

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](mailto: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,

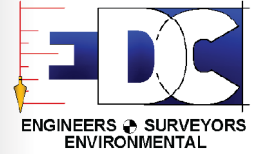
**ENGINEERING DESIGN & CONSTRUCTION, INC.**



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 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.