
  RESPONSE: A materials board ha been included as part of this resubmittal

- Some of the Design Review elevations note that this project is for Port St. Lucie, this shall be changed to Fort Pierce.
  RESPONSE: The design review elevations have been revised to Fort Pierce.

- Landscaping is also incorporated into Design Review and since this is along the Interstate staff expects a more stringent landscape package along this right-of-way. The inventory/storage area shall not be directly visible from the Interstate and shall be well buffered. It is not to say that it cannot be seen from the Interstate, but rather it needs to be buffered better with more trees and landscape elements. This can also help with security also.
  RESPONSE: Visibility from I-95 is extremely important for this applicant. Landscaping along I-95 has been provided. The plan has been revised to show terminal landscape islands. These islands will provide additional vegetation on site

3. The dumpster enclosures shall not be located along the Interstate 95 right-of-way and shall be relocated to a location that is not along a right-of-way. The dumpster enclosure could also be incorporated into the main building.
   RESPONSE: The dumpster was relocated away from I-95 and is not along the Peters Road right-of-way

4. While the northern end of the property is for inventory storage there needs to be more landscape elements within that area so as to not create a blank void of nothing but concrete and vehicles. More landscape islands are needed. The landscape package that has been put together for the southern retail end of the property shall be duplicated for the northern end of the property. There shall be a landscape island between every 10 inventory storage space as well as landscape island endcaps at the beginning and end of each row.
   RESPONSE: As agreed to in the TRC meeting held on Thursday, March 18, 2021, terminal landscape islands shall be added in the inventory storage area.

5. According to the site plan the required parking for customers is not being met and is deficient by 48 spaces. Some of the inventory spacing will need to be converted to customer spaces to ensure the site plan meets the minimum parking requirements for customer parking. An alternative could be to designate 48 inventory spaces as flex spaces that could be utilized for either customer parking or inventory parking to make up the deficit.
   RESPONSE: Inventory spaces along the east side of the property have been identified as flex space.

6. A sidewalk shall be installed along the Peters Road right-of-way and a sidewalk connection shall be made from the external sidewalks to the internal one.
   RESPONSE: Coordination with St Lucie County for the sidewalks along Peters Road is currently on going.

7. Internal crosswalks shall be installed from customer parking areas to the entrance to the building.
   RESPONSE: Internal crosswalks have been installed from customer parking areas to the entrance of the building.

8. Staff welcomes the proposed water feature in the lake area, littoral plantings shall also be planted in the lake area. Incorporate these plantings in the revised landscape plan.
   RESPONSE: The current code does not state that a littoral shelf or plantings are required. As such no littoral shelf or plantings are proposed.

9. A tree mitigation plan was not found with the landscape plan, provide this plan to show all trees that will need to be mitigated for based on the site plan. Also calculate the trees that will either be saved, relocated, or planted and come up with the required mitigation calculation if mitigation will be required. Overall, the provided landscape plan appears to be consistent with code.
RESPONSE: A tree mitigation plan has been included as part of this resubmittal

10. All signs that were proposed with this site plan will not be approved as part of the Development Review, but rather will be approved at the Building Permit Stage.
RESPONSE: It is understood that the signs will be reviewed and approved at the building permit stage.

11. Comments we be forthcoming from St. Lucie County Engineering/Public Works and or the Florida Department of Transportation.
RESPONSE: Comments from St Lucie County Engineering/Public Works have been included as part of the response letter.

Fort Pierce Engineering Department

1. A topographic survey was not included in the submittal package; the applicant shall provide a signed and sealed topographic survey in accordance with the requirements specified in the City of Fort Pierce Code of Ordinances Section 119-2(a)(7).
RESPONSE: A topographic survey will be provided as part of the construction plan submittal.

2. Relocate the sliding gates so as to avoid queuing of vehicles into the Peters Road right-of-way.
RESPONSE: The sliding gates will be open during business hours. Adequate space has been provided for a vehicle to park in the driveway to open and close the gates each day without obstructing traffic.

3. Peters Road is a St. Lucie County roadway, verification by the County of possible required roadway improvements including sidewalk requirements, and required driveway spacing shall be provided by the County.
RESPONSE: The client is aware that Peters Road is a substandard road and the improvement will be required. Coordination with St Lucie County Engineering/Public Works is ongoing to resolve the improvements.

4. ADVISORY COMMENT: The project is comprised of two separate parcels, prior to issuance of a building permit a Unity of Title will be required.
RESPONSE: It is understood that the two separate parcels will require a Unity of Title prior to the issuance of a building permit.

SLC School

1. We have 9 students in the area and the addition of traffic without sidewalks put the students at more risk walking or waiting for a bus. Since the roadway should be built to the ultimate design (i.e., not a future expansion) it would seem logical to construct the sidewalk at this time. This would also connect the project with the commercial areas to the south for connectivity to those leaving their vehicle for service. Peters Road is a substandard local road Right-of-Way. ROW dedication of 10-20 FT will be required based on site needs.
   RESPONSE: The project is proposing a fee-in-lieu for the proposed development. This decision was based on the parcels to the north and south being undeveloped with no sidewalk connections available.

SLC PW / Engineering Department

2. The applicant has acknowledged the Pre-Application comments previously issued. The ROW dedication and permitting will be discussed with the applicant.
   RESPONSE: The developer is aware that Peters Rd is a substandard road and that improvements to the road will be required

3. Peters Road is an unimproved roadway. The project will be required to pave Peters Road to the nearest paved road.
   RESPONSE: The developer is aware that Peters Rd is a substandard road and that improvements to the road will be required

4. A review of the traffic report by the County's outside consultant may be required.
   RESPONSE: It is understood that an outside consultant may be required to review the traffic report.

5. For discussion regarding these comments, please contact David Hays, P.E. at 772-462-1491 or haysd@stlucieco.org.
   RESPONSE: If questions arise while addressing, David Hays, PE, or Grant Chambers, PE, will be contacted.

We feel the attached adequately addresses staff comments and respectfully request approval of application. If you have any questions regarding this application, the attached documents, or the project, please contact our office.

Respectfully,

ENGINEERING DESIGN & CONSTRUCTION, INC.

Steven Frink, EI
Project Engineer

cc: Srinivas Kuchipudi – Project Hurricane

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August 3, 2021 *Via: E-mail*

Brandon Creagan, LEED Green Associate
City of Fort Pierce
100 N. US Highway 1
Fort Pierce, FL 34954

Re: Lazydays TRC Response
Development Review Submittal

Dear Brandon:

On behalf of our client, please find the attached response to comments received on July 8, 2021 for a project known as Project Hurricane (Lazydays). Each comment is identified below, followed by a response in ***bold italics***.

Traffic Comments

1. Please confirm approach and departure volumes at the intersection of Okeechobee Road & Crossroads Parkway utilized within Figure 4. Additionally, please confirm through volumes on Peters Road. Please update the traffic analysis accordingly.

RESPONSE: The volumes entered into the Okeechobee/Crossroads TMC were corrected and all analyses revised accordingly. We did not count Peters. Please note we estimated Peters Roads volume assuming 100% of the traffic from Cracker Barrel and shopping center in existing volumes went south. For buildout, 25% of the traffic was reassigned north on Peters and shown as "existing" on the TMCs. The committed shopping center traffic was added such that the total Existing + Committed shopping center equals 25% of Cracker Barrel and shopping center to the north and 75% of Cracker Barrel and shopping center to the south. The trip generation for the two uses is included with background data in Appendix C. See revised traffic study.

2. Please include heavy vehicle percentages within the HCS7 intersection operational analyses for all movements with traffic volumes.

RESPONSE: An average of 15.3% was applied.

3. Please confirm volumes utilized within the driveway operational analyses match Figure 3. Please update the traffic analysis accordingly.

RESPONSE: Please see revised report.

We feel the attached adequately addresses staff comments and respectfully request approval of application. If you have any questions regarding this application, the attached documents, or the project, please contact our office.

Respectfully,

ENGINEERING DESIGN & CONSTRUCTION, INC.

Steven Frink, EI
Project Engineer

cc: Srinivas Kuchipudi – Project Hurricane

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O'ROURKE
ENGINEERING & PLANNING

O'Rourke Engineering & Planning has received the comments for Project Hurricane dated June 7, 2021. Our response is outlined below.

1. Please include the roadway segment of Crossroads Parkway from Kings Highway to Okeechobee Road within Table 2a and Table 2b.

The roadway segment of Crossroads Parkway has been added to Table 2a and Table 2b.

2. Please justify the peak hour peak directional service capacity utilized for Peters Road. Peters Road appears to operate with a lower peak hour peak directional service capacity based upon information within the St. Lucie county Transportation Element, 2020 Florida Department of Transportation (FDOT) Quality/Level of Service Handbook, and existing roadway conditions.

The peak hour peak directional service capacity for Peters Road has been revised to 750 using the FDOT 2020 quality/level of service tables (Class II - 1 lane undivided).

3. Please confirm the peak hour peak directional service capacity is correct for the roadway segment of I-95 from Midway Road to Okeechobee Road.

The peak hour peak directional service capacity for I-95 from Midway Road to Okeechobee Road has been revised to reflect a three-lane freeway segment.

4. Please provide supplemental information to justify the 2019 AADT volume utilized for Peters Road within Table 3a and Table 3b.

The existing traffic data for Peters Road has been revised using a 2017 FDOT Turning Movement Count at the intersection of Okeechobee Road and Crossroads Parkway and ITE trip generation of existing uses to estimate Peters Road. Details are included in Appendix E.

5. Please provide an intersection analysis for the intersection of Peters Road & Crossroad Parkway during both the AM and PM peak hour as this intersection is along an impacted roadway.

Due to construction on Kings Highway, detours are in place for Crossroads Parkway and Peters Road. Therefore, an accurate traffic count at this intersection could not be performed. An estimated intersection volume based on an FDOT Count was used to evaluate the intersection. The intersection analysis is now included in Appendix E.

6. Please provide an intersection analysis for the three proposed full access driveways on Peters Road.

An intersection analysis for the three proposed driveways on Peters Road has been added to Appendix D.

7. Please provide a turn lane analysis at the three proposed full access driveways on Peters Road.

A turn lane analysis for the three proposed driveways on Peters Road has been added to Appendix D.