



Design Review

Property address or Location 322 N. 2nd Street
 Parcel ID #(s) 2410-503-0041-020-4, 2410-503-0012-010-9, 2410-503-0020-000-5, 2410-503-0034-000-6, 2410-503-0019-000-5, 2410-503-0030-000-8
 Project Description Proposed Mixed use development with associated site improvements

Fort Pierce Redevelopment Agency
 Property Owner(s)
100 North US 1
 Street Address
 Fort Pierce FL 34950
 City State Zip
 Phone Number
 Email Address

Brad Currie, Vice President, Engineering Design & Const., Inc.
 Applicant/Representative, Title, Company
10250 SW Village Parkway, Suite 201
 Street Address
 Port St. Lucie FL 34987
 City State Zip
 772-462-2455
 Phone Number
 bradcurrie@edc-inc.com
 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.

Property Owner(s) Signature(s)

STATE OF FLORIDA -- COUNTY
 The foregoing instrument was acknowledged before me this ___ day of _____, 20____, by
 _____ 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.



DEVELOPMENT REVIEW

Property address or Location 322 N. 2nd Street

Parcel ID #(s) 2410-503-0041-020-4, 2410-503-0012-010-9, 2410-503-0043-000-2, 2410-503-0020-000-5, 2410-503-0034-000-6, 2410-503-0019-000-5, 2410-503-0030-000-8

Project description Proposed Mixed Use development with associated site improvements

Fort Pierce Redevelopment Agency

Property Owner(s)
100 North US 1

Street Address
Fort Pierce FL 34950

City State Zip

Phone Number

Email Address

Brad Currie, Vice President, Engineering Design & Const., Inc.

Applicant/Representative, Title, Company
10250 SW Village Parkway, Suite 201

Street Address
Port St. Lucie FL 34987

City State Zip
772-462-2455

Phone Number
bradcurrie@edc-inc.com

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.

Property Owner(s) Signature(s)

STATE OF FLORIDA -- COUNTY

The foregoing instrument was acknowledged before me this ____ day of _____, 20____, by _____ who is personally known to me or has produced _____ as identification.

Signature of Notary (seal)

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			
<input checked="" type="checkbox"/> Site Plan	<input type="checkbox"/> Conditional Use with New Const.	<input type="checkbox"/> Major Amendment	
<input type="checkbox"/> Conceptual Development Plan		<input type="checkbox"/> Minor Amendment	

Site Information:

162,650 sf

160,560 sf

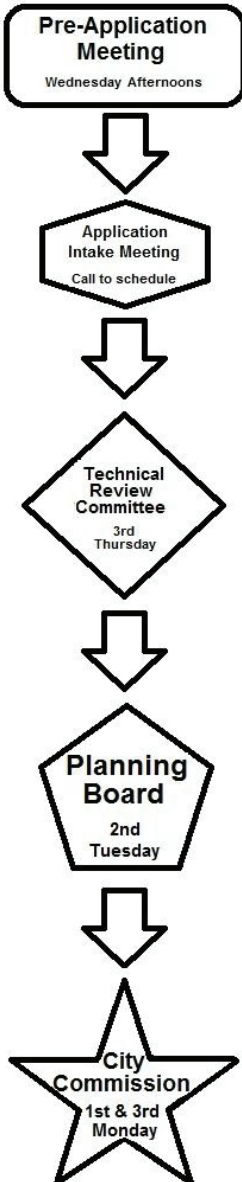
Non-Residential: Proposed Sq. Ft.: _____

Residential: Proposed Units: _____

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

North	South	East	West
Vacant	Commercial	Marina	Vacant / Commercial

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)

This Instrument Prepared by and Return to:

Robert V. Schwerer, City Attorney
City of Fort Pierce
100 North U. S. 1
Fort Pierce, FL 34950

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Special Warranty Deed

This Special Warranty Deed is made this 15TH day of October, 2009, between the CITY OF FORT PIERCE, FLORIDA, in its municipal capacity and on behalf of the FORT PIERCE UTILITIES AUTHORITY, whose address is 100 North U.S. 1, Fort Pierce, Florida 34950, "Grantor" and the FORT PIERCE REDEVELOPMENT AGENCY, a dependent special district of the City of Fort Pierce, whose address is 100 North U.S. 1, Fort Pierce, Florida, "Grantee":

(Whenever 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, trusts and trustees)

Witnesseth, that Grantor, for and in consideration of the sum TEN AND NO/100 DOLLARS (\$10.00) and other good and valuable consideration to Grantor in hand paid by Grantee, the receipt whereof is hereby acknowledged, has granted, bargained, and sold to the Grantee, and Grantee's heirs and assigns forever, the following described land, situate, lying and being in St. Lucie County, Florida, to-wit (the "Property"):

See Exhibit "A" attached hereto and made a part hereof.

Subject to restrictions, reservations, and easements of record, it any, provided however that this reference shall not serve to reimpose the same.

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

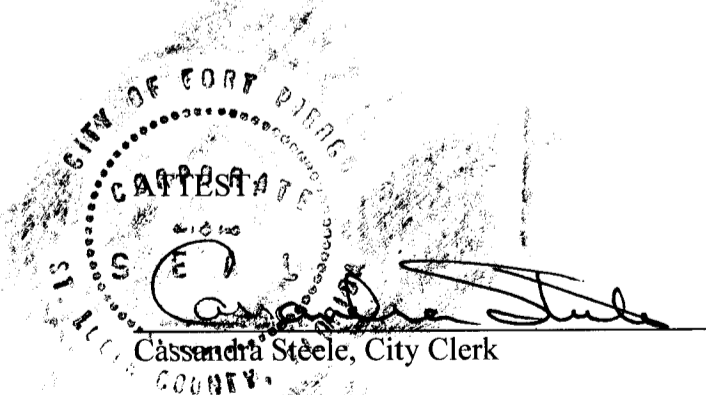
To Have and to Hold, the same in fee simple forever.

And Grantor hereby covenants with Grantee that at the time of the delivery of this deed: (a) Grantor is lawfully seized of the Property in fee simple; (b) Grantor has good right and lawful authority to sell and convey the Property; and (c) the premises were free from all encumbrances made by Grantor and that Grantor hereby fully warrants the title to the Property and will defend the Property against the lawful claims of all persons claiming by, through or under Grantor but against none other.

In Witness Whereof, Grantor has hereunto set Grantor's hand and seal the day and year first above written.

CITY OF FORT PIERCE, FLORIDA,
a municipal corporation

By: [Signature]
Robert J. Benton, III, Mayor



[Signature]
Cassandra Steele, City Clerk

Signed, sealed and delivered in our presence:

[Signature]
Signature of witness

[Signature]
Signature of witness

Christine Famularo
Print name

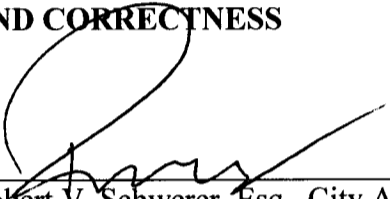
MARY LOU PEREGRIN
Print name

STATE OF FLORIDA
COUNTY OF ST. LUCIE


I HEREBY CERTIFY that the foregoing instrument was acknowledged before me this 15th day of October, 2009, by **Robert J. Benton, III**, as **Mayor**, and **Cassandra Steele**, as **City Clerk**, of the **CITY OF FORT PIERCE, FLORIDA** a municipal corporation, who are personally known to me or who provided _____ as identification and who did not take an oath.

Christine Famularo
Notary Public, State of Florida at Large
Print name: Christine Famularo
My commission expires: Sept. 17, 2012
My commission number: PD8 23696

APPROVED AS TO FORM
AND CORRECTNESS



Robert V. Schwerer, Esq., City Attorney

NOTARY PUBLIC-STATE OF FLORIDA
 Christine Famularo
Commission # DD823696
Expires: SEP. 17, 2012
BONDED THRU ATLANTIC BONDING CO., INC

BEING THE HEREIN PARCELS OF LAND LYING OVER A PORTION OF BLOCKS A, B, F, AND TROPICAL AVENUE, AS SHOWN ON AARON LEE'S MAP OF FORT PIERCE, AS RECORDED IN PLAT BOOK 1, PAGE 189, PUBLIC RECORDS OF SAINT LUCIE COUNTY, FLORIDA, AND A PORTION OF THE NEW SUBDIVISION OF BLOCK E, AS RECORDED IN PLAT BOOK 1, PAGE 192, PUBLIC RECORDS OF SAINT LUCIE COUNTY, FLORIDA, AND A PORTION OF THE NORTHEAST QUARTER OF SECTION 10, TOWNSHIP 35 SOUTH, RANGE 40 EAST, SAID PARCELS BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

PARCEL 1:

COMMENCING AT THE SOUTHWEST CORNER OF LOT 8, BLOCK F, SAID AARON LEE'S MAP OF FORT PIERCE; PROCEED NORTH 04'53'21" WEST, ALONG THE EAST RIGHT-OF-WAY OF NORTH 2ND STREET (FORMALLY KNOW AS PINE STREET AS SHOWN ON SAID AARON LEE'S MAP OF FORT PIERCE) (A 60 FOOT WIDE RIGHT-OF-WAY) AND THE WEST LINE OF SAID BLOCK F, A DISTANCE OF 254.00 FEET TO THE SOUTHWEST CORNER OF LOT 2, SAID BLOCK F, AND THE POINT OF BEGINNING; THENCE CONTINUE NORTH 04'53'21" WEST, ALONG SAID EAST RIGHT-OF-WAY LINE, AND SAID WEST LINE OF LOT 2, AND LOT 1, SAID BLOCK F, A DISTANCE OF 69.42 FEET TO AN ANGLE POINT IN THE EAST RIGHT-OF-WAY LINE OF THE REALIGNED PORTION OF NORTH 2ND AVENUE; THENCE NORTH 18'26'19" WEST, ALONG SAID EAST RIGHT-OF-WAY LINE OF NORTH 2ND AVENUE (A 50 FOOT WIDE RIGHT-OF-WAY), A DISTANCE OF 371.24 FEET TO A POINT ON THE CENTERLINE OF A 2.6 FOOT CONCRETE BULKHEAD ON THE SOUTH TOP OF BANK OF MOORES CREEK AND REFERENCE POINT "A"; (THE FOLLOWING FIVE COURSES ARE ALONG THE CENTERLINE OF SAID CONCRETE BULKHEAD AND THE SOUTH TOP OF BANK OF MOORES CREEK) THENCE NORTH 70'33'12" EAST, DEPARTING SAID EAST RIGHT-OF-WAY LINE, A DISTANCE OF 44.68 FEET; THENCE NORTH 79'01'13" EAST, A DISTANCE OF 179.28 FEET; THENCE NORTH 87'55'03" EAST, A DISTANCE OF 71.16 FEET; THENCE NORTH 77'41'52" EAST, A DISTANCE OF 224.31 FEET ; THENCE NORTH 75'24'46" EAST, A DISTANCE OF 29.63 FEET TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF INDIAN RIVER DRIVE, AS SHOWN ON THE STATE OF FLORIDA STATE ROAD DEPARTMENT RIGHT-OF-WAY MAP SECTION 94500, LAST REVISED OCTOBER 5, 1960 (A VARYING WIDTH RIGHT-OF-WAY); THENCE SOUTH 04'53'04" EAST, DEPARTING SAID CONCRETE BULKHEAD CENTERLINE, AND THE SOUTH TOP OF BANK OF MOORES CREEK, AND ALONG SAID WESTERLY RIGHT-OF-WAY LINE, A DISTANCE OF 491.42 FEET TO A POINT ON THE EASTERLY PROLONGATION OF THE SOUTHERLY LINE OF SAID LOT 2, AND LOT 3, SAID BLOCK F; THENCE SOUTH 85'09'39" WEST, DEPARTING SAID WEST RIGHT-OF-WAY LINE, AND ALONG SAID EASTERLY PROLONGATION, AND THE SOUTH LINE OF SAID LOT 3, AND 2, A DISTANCE OF 457.22 FEET TO THE POINT OF BEGINNING.

LESS AND EXCEPT THAT PORTION OF PARCEL 1 CONSISTING OF THE FOLLOWING:

THE EAST 20.00 FEET AND THE SOUTH 50.00 FEET OF THAT CERTAIN PARCEL OF LAND DESCRIBED AS PARCEL CONTROL NUMBER 2410-503-0041-020-4 PER ST. LUCIE COUNTY, FLORIDA PROPERTY APPRAISER.

AND:

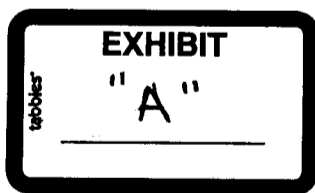
THE NORTH 165.00 FEET OF THE EAST 75.00 FEET OF SAID CERTAIN PARCEL OF LAND DESCRIBED AS PARCEL CONTROL NUMBER 2410-503-0041-020-4 PER ST. LUCIE COUNTY, FLORIDA PROPERTY APPRAISER.

AND:

THE SOUTH 50.00 FEET OF THAT CERTAIN PARCEL OF LAND DESCRIBED AS PARCEL CONTROL NUMBER 2410-503-0043-000-2 PER ST. LUCIE COUNTY, FLORIDA PROPERTY APPRAISER.

AND:

THE SOUTH 87.00 FEET OF THE WEST 67.00 FEET OF SAID CERTAIN PARCEL OF LAND DESCRIBED AS PARCEL CONTROL NUMBER 2410-503-0043-000-2 PER ST. LUCIE COUNTY, FLORIDA PROPERTY APPRAISER.



PARCEL 2:

COMMENCING AT THE AFOREMENTIONED REFERENCE POINT "A"; PROCEED NORTH 18'26'19" WEST, ALONG SAID EAST RIGHT-OF-WAY LINE, A DISTANCE OF 44.51 FEET TO A POINT ON THE CENTERLINE OF A 2.6 FOOT WIDE CONCRETE BULKHEAD ON THE NORTH TOP OF BANK OF MOORES CREEK AND THE POINT OF BEGINNING. THENCE NORTH 18'26'19" WEST, DEPARTING SAID CONCRETE BULKHEAD CENTERLINE AND THE SOUTH TOP OF BANK OF MOORES CREEK, AND ALONG SAID EAST RIGHT-OF-WAY LINE, A DISTANCE OF 53.76 FEET TO A POINT ON THE WEST LINE OF LOT 1, SAID BLOCK A; THENCE NORTH 04'53'21" WEST, ALONG SAID WEST LINE, AND SAID EAST RIGHT-OF-WAY LINE, A DISTANCE OF 67.04 FEET TO THE NORTHWEST CORNER OF SAID LOT 1, AND A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF AVENUE C (FORMERLY KNOWN AS SEMINOLE AVENUE AS SHOWN ON SAID AARON LEE'S MAP OF FORT PIERCE) (A 50 FOOT WIDE RIGHT-OF-WAY); THENCE NORTH 84'53'38" EAST, DEPARTING SAID NORTHWEST CORNER, AND ALONG SAID SOUTH RIGHT-OF-WAY LINE, A DISTANCE OF 537.27 FEET TO A POINT ON SAID WEST RIGHT-OF-WAY LINE OF INDIAN RIVER DRIVE; THENCE SOUTH 04'53'04" EAST, DEPARTING SAID SOUTH RIGHT-OF-WAY LINE, AND ALONG SAID WEST RIGHT-OF-WAY LINE, A DISTANCE OF 63.48 FEET TO A POINT ON THE CENTERLINE OF A 2.6 FOOT WIDE CONCRETE BULKHEAD ON THE NORTH TOP OF BANK OF MOORES CREEK; (THE FOLLOWING FIVE COURSES ARE ALONG SAID BULKHEAD CENTERLINE, AND THE NORTH TOP OF BANK OF MOORES CREEK); THENCE SOUTH 74'25'26" WEST, A DISTANCE OF 224.10 FEET; THENCE SOUTH 88'30'05" WEST, A DISTANCE OF 64.66 FEET; THENCE SOUTH 79'28'36" WEST, A DISTANCE OF 181.91 FEET; THENCE SOUTH 84'38'58" WEST, A DISTANCE OF 53.29 FEET; THENCE SOUTH 66'51'46" WEST, A DISTANCE OF 5.89 FEET TO THE POINT OF BEGINNING.

LESS AND EXCEPT THAT PORTION OF PARCEL 2 CONSISTING OF THE FOLLOWING:

ALL OF THAT CERTAIN PARCEL OF LAND DESCRIBED AS PARCEL CONTROL NUMBER 2403-801-0025-000-3 PER ST. LUCIE COUNTY, FLORIDA PROPERTY APPRAISER.

AND:

THE EAST 92.70 FEET OF THAT CERTAIN PARCEL OF LAND DESCRIBED AS PARCEL CONTROL NUMBER 2410-503-0012-000-6 PER ST. LUCIE COUNTY, FLORIDA PROPERTY APPRAISER.

AND:

THE WESTERLY 20.00 FEET OF THAT CERTAIN PARCEL OF LAND DESCRIBED IN OFFICIAL RECORDS BOOK 148, PAGE 156, PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA.

PARCEL 3

COMMENCING AT THE SOUTHWEST CORNER OF SAID LOT 8, BLOCK F, PROCEED SOUTH 86'09'39" WEST, ALONG THE NORTH RIGHT-OF-WAY LINE OF AVENUE A (FORMERLY KNOWN AS PALMETTO AVENUE AS SHOWN ON SAID AARON LEE'S MAP OF FORT PIERCE) (A 65 FOOT WIDE RIGHT-OF-WAY), AND ALONG THE EASTERLY PROLONGATION OF THE SOUTH LINE OF SAID BLOCK E, AND ALONG THE SOUTH LINE OF SAID BLOCK E, A DISTANCE OF 310.00 FEET TO THE SOUTHWEST CORNER OF LOT 9, SAID BLOCK E AND A POINT ON THE EAST RIGHT-OF-WAY LINE OF THE FLORIDA EAST COAST RAILROAD AS SHOWN ON THE STATION MAP, SOUTHERN DIVISION FLORIDA EAST COAST RAILWAY COMPANY FLAGLER SYSTEM STATION 12741+93.7 TO STATION 12796+90.0, DATED SEPTEMBER 5, 1944; THENCE NORTH 04'53'21" WEST, DEPARTING SAID NORTH RIGHT-OF-WAY LINE, AND THE SOUTH LINE OF SAID BLOCK E, AND THE SOUTHWEST CORNER OF SAID LOT 9, AND ALONG SAID EAST RIGHT-OF-WAY LINE, AND THE WEST LINE OF SAID LOT 9, AND ALONG THE WEST LINE OF PALM TERRACE (ABANDON), A DISTANCE OF 185.00 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE NORTH 04'53'21" WEST, ALONG SAID EAST RIGHT-OF-WAY LINE, AND THE WEST LINE OF PALM TERRACE (ABANDON), AND THE WEST LINE OF LOT 6, SAID BLOCK E, A DISTANCE OF 215.00 FEET TO THE NORTHWEST CORNER OF SAID LOT 6; THENCE SOUTH 85'09'39" WEST, DEPARTING SAID NORTHWEST CORNER, AND THE WEST LINE OF LOT 6, AND CONTINUING ALONG SAID EAST RIGHT-OF-WAY LINE, AND THE NORTH LINE OF LOT 7, SAID BLOCK E, A DISTANCE OF 48.76 FEET; THENCE NORTH 04'58'11" WEST, DEPARTING SAID NORTH LINE, AND CONTINUING ALONG SAID EAST RIGHT-OF-WAY LINE, A DISTANCE OF 65.00 FEET TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF AVENUE B (FORMALLY KNOWN AS TROPICAL AVENUE AS SHOWN ON SAID AARON LEE'S MAP OF FORT PIERCE)(A 65 FOOT WIDE RIGHT-OF-WAY); THENCE NORTH 85'09'39" EAST, ALONG SAID NORTH RIGHT-OF-WAY LINE, AND SAID EAST RIGHT-OF-WAY LINE, A DISTANCE OF 40.00 FEET; THENCE NORTH 04'58'11" WEST, DEPARTING SAID NORTH RIGHT-OF-WAY LINE, AND ALONG SAID EAST RIGHT-OF-WAY LINE, A DISTANCE OF 72.51 FEET TO A POINT ON THE SOUTH TOP OF BANK OF MOORES CREEK; THENCE NORTH 63'48'24" EAST, DEPARTING SAID EAST RIGHT-OF-WAY LINE, AND ALONG SAID NORTH TOP OF BANK, A DISTANCE OF 64.50 FEET; THENCE NORTH 47'50'28" EAST, CONTINUING ALONG SAID SOUTH TOP OF BANK, A DISTANCE OF 70.44 FEET; THENCE NORTH 44'59'19" EAST, CONTINUING ALONG

SAID SOUTH TOP OF BANK, A DISTANCE OF 82.06 FEET; THENCE NORTH 14°06'44" EAST, CONTINUING ALONG SAID SOUTH TOP OF BANK, A DISTANCE OF 14.97 FEET TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF THE

REALIGNED PORTION OF NORTH 2ND STREET (A 50 FOOT WIDE RIGHT-OF-WAY); THENCE SOUTH 18°26'19" EAST, DEPARTING SAID SOUTH TOP OF BANK, AND ALONG SAID WEST RIGHT-OF-WAY LINE, A DISTANCE OF 320.88 FEET TO THE ANGLE POINT IN THE REALIGNED PORTION OF NORTH 2ND STREET (FORMERLY KNOWN AS PINE STREET, AS SHOWN ON SAID AARON LEE'S MAP OF FORT PIERCE) (A 60 FOOT WIDE RIGHT-OF-WAY); THENCE SOUTH 04°53'21" EAST, ALONG SAID WEST RIGHT-OF-WAY LINE, A DISTANCE OF 8.92 FEET TO THE SOUTHEAST CORNER OF LOT 1, SAID BLOCK E; THENCE SOUTH 85°09'39" WEST, DEPARTING SAID WEST RIGHT-OF-WAY LINE, AND SAID SOUTHEAST CORNER, AND ALONG THE SOUTH LINE OF SAID LOT 1, A DISTANCE OF 146.50 FEET TO A POINT ON A LINE LYING 3.50 FEET EAST OF AND PARALLEL WITH THE WEST LINE OF LOT 2, SAID BLOCK E; THENCE SOUTH 04°53'21" EAST, DEPARTING SAID SOUTH LINE, AND ALONG SAID PARALLEL LINE, A DISTANCE OF 50.00 FEET TO A POINT ON THE SOUTH LINE OF SAID LOT 2; THENCE SOUTH 85°09'39" WEST, DEPARTING SAID PARALLEL LINE, AND ALONG SAID SOUTH LINE, A DISTANCE 3.50 FEET TO THE SOUTHWEST CORNER OF SAID LOT 2; THENCE SOUTH 04°53'21" EAST, DEPARTING SAID SOUTH LINE, AND SAID SOUTHWEST CORNER, AND ALONG THE WEST LINE OF LOTS 3 AND 4, SAID BLOCK E, AND THE SOUTHERLY PROLONGATION THEREOF, A DISTANCE OF 115.00 FEET; THENCE SOUTH 85°09'39" WEST, DEPARTING SAID SOUTHERLY PROLONGATION, AND ALONG A LINE 15 FEET SOUTH OF, AND PARALLEL WITH THE SOUTH LINES OF SAID LOT 6, AND 5, SAID BLOCK E, A DISTANCE OF 100.00 FEET TO THE POINT OF BEGINNING. LESS AND EXCEPT THAT PORTION OF THE ABOVE DESCRIBED PARCEL 3 THAT LIES SOUTHERLY OF AND ADJACENT TO THE NORTH LINE OF AVENUE "B" (TROPICAL AVENUE) AS SHOWN ON SAID PLAT OF AARON LEE'S MAP OF FORT PIERCE.

LESS AND EXCEPT THAT PORTION OF PARCEL 3 CONSISTING OF THE FOLLOWING:

THE NORTHERLY 20.00 FEET OF THAT CERTAIN PARCEL OF LAND DESCRIBED AS PARCEL CONTROL NUMBER 2410-503-0019-000-5 PER ST. LUCIE COUNTY, FLORIDA PROPERTY APPRAISER.

AND:

THE NORTHERLY AND WESTERLY 20.00 FEET OF THAT CERTAIN PARCEL OF LAND DESCRIBED AS PARCEL CONTROL NUMBER 2410-503-0020-000-5 PER ST. LUCIE COUNTY, FLORIDA PROPERTY APPRAISER.

CONTAINING 6.669 ACRES, MORE OR LESS.

B E A R I N G B A S E

THE SOUTH LINE OF BLOCKS E & F, AS SHOWN ON THE PLAT OF AARON LEE'S MAP OF FORT PIERCE, AS RECORDED IN PLAT BOOK 1, PAGE 189, PUBLIC RECORDS OF ST. LUCIE COUNTY, IS TAKEN TO BEAR NORTH 85°09'39" EAST, AND ALL OTHER BEARINGS SHOWN ARE RELATIVE THERETO.

This Warranty Deed Made and executed the 12th day of March A. D. 19 91 by

SOUTHEASTERN PUBLIC SERVICE COMPANY

a corporation existing under the laws of Delaware and having its principal place of business at

hereinafter called the grantor, to City of Fort Pierce, Florida, for the use and benefit of the FORT PIERCE UTILITIES AUTHORITY P. O. Box 3191, Fort Pierce, Florida 34948

whose postoffice address is

hereinafter called the grantees:

(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)

Witnesseth: That the grantor, for and in consideration of the sum of \$10.00 and other valuable considerations, receipt whereof is hereby acknowledged, by these presents does grant, bargain, sell, alien, remise, release, convey and confirm unto the grantees, all that certain land situate in St. Lucie County, Florida, viz:

Lots 5 and 6, of Block E, according to Aaron Lee's Map of the City of Fort Pierce, filed in Plat Book 1, at Page 189, and according to plat of the subdivision of Block E recorded in Plat Book 1, Page 192, all of the public records of St. Lucie County, Florida, and a strip of land 15.0 feet wide adjacent to and lying Southerly of said Lots 5 and 6, said strip of land being a portion of Palm Terrace (or Church Court), as per plat of the new Subdivision of Block E of Aaron Lee's Map of Fort Pierce, Florida, according to plat of said new Subdivision on file in Plat Book 1, Page 192 of the public records of St. Lucie County, Florida.

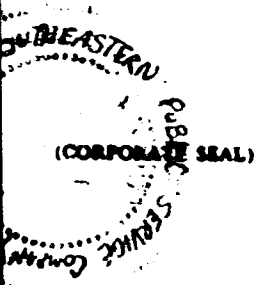
AND ALSO

Lot 1, and the West 3.5 feet of Lot 2, of the new Subdivision of Block E of Aaron Lee's Plat of Fort Pierce, Florida, as per plat thereof recorded in Plat Book 1, Page 192, of the public records of St. Lucie County, Florida. THIS DEED IS GIVEN CONJUNCTIVELY WITH THAT JUDGMENT IN EMINENT DOMAIN ENTERED IN CASE NO. 88-977-CA-05.

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 grantees that it is lawfully seized of said land in fee simple; that it has good right and lawful authority to sell and convey said land; that it 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



In Witness Whereof the grantor has caused these presents to be executed in its name, and its corporate seal to be hereunto affixed, by its proper officers thereunto duly authorized, the day and year first above written.

SOUTHEASTERN PUBLIC SERVICE COMPANY

Signed, sealed and delivered in the presence of:

M. P. Rojas
.....
Marcos Rojas
.....

By *Gilbert L. Bieger*
.....
Senior Vice President-Operations

STATE OF FLORIDA
COUNTY OF DADE }

I HEREBY CERTIFY that on this day, before me, an officer duly authorized in the State and County aforesaid to take acknowledgments, personally appeared **Gilbert L. Bieger**

well known to me to be the Senior Vice President-Operations respectively of the corporation named as grantor in the foregoing deed, and that they severally acknowledged executing the same in the presence of two subscribing witnesses freely and voluntarily under authority duly vested in them by said corporation and that the seal affixed thereto is the true corporate seal of said corporation.

WITNESS my hand and official seal in the County and State last aforesaid this 12 day of March A. D. 1991

0732 032814

Patricia J. Caputo
.....
Notary Public

This Instrument prepared by:
Address Ben L. Bryan, Jr., Esquire
P. O. Box 1000
Fort Pierce, Florida 34954

My commission expires:
Notary Public, State of Florida
My Commission Expires May 15, 1993
Printed This Day Feb. - Insurance Inc.

1103601

'91 APR -4 P4:47

FILED AND RECEIVED
DOUGLAS DIXON
ST. LUCIE COUNTY

PN

Rec Fee \$ 10.50 DOUGLAS DIXON
Add Fee \$ _____ St. Lucie County
Doc Tax \$.55 Clerk of Circuit Court
Int Tax \$ _____ By *glt*
Deputy Clerk
Total \$ 11.05

glt

Z:\EDC-2019\19-361 - Kings Landing - HD King Engineering\AutoCAD\DWG\19-361_Site Plan (with hards). 10/19/2021 11:27:18 AM. kscsca, EDC, Inc.

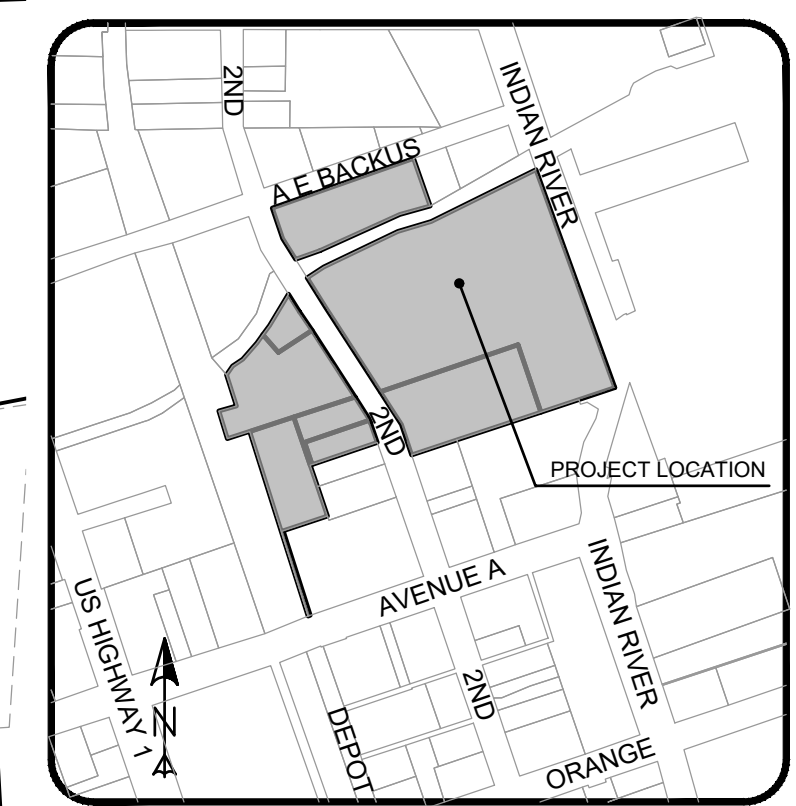
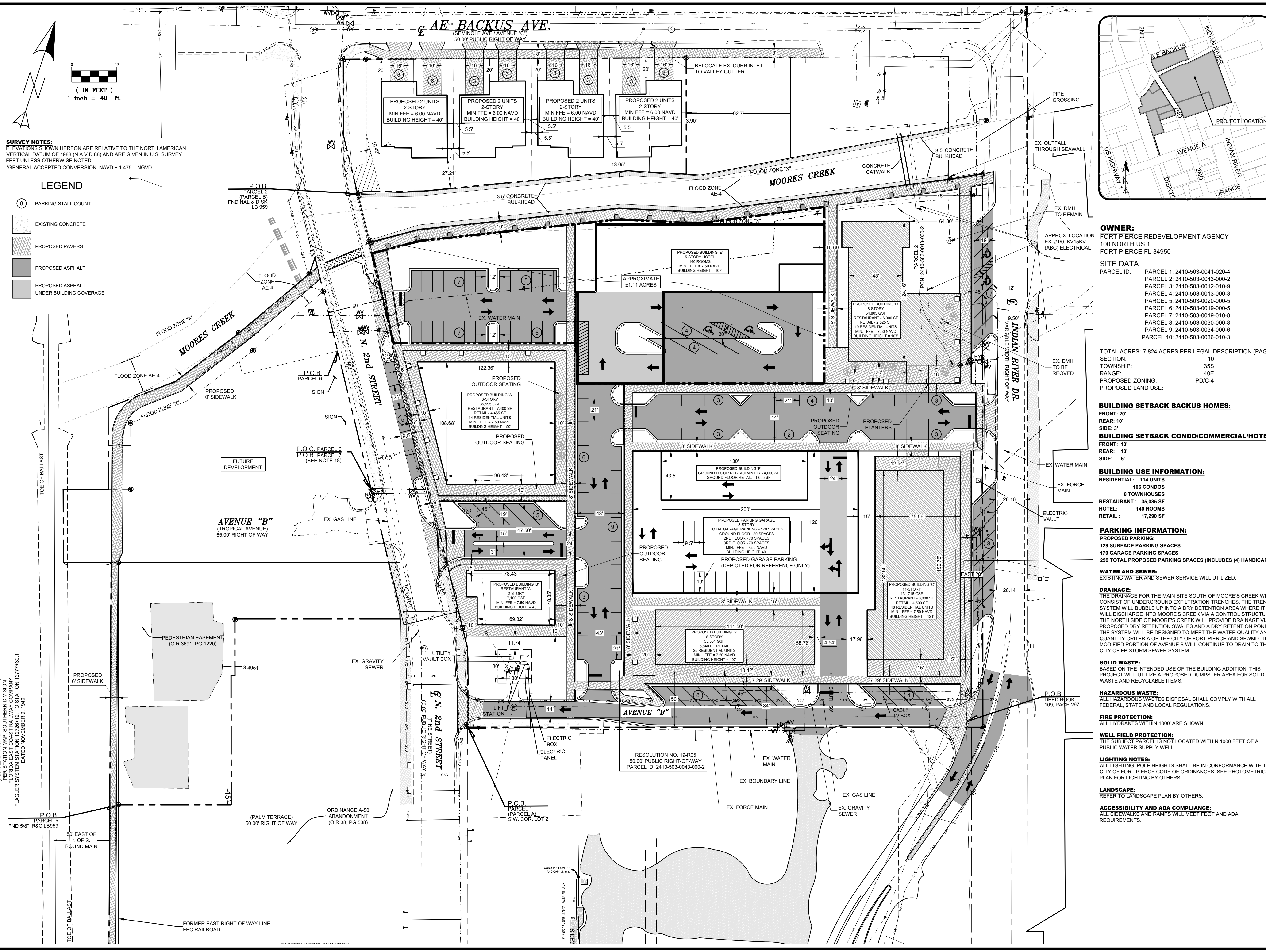
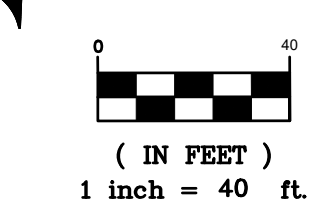
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FLORIDA EAST COAST RAILWAY
CORNER N 2nd STREET & AVENUE B
PER STATION MAP SOUTHERN DIVISION
FLORIDA EAST COAST RAILWAY COMPANY
FLAGLER SYSTEM STATION 1272862 TO STATION 12777-30.1
DATED NOVEMBER 9, 1994

LEGEND

- (8) PARKING STALL COUNT
- EXISTING CONCRETE
- PROPOSED PAVERS
- PROPOSED ASPHALT
- PROPOSED ASPHALT UNDER BUILDING COVERAGE

SURVEY NOTES:
ELEVATIONS SHOWN HEREON ARE RELATIVE TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (N.A.V.D.88) AND ARE GIVEN IN U.S. SURVEY FEET UNLESS OTHERWISE NOTED.
*GENERAL ACCEPTED CONVERSION: NAVD + 1.475 = NGVD



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SUITE 201
PORT ST. LUCIE, FL 34987
772-462-2455
www.edc-inc.com

F.B.P.E. CERTIFICATE OF AUTHORIZATION 8935
L.B. CERTIFICATE OF AUTHORIZATION 8988

DESIGNED BY	JLV
DRAWN BY	JLV
CHECKED BY	JLV
FILE NAME	19-361_Site Plan (with hards).dwg
LAYOUT	AS SHOWN
SCALE	AS SHOWN
DATE	10/19/2021

DESIGNED BY	JLV
DRAWN BY	JLV
CHECKED BY	JLV
FILE NAME	19-361_Site Plan (with hards).dwg
LAYOUT	AS SHOWN
SCALE	AS SHOWN
DATE	10/19/2021

OWNER:
FORT PIERCE REDEVELOPMENT AGENCY
100 NORTH US 1
FORT PIERCE FL 34950

SITE DATA
PARCEL ID: PARCEL 1: 2410-503-0041-020-4
PARCEL 2: 2410-503-0043-000-2
PARCEL 3: 2410-503-0012-010-9
PARCEL 4: 2410-503-0013-000-3
PARCEL 5: 2410-503-0020-000-5
PARCEL 6: 2410-503-0019-000-5
PARCEL 7: 2410-503-0019-010-8
PARCEL 8: 2410-503-0030-000-8
PARCEL 9: 2410-503-0034-000-6
PARCEL 10: 2410-503-0036-010-3

TOTAL ACRES: 7.824 ACRES PER LEGAL DESCRIPTION (PAGE 2)

SECTION: 10
TOWNSHIP: 35S
RANGE: 40E
PROPOSED ZONING: PD/C-4
PROPOSED LAND USE:

BUILDING SETBACK BACKUS HOMES:
FRONT: 20'
REAR: 10'
SIDE: 3'

BUILDING SETBACK CONDO/COMMERCIAL/HOTEL:
FRONT: 10'
REAR: 10'
SIDE: 5'

BUILDING USE INFORMATION:
RESIDENTIAL: 114 UNITS
106 CONDOS
8 TOWNHOUSES
RESTAURANT: 35,885 SF
HOTEL: 140 ROOMS
RETAIL: 17,290 SF

PARKING INFORMATION:
PROPOSED PARKING:
129 SURFACE PARKING SPACES
176 GARAGE PARKING SPACES
299 TOTAL PROPOSED PARKING SPACES (INCLUDES (4) HANDICAP)

WATER AND SEWER:
EXISTING WATER AND SEWER SERVICE WILL UTILIZED.

DRAINAGE:
THE DRAINAGE FOR THE MAIN SITE SOUTH OF MOORES CREEK WILL CONSIST OF UNDERGROUND EXFILTRATION TRENCHES. THE TRENCH SYSTEM WILL BUBBLE UP INTO A DRY DETENTION AREA WHERE IT WILL DISCHARGE INTO MOORES CREEK VIA A CONTROL STRUCTURE. THE NORTH SIDE OF MOORES CREEK WILL PROVIDE DRAINAGE VIA PROPOSED DRY RETENTION SWALES AND A DRY RETENTION POND. THE SYSTEM WILL BE DESIGNED TO MEET THE WATER QUALITY AND QUANTITY CRITERIA OF THE CITY OF FORT PIERCE AND SPWMD. THE MODIFIED PORTION OF AVENUE B WILL CONTINUE TO DRAIN TO THE CITY OF FP STORM SEWER SYSTEM.

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

HAZARDOUS WASTE:
ALL HAZARDOUS WASTES DISPOSAL SHALL COMPLY WITH ALL FEDERAL, STATE AND LOCAL REGULATIONS.

FIRE PROTECTION:
ALL HYDRANTS WITHIN 1000' ARE SHOWN.

WELL FIELD PROTECTION:
THE SUBJECT PARCEL IS NOT LOCATED WITHIN 1000 FEET OF A PUBLIC WATER SUPPLY WELL.

LIGHTING NOTES:
ALL LIGHTING POLE HEIGHTS SHALL BE IN CONFORMANCE WITH THE CITY OF FORT PIERCE CODE OF ORDINANCES. SEE PHOTOMETRIC PLAN FOR LIGHTING BY OTHERS.

LANDSCAPE:
REFER TO LANDSCAPE PLAN BY OTHERS.

ACCESSIBILITY AND ADA COMPLIANCE:
ALL SIDEWALKS AND RAMPS WILL MEET FDOT AND ADA REQUIREMENTS.

HD KING
KINGS LANDING
SITE PLAN
FLORIDA
FORT PIERCE

(DATE)

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

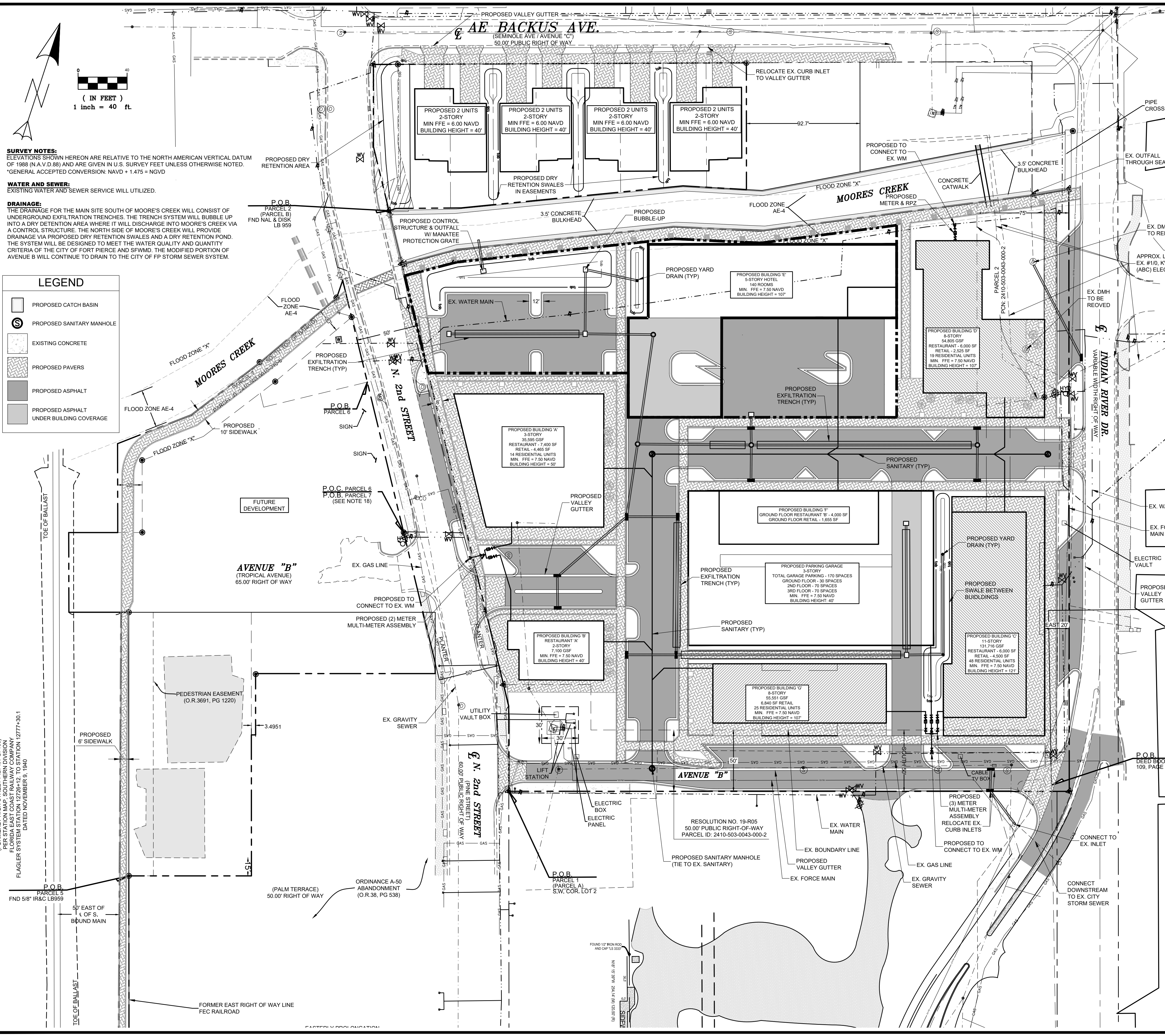
19-361

1 OF 3

Z:\EDC-2019\19-361 - Kings Landing - HD King Engineering\AutoCAD\DWG\19-361_Site Plan.rvt, 10/19/2021 11:27:22 AM, Jessica, EDC, Inc.

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FLORIDA EAST COAST RAILWAY
FORMERLY N.W. STREET P.B. 4, P.C. 1859
PER STATION MAP, SOUTHERN DIVISION
FLORIDA EAST COAST RAILWAY COMPANY
FLAGLER SYSTEM STATION 12728622 TO STATION 12777-30.1
DATED NOVEMBER 9, 1994



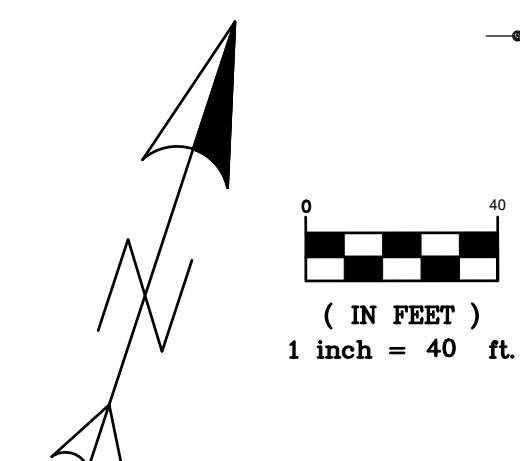
LEGEND

- PROPOSED CATCH BASIN
- PROPOSED SANITARY MANHOLE
- EXISTING CONCRETE
- PROPOSED PAVERS
- PROPOSED ASPHALT
- PROPOSED ASPHALT UNDER BUILDING COVERAGE

SURVEY NOTES:
ELEVATIONS SHOWN HEREON ARE RELATIVE TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (N.A.V.D.88) AND ARE GIVEN IN U.S. SURVEY FEET UNLESS OTHERWISE NOTED.
*GENERAL ACCEPTED CONVERSION: NAVD + 1.475 = NGVD

WATER AND SEWER:
EXISTING WATER AND SEWER SERVICE WILL UTILIZED.

DRAINAGE:
THE DRAINAGE FOR THE MAIN SITE SOUTH OF MOORE'S CREEK WILL CONSIST OF UNDERGROUND EXFILTRATION TRENCHES. THE TRENCH SYSTEM WILL BUBBLE UP INTO A DRY DETENTION AREA WHERE IT WILL DISCHARGE INTO MOORE'S CREEK VIA A CONTROL STRUCTURE. THE NORTH SIDE OF MOORE'S CREEK WILL PROVIDE DRAINAGE VIA PROPOSED DRY RETENTION SWALES AND A DRY RETENTION POND. THE SYSTEM WILL BE DESIGNED TO MEET THE WATER QUALITY AND QUANTITY CRITERIA OF THE CITY OF FORT PIERCE AND SEMINOLE. THE MODIFIED PORTION OF AVENUE B WILL CONTINUE TO DRAIN TO THE CITY OF FP STORM SEWER SYSTEM.



LEGAL DESCRIPTION:

PARCEL A:
BEING A PARCEL OF LAND LYING IN BLOCK "A", ACCORDING TO AARON LEE'S MAP OF FORT PIERCE, AS RECORDED IN PLAT BOOK 1, PAGE 189 OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:
COMMENCING AT THE SOUTHWEST CORNER OF LOT 8, BLOCK F, OF SAID AARON LEE'S MAP OF FORT PIERCE, PROCEED NORTH 18°44'11" WEST ALONG THE WEST LINE OF BLOCK F AND THE EAST RIGHT-OF-WAY LINE OF NORTH 2ND STREET (FORMERLY KNOWN AS PINE STREET, AS SHOWN ON SAID AARON LEE'S MAP OF FORT PIERCE AND BEING A 60.00-FOOT-WIDE PUBLIC RIGHT-OF-WAY), A DISTANCE OF 254.00 FEET TO THE SOUTHWEST CORNER OF LOT 2 OF SAID MAP OF FORT PIERCE, SAID CORNER BEING THE POINT OF BEGINNING, THENCE NORTH 18°44'11" WEST, ALONG THE WEST LINE OF LOTS 2 AND 1 AND EAST RIGHT-OF-WAY LINE OF SAID 2ND STREET A DISTANCE OF 89.41 FEET TO A POINT OF INTERSECTION WITH THE EAST RIGHT-OF-WAY LINE OF THE ADJUSTED NORTH 2ND STREET, THENCE NORTH 32°17'09" WEST, ALONG SAID EAST RIGHT-OF-WAY LINE, A DISTANCE OF 371.24 FEET TO A POINT ON THE 3.50-FOOT-WIDE CONCRETE BULKHEAD BOUNDING MOORE'S CREEK, THENCE ALONG SAID BULKHEAD THE FOLLOWING (5) COURSES AND DISTANCES: NORTH 56°42'22" EAST, A DISTANCE OF 44.68 FEET; THENCE NORTH 65°10'23" EAST, A DISTANCE OF 179.28 FEET; THENCE NORTH 74°04'13" EAST, A DISTANCE OF 71.16 FEET; THENCE NORTH 83°11'07" EAST, A DISTANCE OF 224.31 FEET; THENCE NORTH 61°33'56" EAST, A DISTANCE OF 29.63 FEET TO A POINT ON THE WESTERLY RIGHT-OF-WAY LINE OF INDIAN RIVER DRIVE (A VARIABLE-WIDTH RIGHT-OF-WAY), AS SHOWN ON THE STATE OF FLORIDA STATE ROAD DEPARTMENT RIGHT-OF-WAY MAP SECTION 94500, LAST REVISED OCTOBER 5, 1980, THENCE SOUTH 18°43'54" EAST, ALONG SAID WESTERLY RIGHT-OF-WAY LINE, A DISTANCE OF 491.42 FEET TO A POINT OF INTERSECTION WITH THE PROLONGATION OF THE SOUTHERLY LINE OF SAID LOT 2, AND LOT 3, SAID BLOCK F, THENCE SOUTH 71°18'49" WEST, ALONG SAID EASTERLY PROLONGATION, AND THENCE SOUTH 71°18'49" WEST, A DISTANCE OF 457.21 FEET TO THE POINT OF BEGINNING.
CONTAINING 5.266 ACRES (229,381.98 SQUARE FEET), MORE OR LESS.

TOGETHER WITH PARCEL B (NORTH):
BEING A PARCEL OF LAND LYING IN BLOCK "A" AND A PORTION OF LOT 1, BLOCK "B", ACCORDING TO AARON LEE'S MAP OF FORT PIERCE, AS RECORDED IN PLAT BOOK 1, PAGE 189 OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:
COMMENCING AT THE SOUTHWEST CORNER OF LOT 8, BLOCK F, OF SAID AARON LEE'S MAP OF FORT PIERCE, PROCEED NORTH 18°44'11" WEST ALONG THE WEST LINE OF BLOCK F AND THE EAST RIGHT-OF-WAY LINE OF NORTH 2ND STREET (FORMERLY KNOWN AS PINE STREET, AS SHOWN ON SAID AARON LEE'S MAP OF FORT PIERCE AND BEING A 60.00-FOOT-WIDE PUBLIC RIGHT-OF-WAY), A DISTANCE OF 323.41 FEET TO A POINT OF INTERSECTION WITH THE EAST RIGHT-OF-WAY LINE OF THE ADJUSTED NORTH 2ND STREET, THENCE NORTH 32°17'09" WEST, ALONG SAID EAST RIGHT-OF-WAY LINE, A DISTANCE OF 371.24 FEET TO A POINT ON THE 3.50-FOOT-WIDE CONCRETE BULKHEAD BOUNDING MOORE'S CREEK, THENCE CONTINUE NORTH 52°17'09" WEST, A DISTANCE OF 44.51 FEET TO A POINT ON THE NORTHERLY 3.50-FOOT-WIDE CONCRETE BULKHEAD, SAID POINT BEING THE POINT OF BEGINNING, THENCE NORTH 32°17'09" WEST, DEPARTING SAID CREEK AND ALONG SAID EAST RIGHT-OF-WAY LINE, A DISTANCE OF 53.76 FEET TO A POINT ON THE WEST LINE OF LOT 1, BLOCK "B", THENCE NORTH 18°44'11" WEST, A DISTANCE OF 87.04 FEET TO THE NORTHWEST CORNER OF SAID LOT 1, AND A POINT ON THE SOUTHERLY RIGHT-OF-WAY LINE OF AVENUE C (FORMERLY KNOWN AS SEMINOLE AVENUE AS SHOWN ON SAID AARON LEE'S MAP OF FORT PIERCE), THENCE NORTH 71°02'48" EAST, DEPARTING SAID NORTHWEST CORNER AND ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE, A DISTANCE OF 304.27 FEET TO THE WEST LINE OF THE EAST 92.7 FEET OF LOT 1 OF BLOCK "A" OF SAID AARON LEE'S MAP OF FORT PIERCE, THENCE SOUTH 18°43'54" EAST, A DISTANCE OF 104.40 FEET TO A POINT ON THE NORTHERLY 3.50-FOOT-WIDE CONCRETE BULKHEAD BOUNDING MOORE'S CREEK, THENCE ALONG SAID CONCRETE BULKHEAD THE FOLLOWING (4) COURSES AND DISTANCES: SOUTH 74°39'15" WEST, A DISTANCE OF 51.85 FEET; THENCE SOUTH 88°07'46" WEST, A DISTANCE OF 191.91 FEET; THENCE SOUTH 70°48'08" WEST, A DISTANCE OF 53.29 FEET; THENCE SOUTH 53°00'56" WEST, A DISTANCE OF 5.89 FEET TO THE POINT OF BEGINNING.
CONTAINING 0.759 ACRES (33,042.66 SQUARE FEET), MORE OR LESS.

TOGETHER WITH PARCEL C (WEST):
A PARCEL OF LAND BEING LOTS 5 AND 6 OF BLOCK "E", PORTIONS OF LOTS 7 AND 8 OF BLOCK "E", A PORTION OF AVENUE "B" AS SHOWN ON AARON LEE'S MAP OF FORT PIERCE, AS RECORDED IN PLAT BOOK 1, PAGE 189 TOGETHER WITH LOT 1 AND THE WEST 3.50 FEET OF LOT 2 OF THE NEW SUBDIVISION BLOCK "E" OF AARON LEE'S MAP OF FORT PIERCE AS RECORDED IN PLAT BOOK 1, PAGE 192, OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:
COMMENCING AT THE SOUTHWEST CORNER OF LOT 8, BLOCK F, OF SAID AARON LEE'S MAP OF FORT PIERCE, PROCEED SOUTH 71°18'49" WEST, ALONG THE EASTERLY PROLONGATION OF THE SOUTH LINE OF BLOCK "E" AND ALONG SAID SOUTH LINE, A DISTANCE OF 310.00 FEET TO THE POINT OF BEGINNING, THENCE CONTINUE ALONG SAID SOUTH BLOCK LINE SOUTH 71°25'01" WEST, A DISTANCE OF 8.93 FEET TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF THE FLORIDA EAST COAST RAILROAD AS SHOWN ON THE STATION MAP, SOUTHERN DIVISION, FLORIDA EAST COAST RAILWAY COMPANY FLAGLER SYSTEM STATION 12741+93.7 TO STATION 12796+90.0, DATED SEPTEMBER 5, 1944, THENCE NORTH 18°21'33" WEST, ALONG SAID EASTERLY RIGHT-OF-WAY LINE, A DISTANCE OF 400.00 FEET TO A POINT ON THE NORTH LINE OF LOT 7, SAID BLOCK "E", SAID NORTH LINE ALSO BEING THE SOUTH RIGHT-OF-WAY LINE OF AVENUE "B", BEING FORMERLY KNOWN AS TROPICAL AVENUE AS SHOWN ON AFOREMENTIONED AARON LEE'S MAP OF FORT PIERCE (A 65.00-FOOT-WIDE RIGHT-OF-WAY), THENCE SOUTH 71°18'49" WEST, A DISTANCE OF 42.46 FEET; THENCE NORTH 18°49'01" WEST, A DISTANCE OF 65.00 FEET; THENCE NORTH 18°49'01" WEST, A DISTANCE OF 72.51 FEET TO A POINT ON THE SOUTH TOP OF BANK OF MOORE'S CREEK, THENCE ALONG SAID SOUTH TOP OF BANK THE FOLLOWING (4) COURSES AND DISTANCES: NORTH 49°57'34" EAST, A DISTANCE OF 64.50 FEET; THENCE NORTH 33°59'38" EAST, A DISTANCE OF 70.44 FEET; THENCE NORTH 31°08'29" EAST, A DISTANCE OF 82.06 FEET; THENCE NORTH 0°15'54" EAST, A DISTANCE OF 14.97 FEET TO A POINT ON THE WESTERLY RIGHT-OF-WAY LINE OF THE ADJUSTED 2ND STREET (A 60.00-FOOT-WIDE PUBLIC RIGHT-OF-WAY), THENCE SOUTH 32°17'09" EAST, ALONG SAID WESTERLY RIGHT-OF-WAY LINE, A DISTANCE OF 320.88 FEET TO A POINT ON THE WESTERLY RIGHT-OF-WAY LINE OF 2ND STREET AS SHOWN ON AFOREMENTIONED AARON LEE'S MAP OF FORT PIERCE, THENCE SOUTH 18°44'11" EAST, ALONG SAID WESTERLY RIGHT-OF-WAY LINE, A DISTANCE OF 8.92 FEET TO A POINT ON THE SOUTHERLY LINE OF LOT 1, SAID BLOCK "E", THENCE SOUTH 71°18'49" WEST, ALONG SAID SOUTHERLY LINE, A DISTANCE OF 146.50 FEET TO A POINT OF INTERSECTION WITH A LINE LYING AND BEING 3.50 FEET EAST OF AND PARALLEL WITH THE WEST LINE OF LOT 2, SAID BLOCK "E", THENCE SOUTH 18°44'11" EAST, A DISTANCE OF 69.00 FEET TO THE SOUTH LINE OF SAID LOT 2, SAID LINE ALSO BEING THE NORTH LINE OF LOT 3, SAID BLOCK "E", THENCE SOUTH 71°18'49" WEST, ALONG SAID NORTH LINE, A DISTANCE OF 3.50 FEET TO THE WEST LINE OF SAID LOT 3, THENCE SOUTH 18°44'11" EAST, ALONG THE WEST LINE OF LOTS 3 AND 4 AND THE SOUTHERLY PROLONGATION THEREOF, A DISTANCE OF 115.00 FEET TO A POINT ON A LINE LYING AND BEING 15.00 FEET SOUTH OF AND PARALLEL WITH THE NORTHERLY RIGHT-OF-WAY LINE OF CHURCH STREET, FORMERLY KNOWN AS PALM TERRACE ON THE AFOREMENTIONED AARON LEE'S MAP OF FORT PIERCE (A 50.00-FOOT-WIDE RIGHT-OF-WAY), THENCE SOUTH 71°18'49" WEST, ALONG SAID PARALLEL LINE, A DISTANCE OF 100.00 FEET TO A POINT OF INTERSECTION WITH THE NORTHERLY PROLONGATION OF THE WEST LINE OF LOT 9, SAID BLOCK "E", THENCE SOUTH 18°44'11" EAST, ALONG SAID PROLONGATION LINE AND WEST LINE OF LOT 9 A DISTANCE OF 185.00 FEET TO THE POINT OF BEGINNING.
CONTAINING 1.799 ACRES (78,361.87 SQUARE FEET), MORE OR LESS.

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PORT ST. LUCIE, FL 34987
772-462-2455
www.edc-inc.com

F.B.P.E. CERTIFICATE OF AUTHORIZATION 8993
L.B. CERTIFICATE OF AUTHORIZATION 8098

DESIGNED BY	JLV	DRAWN BY	JLV	LAYOUT	JLV	SCALE	AS SHOWN	DATE	06/07/21
CHECKED BY	JLV	DATE	06/07/21	FILE NAME	19-361_Site Plan.rvt	PROJECT	Kings Landing	DATE	06/07/21
DATE	06/07/21	DATE	06/07/21	DATE	06/07/21	DATE	06/07/21	DATE	06/07/21

HD KING

KINGS LANDING

DRAINAGE AND UTILITIES SITE PLAN

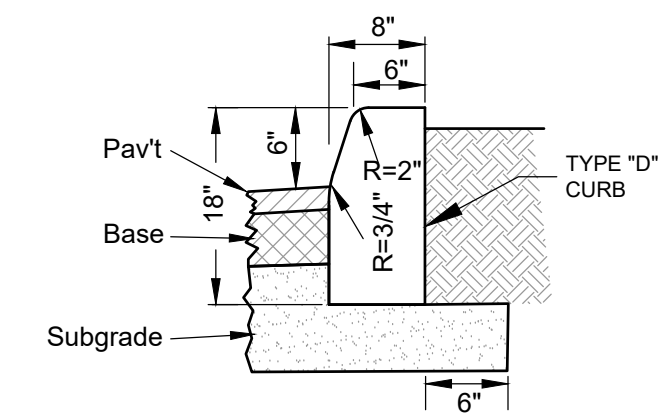
FLORIDA

PORT PIERCE

EDC ENGINEERS & SURVEYORS ENVIRONMENTAL

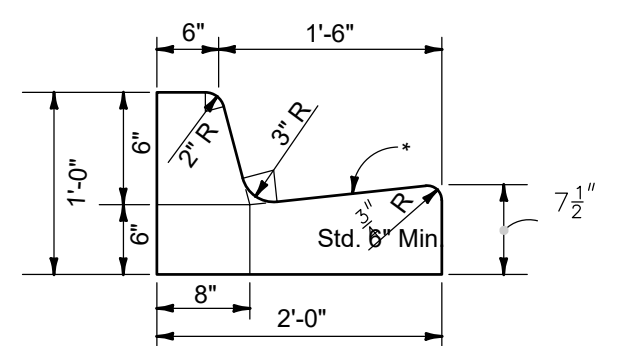
10250 SW VILLAGE PARKWAY - SUITE 201
PORT SAINT LUCIE, FL 34987
772-462-2455

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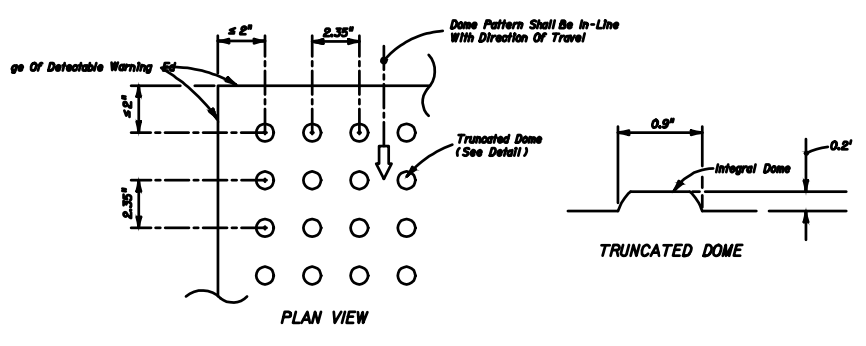
- NOTES:**
1. Use 3,000 P.S.I. concrete at 28 days for construction.
 2. Subgrade to extend an additional 6" beyond Type "D" Curb.
 3. Type "D" Curb to be constructed in accordance with FDOT Index #522-001.

TYPE "D" CURB



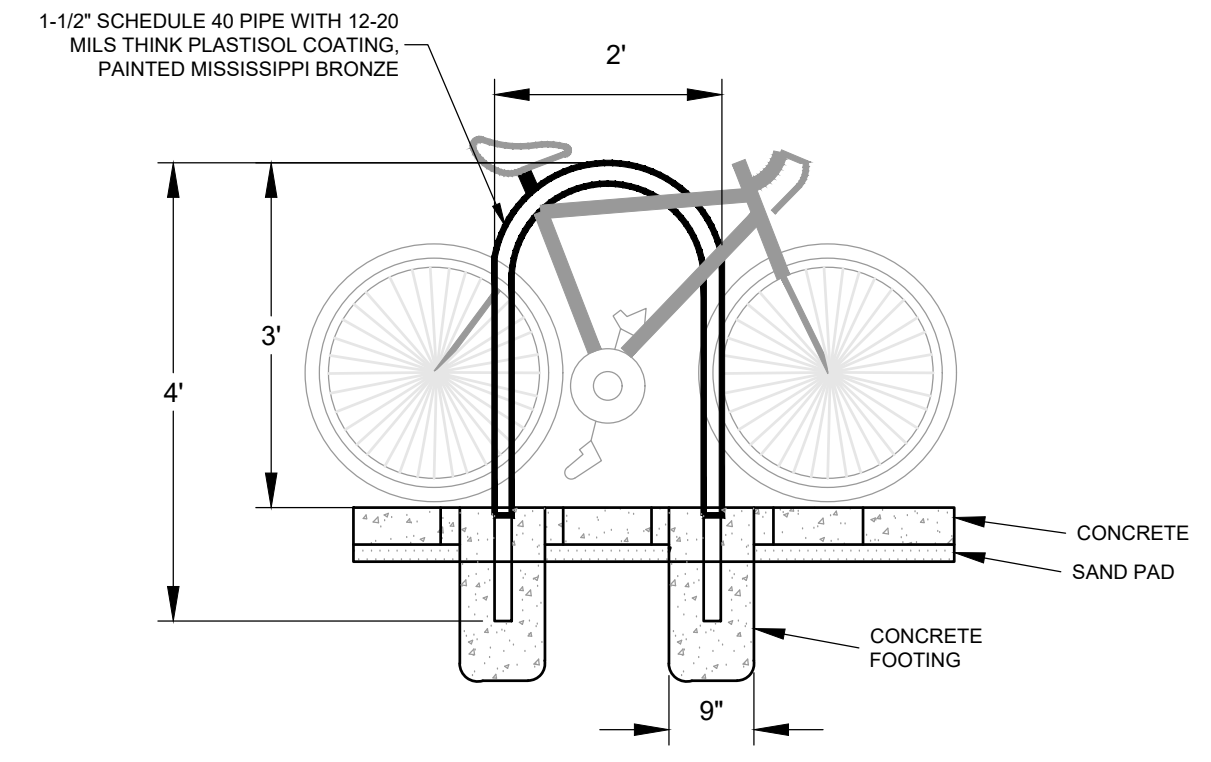
***NOTE:** WHEN USED ON HIGH SIDE OF ROADWAYS, THE CROSS SLOPE OF THE GUTTER SHALL MATCH THE CROSS SLOPE OF THE ADJACENT PAVEMENT THE THICKNESS OF THE LIP SHALL BE 6", UNLESS OTHERWISE SHOWN ON PLANS.

TYPE F

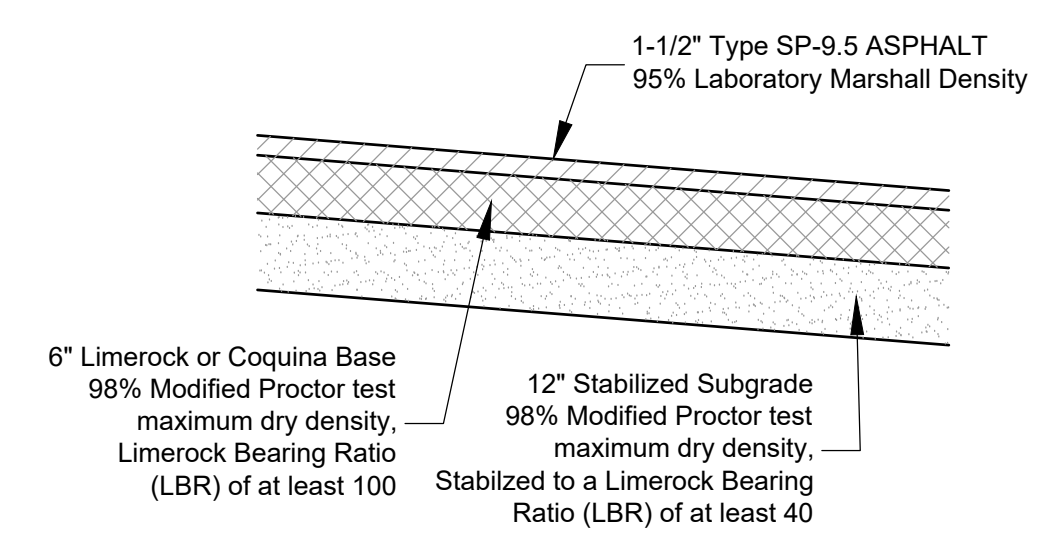


NOTES: REFER TO FDOT INDEX 522-002 FOR FURTHER DETAILS

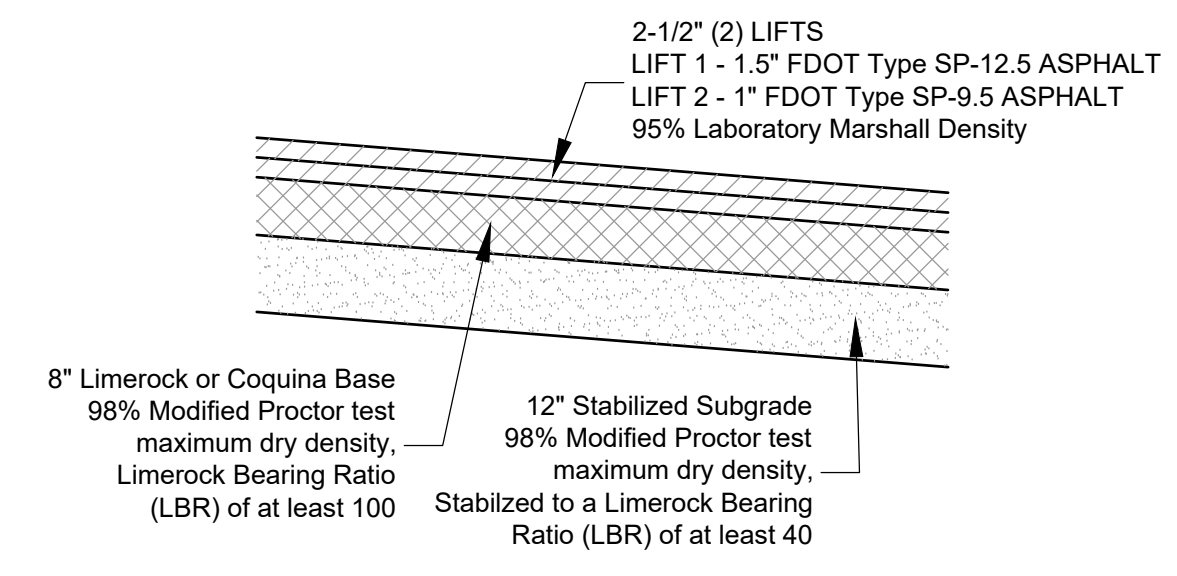
**CURB RAMP
DETECTABLE WARNING**



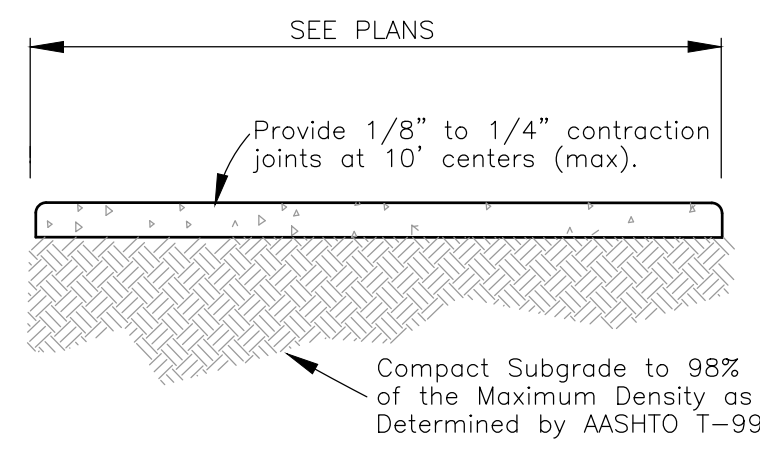
BIKE RACK DETAIL



**TYPICAL LIGHT DUTY FLEXIBLE
PAVEMENT SECTION**



**TYPICAL HEAVY DUTY FLEXIBLE
PAVEMENT SECTION**

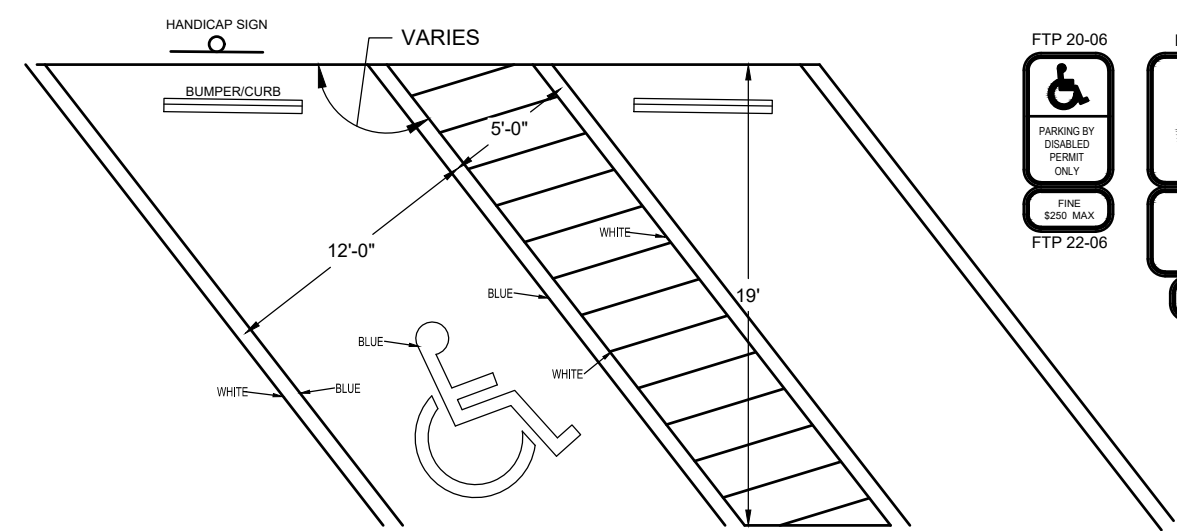


- NOTES:**
1. Use 3,000 P.S.I. Concrete At 28 Days for sidewalk construction.
 2. Sidewalk thickness to be increased to 6" thick at driveway locations.
 3. All repairs required during construction shall be removed and replaced 10' minimum to next full joint.

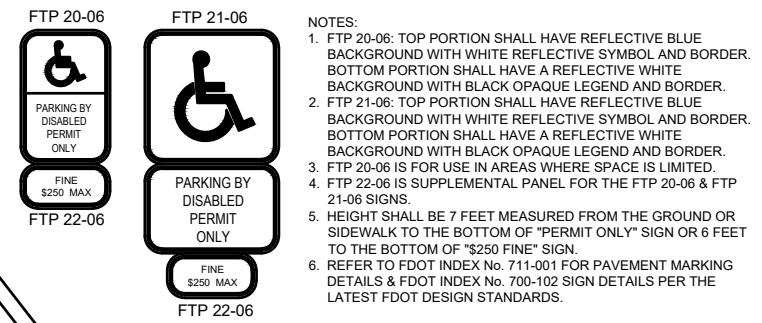
4" THICK SIDEWALK DETAIL

SPACING OR REQUIRED ROADWAY / PARKING AREA TESTS					
ITEMS TO BE TESTED	DENSITY		L.B.R.		THICKNESS
	MAX. SPACING LIN. FT.	SQ. FT.	MAX. SPACING LIN. FT.	SQ. FT.	MAX. SPACING LIN. FT. SQ. FT.
COMPACTED OR STABILIZED SUBGRADE	300	10,000	300	10,000	300
LIMEROCK BASE	300	10,000	300	10,000	300
SHELLROCK BASE	300	10,000	300	10,000	300
ASPHALT					PER INSP. 10,000

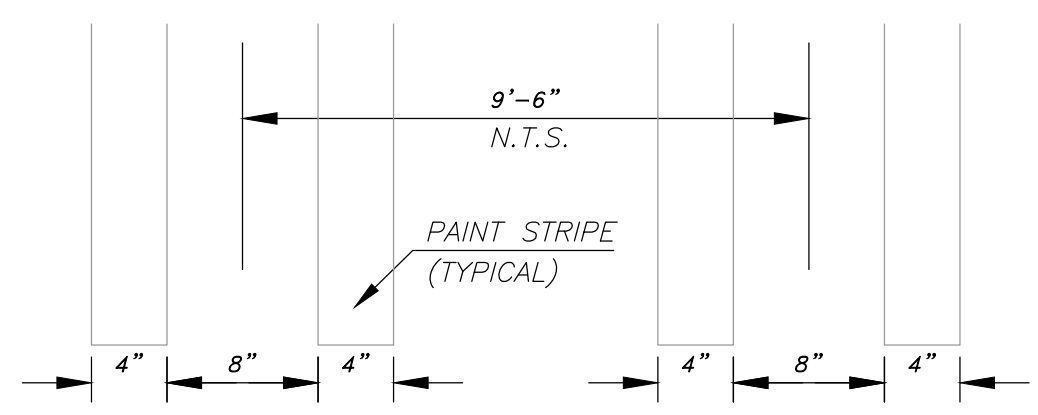
NOTE: ALL TESTING SHALL BE TAKEN IN A STAGGERED SAMPLING PATTERN FROM A POINT 12" INSIDE THE LEFT EDGE OF THE ITEM TESTED, TO THE CENTER, TO A POINT 12" INSIDE



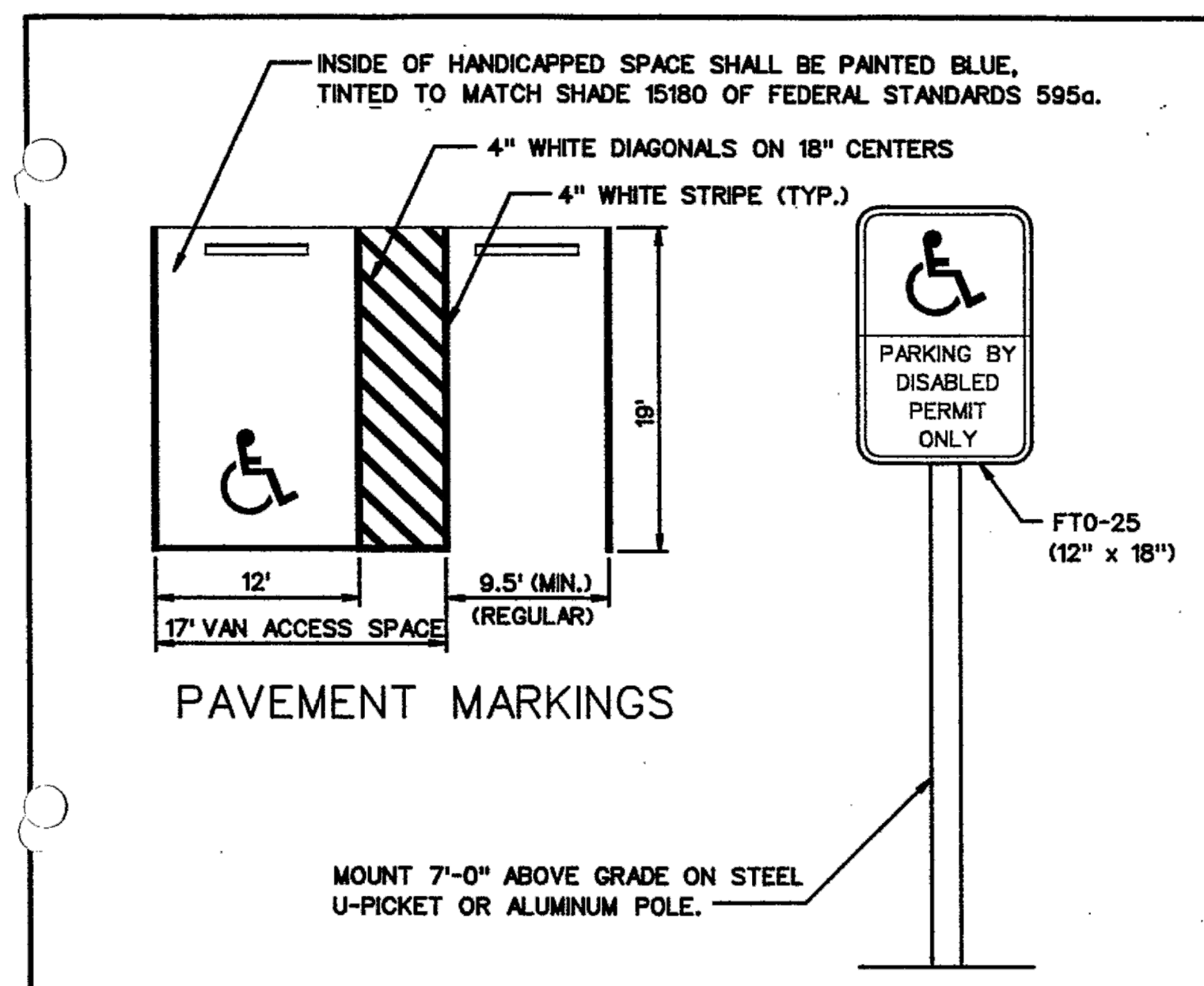
**ANGLED HANDICAP SPACE DETAIL
N.T.S.**



- NOTES:**
1. FTP 20-06: TOP PORTION SHALL HAVE REFLECTIVE BLUE BACKGROUND WITH WHITE REFLECTIVE SYMBOLS AND BORDER. BOTTOM PORTION SHALL HAVE A REFLECTIVE WHITE BACKGROUND WITH BLACK ORANGE LEGEND AND BORDER.
 2. FTP 21-06: TOP PORTION SHALL HAVE REFLECTIVE WHITE BACKGROUND WITH WHITE REFLECTIVE SYMBOLS AND BORDER. BOTTOM PORTION SHALL HAVE A REFLECTIVE BLUE BACKGROUND WITH WHITE REFLECTIVE SYMBOLS AND BORDER.
 3. FTP 22-06 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 FEET TO THE BOTTOM OF "200 FINE" SIGN.
 6. REFER TO FOOT INDEX NO. 71-101 FOR PAVEMENT MARKING DETAILS & FOOT INDEX NO. 100-102 SIGN DETAILS PER THE LATEST FOOT DESIGN STANDARDS.



DOUBLE STRIPING DETAIL



PAVEMENT MARKINGS

HANDICAPPED PARKING SIGN

NOTE:
FOR PARKING REQUIREMENTS SEE FORT PIERCE CODE.

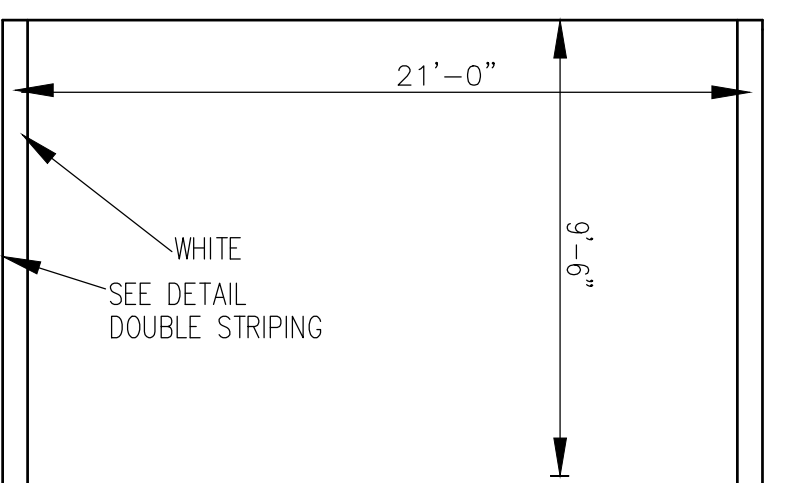
**CITY OF FORT PIERCE • DEPARTMENT OF ENGINEERING
TECHNICAL SPECIFICATIONS AND DETAILS**

**HANDICAPPED AND
REGULAR PARKING
DETAIL**

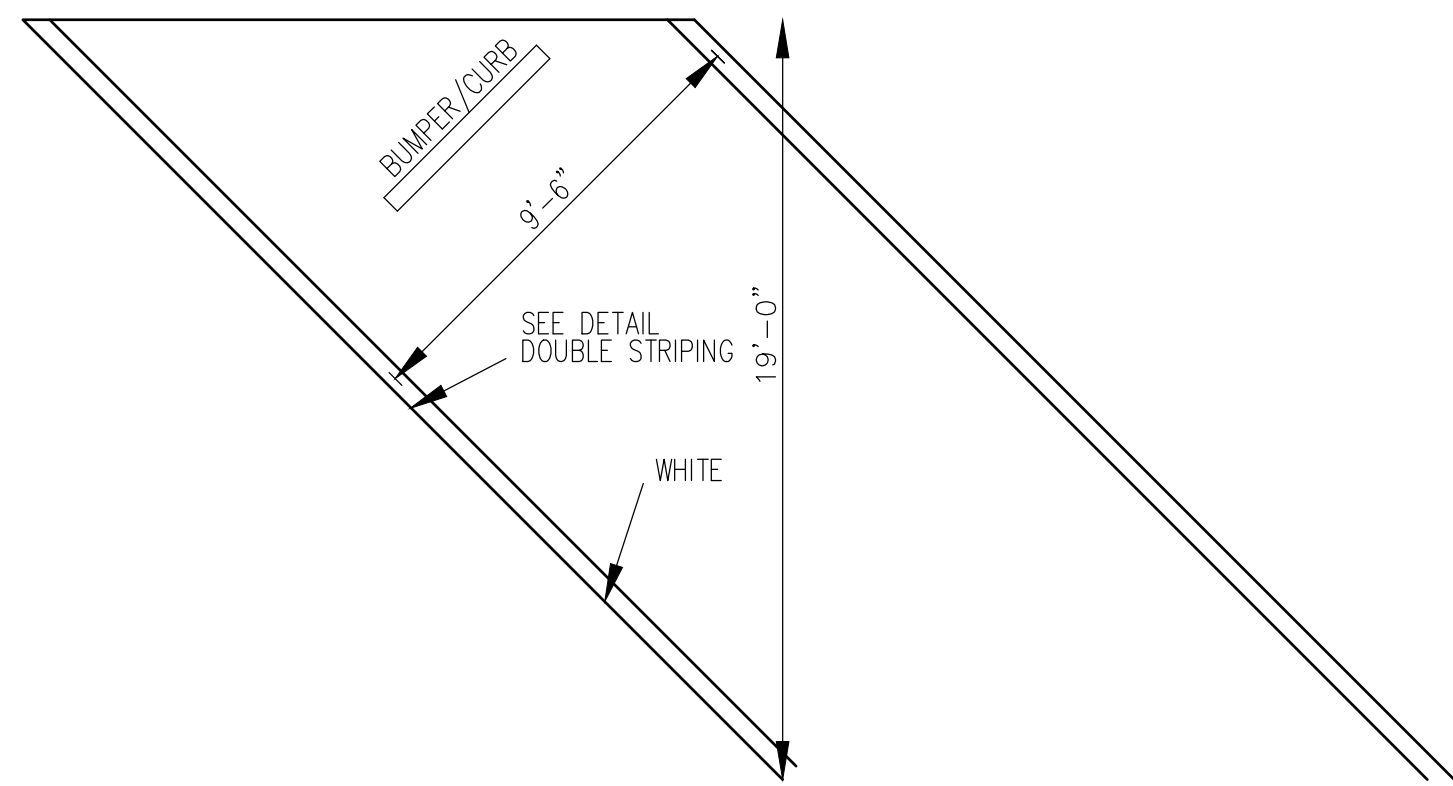
SCALE: N.T.S. ISSUED AUGUST 1998

REVISIONS

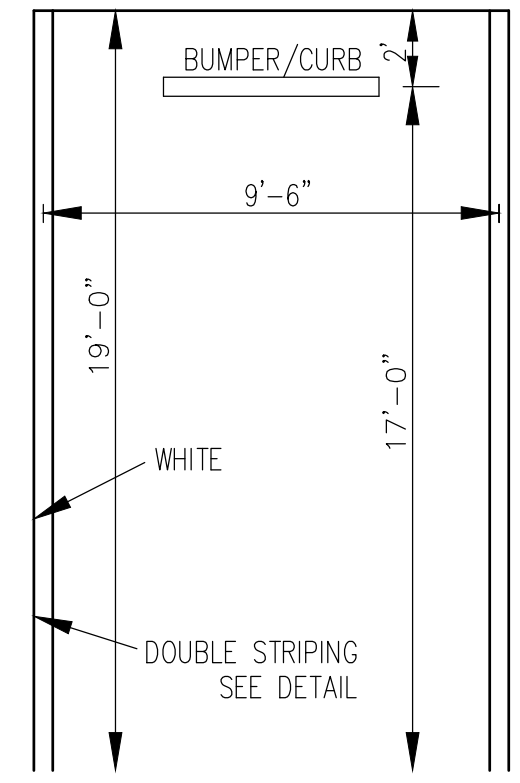
SHEET No. PL2



PARALLEL PARKING STALL DETAIL



ANGLED PARKING STALL DETAIL



19' PARKING STALL DETAIL

EDC
ENGINEERS & SURVEYORS
ENVIRONMENTAL

10250 VILLAGE PARKWAY
SUITE 201
PORT ST. LUCIE, FL 34987
772-462-2455
www.edc-inc.com

F.B.P.E. CERTIFICATE OF AUTHORIZATION 8935
L.B. CERTIFICATE OF AUTHORIZATION 8098

DESIGNED BY	DRAWN BY	CHECKED BY	FILE NAME	DATE

REVISION COMMENTS	DATE

**HD KING
KINGS LANDING
SITE PLAN DETAILS**

FLORIDA
FORT PIERCE

(DATE)

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

19-361

3 OF 3



KINGS LANDING
SITE PLAN



NORTH ELEVATION



WEST ELEVATION

LETTER OF JUSTIFICATION
 Kings Landing
 April 6, 2021
 Development Review Application

REQUEST

On behalf of the Petitioner, Engineering, Design, & Construction, Inc. (EDC) is requesting development review approval for a project to be known as Kings Landing. The subject properties are approximately 7.824 acres +/- and are located east of N. 2nd Street and south of Moore’s Creek in Fort Pierce, Florida. The petitioner wishes to obtain approval for a mixed use development.

SITE CHARACTERISTICS & PROJECT HISTORY

The subject properties are approximately 7.824 acres +/- and are located east of N. 2nd Street and south of Moore’s Creek in Fort Pierce, Florida. The petitioner wishes to obtain approval for a mixed use development. The subject parcels are identified in the below table:

Parcel ID	Current FLU	Current Zoning
2410-503-0041-020-4	CBD	PD
2410-503-0012-010-9	CBD	PD
2410-503-0043-000-2	CBD	PD
2410-503-0020-000-5	CBD	PD
2410-503-0034-000-6	CBD	PD
2410-503-0019-000-5	CBD	PD
2410-503-0030-000-8	CBD	PD
TOTAL:		

The parcels are currently owned by the Fort Pierce Redevelopment Agency and are currently cleared and undeveloped. The applicant is proposing the construction of a mixed-use community with associated site improvements. The subject parcels have a Future Land Use designation of Central Business District (CBD) and an underlying Zoning designation of Planned Development (PD).

To the north of the subject parcels lies Moore’s Creek followed by developed and undeveloped industrial parcels. These parcels have a Future Land Use designation of Industrial (I) and an underlying Zoning designation of Light Industrial (I-1).

To the east of the subject property is the right-of-way of N. Indian River Drive followed by a marina. The marina has a Future Land Use designation of Central Business District (CBD) and an underlying Zoning designation of Planned Unit Redevelopment Zone (PUR).

South of the property lies the Right-of-Way of Avenue B followed by developed commercial parcels. These parcels have a Future Land Use designation of Central Business District (CBD) and an underlying Zoning designation of Commercial Zone (C-4) to the southwest and Planned Unit Redevelopment Zone (PUR) to the southeast.

To the west of the subject property lies the Right-of-Way of N. 2nd Street followed developed commercial parcels and an undeveloped industrial parcel. The parcels southwest of the subject parcel have a Future Land Use designation of Central Business District) and an underlying Zoning designation of Central Commercial Zone (C-4). The parcels northwest of the subject parcel has a Future Land Use Designation of Industrial (I) and an underlying Zoning designation of Light Industrial (I-1).

The petitioner is proposing the mixed-use development which includes:

Proposed Use	Square Footage
Five (5) Story Hotel	92,200 sf +/-
Retail	40,080 sf +/-
Restaurants	17,185 sf +/-
Residential	100 Residential Units

There are 114 proposed parking spaces to serve the development along with a proposed parking garage of which the final design has not yet been determined. Visitors would also be able to park downtown and at the nearby City garage.

DEVELOPMENT REVIEW REQUIREMENTS

Section 125-313(a)(3) of the City of Fort Pierce Code of Ordinances identifies the requirements for Major and Minor Site Plan Applications. The attached materials meet all of the requirements of Section 125-313.

In addition to meeting the requirement of Section 125-313, the City of Fort Pierce requires the supplemental material as outlined in the development review application. Most of the items noted in the checklist are included as part of this submittal.

- A landscape plan is not included as part of this submittal. This will be supplied to the City later in the development review process.
- A lighting plan is not included as part of this submittal. This will be supplied to the City later in the development review process.
- A traffic impact report is not included as part of this submittal. This will be supplied to the City later in the development review process.
- Bean / Dune System Protection Plan is not applicable.

Based on the above and attached information, the applicant respectfully requests approval of the proposed application.

Z:\EDC-2019\19-361 - Kings Landing - HD King\ENGINEERING\Documents\Submittal Documents\Justification Statement\2021-04-07_REVISID_Kings_Landing_Dev_Review_Justification_Statement_19-361.docx



O'ROURKE
ENGINEERING & PLANNING

TRAFFIC ANALYSIS

**for
KINGS LANDING**

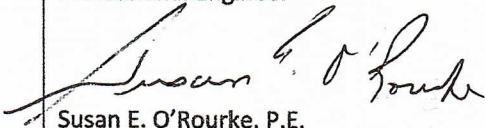
Prepared for:

**Mr. Dale Matteson
Audubon Development
322 NE 8th Ave
Delray Beach, FL 33483**

Prepared by:

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

**March 25, 2021
SR21025.0**

<p>Prepared by: O'Rourke Engineering & Planning Certificate of Authorization: #26869 22 SE Seminole Street Stuart, Florida 34994 772-781-7918</p>	<p>Professional Engineer  Susan E. O'Rourke, P.E. Date signed and sealed: 3/25/2021 License #: 42684</p>
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O'ROURKE
ENGINEERING & PLANNING

March 25, 2021

Mr. Dale Matteson
Audubon Development
322 NE 8th Ave
Delray Beach, FL 33483

Re: Kings Landing

Dear Mr. Matteson:

O'Rourke Engineering & Planning has completed the analysis of the proposed development of Kings Landing located south of AE Backus Avenue and west of Indian River Drive 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 - Traffic

C2 – Kings Landing – Concurrency Report

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APPENDICES

APPENDIX A: Site Plan	
APPENDIX B: St. Lucie County 2019 Level of Service Report/FDOT Traffic Data and Growth rate	
APPENDIX C: Intersection/ Driveway Analysis Data	

INTRODUCTION

O'Rourke Engineering & Planning was retained to prepare a traffic analysis for the proposed development consisting of Multifamily Housing, Shopping Center, Hotel and a High-turnover (sit-down) Restaurant located west of Indian River Drive and south of AE Backus Avenue in Ft. Pierce, St. Lucie County, Florida. A preliminary analysis had been conducted by PTC in 2019. To the extent applicable portion of that analysis will be referenced. The purpose of this report is to determine the projects impact on the surrounding roadway system.

In order to make the determination that the project complies with County Concurrency Guidelines, the following analytical steps were taken:

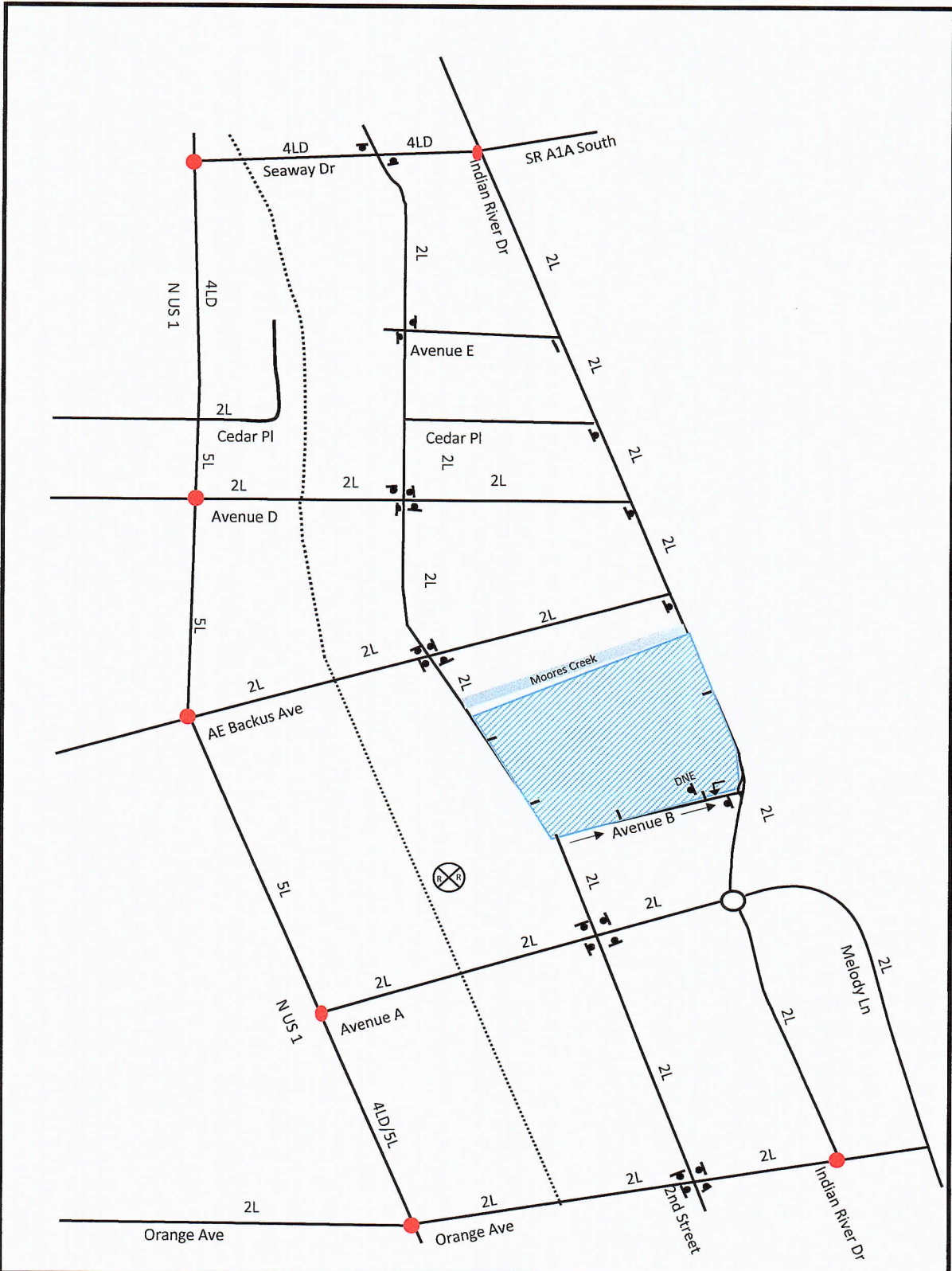
- summary of the project
- summary of existing lane geometries
- summary of the existing traffic volumes
- assessment of project traffic
- determination of impact area
- summary of buildout cumulative traffic volumes
- summary of levels of service with the project traffic added

Each of these steps is outlined herein.

PROJECT DESCRIPTION

The proposed development located west of Indian River Drive and south of AE Backus Avenue in Ft. Pierce, St. Lucie County, Florida, will consist of a 37,680 square feet Shopping Center, a 22,840 square feet High-turnover (sit-down) Restaurant, a 140 room Hotel and 118 Multifamily Housing units. The project location is shown in **Figure 1**. The project is expected to buildout in 2023.

Appendix A includes the project site plan.






NTS 22 SE Seminole Street
 Stuart, FL, 34994

Job #: SR21025.0 Date: 03-01-21

Legend





-  = Project Location
-  = Do not enter
-  = Signalized Intersection
-  = Stop Sign

Figure 1
 Project Location
 Kings Landing

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 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.

- AE Backus Avenue is a two-lane major collector with an east/west alignment.
- Indian River Drive is a two-lane minor collector with a north/south alignment.
- Avenue B is a one-way eastbound local roadway until just west of Indian River Drive. The applicant proposes to reverse the direction so the street is one-way westbound.
- 2nd Street is a two-lane local roadway with a north/south alignment.
- Avenue D is a two-lane urban collector with an east/west alignment.
- US-1 is a five-lane divided Urban Principal Arterial with a north/south alignment.

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 St. Lucie TPO 2019 Level of Service Report was used to establish capacity. These documents are included in **Appendix B**.

PROJECT TRAFFIC

To estimate future traffic generated by the development, The ITE 10th Edition *Trip Generation* rates for Multifamily Housing, Shopping Center, Hotel and a High-turnover (sit-down) Restaurant were used to estimate the trips generated by the proposed developments. These calculations are shown in **Tables 1a, 1b, and 1c**.

As shown, the project will generate 4,519 net new daily trips. There will be 306 net new AM peak hour trips with 180 trips entering the project and 126 trips exiting the project. The project will generate 329 net new PM peak hour trips. There will be 193 trips entering the project and 136 trips exiting the project in the PM peak hour.

Table 1 - Trip Generation

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		
					%	%	In	Out	Total	In	Out	Total	%	%	Total	In	Out	Total	%	%	Total		
Multi-family Housing (Mid-Rise)	221	110	DU	$(T) = 5.45(X) - 1.75$	50%	50%	299	299	598	20	63	83	13.9%	279	236	515	-	-	-	0.0%	279	236	515
Multi-family Housing (Low-Rise)	220	8	DU	$T = 7.56(X) - 40.86$	50%	50%	10	10	20	1	2	3	15.0%	9	8	17	-	-	-	0.0%	9	8	17
Shopping Center	820	37,680	SR	$\ln(T) = 0.68\ln(X) + 5.57$	50%	50%	1,548	1,548	3,096	189	207	396	12.8%	1,359	1,341	2,700	459	459	918	34.0%	900	882	1,782
High-Turnover (Sit-Down) Restaurant	932	22,840	SR	$T = 112.18(X)$	50%	50%	1,281	1,281	2,562	315	162	477	18.6%	966	1,119	2,085	449	448	897	43.0%	517	671	1,188
Hotel	310	140	Rooms	$T = 11.29(X) - 426.97$	50%	50%	577	577	1,154	23	114	137	11.9%	554	463	1,017	-	-	-	0.0%	554	463	1,017
TOTALS							5,715	5,715	7,430	548	548	1,096	14.8%	3,167	3,167	6,334	908	907	1,815	28.7%	2,459	2,460	4,919

Source: ITE 10th Edition Trip Generation Rates

Table 1a: 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		
					%	%	In	Out	Total	In	Out	Total	%	%	Total	In	Out	Total	%	%	Total		
Multi-family Housing (Mid-Rise)	221	110	DU	$\ln(T) = 0.98\ln(X) - 0.98$	26%	74%	10	28	38	1	5	6	15.8%	9	23	32	-	-	-	0.0%	9	23	32
Multi-family Housing (Low-Rise)	220	8	DU	$\ln(T) = 0.93\ln(X) - 0.51$	23%	77%	1	3	4	-	1	1	25.0%	1	2	3	-	-	-	0.0%	1	2	3
Shopping Center	820	37,680	SR	$T = 0.50(X) + 131.78$	62%	38%	106	65	171	12	8	20	11.7%	94	57	151	26	25	51	34.0%	68	32	100
High-Turnover (Sit-Down) Restaurant	932	22,840	SR	$T = 9.94(X)$	55%	45%	125	102	227	16	11	27	11.9%	109	91	200	43	43	86	43.0%	66	48	114
Hotel	310	140	Rooms	$T = 0.50(X) + 5.34$	59%	41%	38	27	65	2	6	8	12.3%	36	21	57	-	-	-	0.0%	36	21	57
TOTALS							280	225	505	31	31	62	12.3%	249	194	443	69	68	137	30.9%	180	126	306

Source: ITE 10th Edition Trip Generation Rates

Table 1b: 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		
					%	%	In	Out	Total	In	Out	Total	%	%	Total	In	Out	Total	%	%	Total		
Multi-family Housing (Mid-Rise)	221	110	DU	$\ln(T) = 0.96\ln(X) - 0.63$	61%	39%	30	19	49	6	11	17	34.7%	24	8	32	-	-	-	0.0%	24	8	32
Multi-family Housing (Low-Rise)	220	8	DU	$\ln(T) = 0.89\ln(X) - 0.02$	63%	37%	4	2	6	1	1	2	31.3%	3	1	4	-	-	-	0.0%	3	1	4
Shopping Center	820	37,680	SR	$\ln(T) = 0.74\ln(X) + 2.89$	48%	52%	127	137	264	29	25	54	20.5%	98	112	210	35	36	71	34.0%	63	76	139
High-Turnover (Sit-Down) Restaurant	932	22,840	SR	$T = 9.77(X)$	63%	38%	138	85	223	23	26	49	21.0%	115	59	174	38	37	75	43.0%	77	22	99
Hotel	310	140	Rooms	$T = 0.75(X) - 26.02$	51%	49%	40	39	79	14	10	24	30.4%	26	29	55	-	-	-	0.0%	26	29	55
TOTALS							339	282	621	73	73	146	23.5%	266	209	475	73	73	146	30.7%	193	136	329

Source: ITE 10th Edition Trip Generation Rates

PROJECT DISTRIBUTION/ ASSIGNMENT/IMPACT

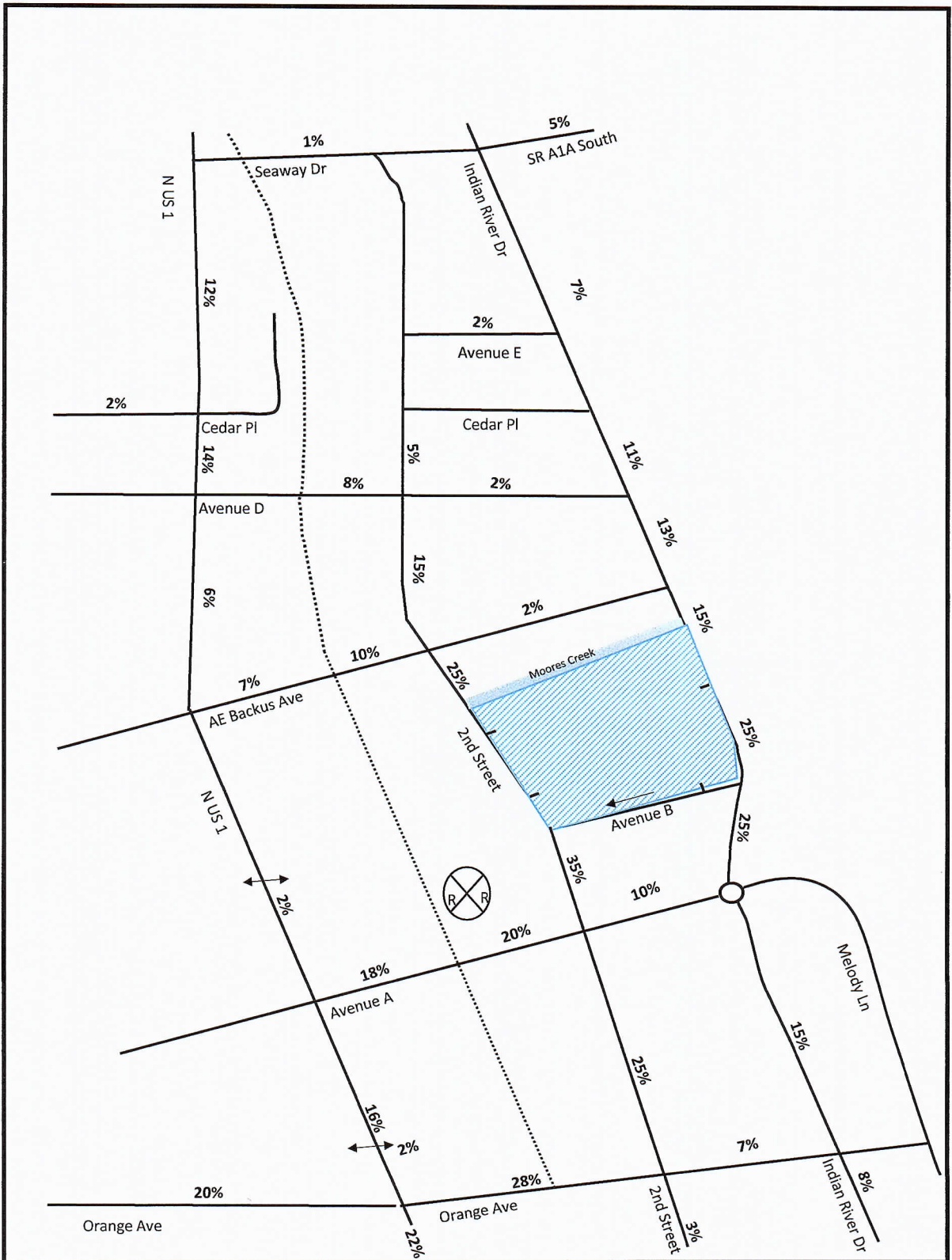
The project traffic was distributed by general geographic direction and then assigned to the roadway network.

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 **Figure 2**.

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 several links.

LINK ANALYSIS / REVIEW

The project is significant on several links. These links were further analyzed to ensure they meet concurrency. **Tables 3a and 3b** summarize the link analysis. As shown, all links operate at an acceptable LOS at project buildout.






 NTS 22 SE Seminole Street
 Stuart, FL, 34994
 Job #: SR21025.0 Date: 03-01-21


Legend
 = Project Location

Figure 2
 Percent Assignment
 Kings Landing

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	
Orange Ave	7th St (3)	US-1	EB	IN	Yes	540	36	6.67%	20%	
	7th St (3)	US-1	WB	OUT	Yes	540	25	4.63%	20%	
	US-1 (3)	2nd St	EB	OUT	Yes	540	35	6.48%	28%	
	US-1 (3)	2nd St	WB	IN	Yes	540	50	9.26%	28%	
	2nd St (3)	Indian River Drive	EB	OUT	No	540	9	1.67%	7%	
Avenue A	2nd St (3)	Indian River Drive	WB	IN	No	540	13	2.41%	7%	
	7th St	US-1	EB	IN	No	790	0	0.00%	0%	
	7th St	US-1	WB	OUT	No	790	0	0.00%	0%	
	US-1	Indian River Drive	EB	IN	Yes	600	36	6.00%	20%	
AE Backus	US-1	Indian River Drive	WB	OUT	Yes	600	25	4.17%	20%	
	US-1 (4)	2nd St	EB	IN	Yes	525	18	3.43%	10%	
	US-1 (4)	2nd St	WB	OUT	No	525	13	2.48%	10%	
	2nd St (4)	Indian River Drive	EB	OUT	No	525	3	0.57%	2%	
Avenue D	2nd St (4)	Indian River Drive	WB	IN	No	525	4	0.76%	2%	
	US-1 (4)	2nd Str	EB	IN	No	525	14	2.67%	8%	
	US-1 (4)	2nd Str	WB	OUT	No	525	10	1.90%	8%	
	2nd Str (4)	Indian River Drive	EB	IN	No	525	4	0.76%	2%	
Seaway Drive(SR A1A South)	2nd Str (4)	Indian River Drive	WB	OUT	No	525	3	0.57%	2%	
	Indian River Drive	US-1	EB	IN	No	1710	2	0.12%	1%	
	Indian River Drive	US-1	WB	OUT	No	1710	1	0.06%	1%	
Indian River Drive	Orange Ave	Avenue A	NB	IN	No	750	19	2.53%	15%	
	Orange Ave	Avenue A	SB	OUT	No	750	19	2.53%	15%	
	Avenue A (3)	Project Location	NB	IN	Yes	750	45	6.00%	25%	
	Avenue A (3)	Project Location	SB	OUT	Yes	750	32	4.27%	25%	
	Project Location (3)	AE Backus	NB	IN	No	750	19	2.53%	15%	
	Project Location (3)	AE Backus	SB	OUT	No	750	19	2.53%	15%	
	AE Backus (3)	Avenue D	NB	OUT	No	750	16	2.13%	13%	
	AE Backus (3)	Avenue D	SB	IN	Yes	750	23	3.07%	13%	
	Avenue D	SR A1A South	NB	OUT	No	790	14	1.77%	11%	
	Avenue D	SR A1A South	SB	IN	No	790	20	2.53%	11%	
	2nd Street	Orange Ave	Avenue A	NB	IN	Yes	540	45	8.33%	25%
	2nd Street	Orange Ave	Avenue A	SB	OUT	Yes	540	32	5.93%	25%
Avenue A		AE Backus	NB	IN	Yes	540	63	11.67%	35%	
Avenue A		AE Backus	SB	OUT	Yes	540	44	8.15%	35%	
Orange Ave		Avenue A	NB	IN	No	1630	20	1.23%	16%	
US-1	Orange Ave	Avenue A	SB	OUT	No	1630	20	1.23%	16%	
	Avenue A	AE Backus	NB	IN	No	1630	4	0.25%	2%	
	Avenue A	AE Backus	SB	OUT	No	1630	3	0.18%	2%	
	AE Backus	Avenue D	NB	OUT	No	1630	8	0.49%	6%	
	AE Backus	Avenue D	SB	IN	No	1630	11	0.67%	6%	
	Avenue D	SR A1A South	NB	OUT	No	1630	18	1.10%	14%	
	Avenue D	SR A1A South	SB	IN	No	1630	25	1.53%	14%	

(1) St. Lucie TPO 2019/2020 LOS Tables

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

(3) Modified to more accurately reflect roadway capacity

(4) FDOT 2020 LOS capacity

(5) Calculated from TMC

Two-Way: 306

Net In: 180

Net Out: 126

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	
Orange Ave	7th St (3)	US-1	EB	IN	Yes	540	39	7.22%	20%	
	7th St (3)	US-1	WB	OUT	Yes	540	27	5.00%	20%	
	US-1 (3)	2nd St	EB	OUT	Yes	540	38	7.04%	28%	
	US-1 (3)	2nd St	WB	IN	Yes	540	54	10.00%	28%	
	2nd St (3)	Indian River Drive	EB	OUT	No	540	10	1.85%	7%	
Avenue A	2nd St (3)	Indian River Drive	WB	IN	No	540	14	2.59%	7%	
	7th St	US-1	EB	IN	No	790	0	0.00%	0%	
	7th St	US-1	WB	OUT	No	790	0	0.00%	0%	
	US-1	Indian River Drive	EB	IN	Yes	600	39	6.50%	20%	
AE Backus	US-1	Indian River Drive	WB	OUT	Yes	600	27	4.50%	20%	
	US-1 (4)	2nd St	EB	IN	Yes	525	19	3.62%	10%	
	US-1 (4)	2nd St	WB	OUT	No	525	14	2.67%	10%	
	2nd St (4)	Indian River Drive	EB	OUT	No	525	3	0.57%	2%	
Avenue D	2nd St (4)	Indian River Drive	WB	IN	No	525	4	0.76%	2%	
	US-1 (4)	2nd Str	EB	IN	No	525	15	2.86%	8%	
	US-1 (4)	2nd Str	WB	OUT	No	525	11	2.10%	8%	
	2nd Str (4)	Indian River Drive	EB	IN	No	525	4	0.76%	2%	
Seaway Drive(SR A1A South)	2nd Str (4)	Indian River Drive	WB	OUT	No	525	3	0.57%	2%	
	Indian River Drive	US-1	EB	IN	No	1710	2	0.12%	1%	
	Indian River Drive	US-1	WB	OUT	No	1710	1	0.06%	1%	
Indian River Drive	Orange Ave	Avenue A	EB	IN	No	750	20	2.67%	15%	
	Orange Ave	Avenue A	WB	OUT	No	750	20	2.67%	15%	
	Avenue A (3)	Project Location	NB	IN	Yes	750	48	6.40%	25%	
	Avenue A (3)	Project Location	SB	OUT	Yes	750	34	4.53%	25%	
	Project Location (3)	AE Backus	NB	IN	No	750	20	2.67%	15%	
	Project Location (3)	AE Backus	SB	OUT	No	750	20	2.67%	15%	
	AE Backus (3)	Avenue D	NB	OUT	No	750	18	2.40%	13%	
	AE Backus (3)	Avenue D	SB	IN	Yes	750	25	3.33%	13%	
	Avenue D	SR A1A South	NB	OUT	No	790	15	1.90%	11%	
	Avenue D	SR A1A South	SB	IN	No	790	21	2.66%	11%	
	2nd Street	Orange Ave	Avenue A	NB	IN	Yes	540	45	8.33%	25%
	2nd Street	Orange Ave	Avenue A	SB	OUT	Yes	540	32	5.93%	25%
Avenue A		AE Backus	NB	IN	Yes	540	63	11.67%	35%	
Avenue A		AE Backus	SB	OUT	Yes	540	44	8.15%	35%	
Orange Ave		Avenue A	NB	IN	No	1630	22	1.35%	16%	
US-1	Orange Ave	Avenue A	SB	OUT	No	1630	22	1.35%	16%	
	Avenue A	AE Backus	NB	IN	No	1630	4	0.25%	2%	
	Avenue A	AE Backus	SB	OUT	No	1630	3	0.18%	2%	
	AE Backus	Avenue D	NB	OUT	No	1630	8	0.49%	6%	
	AE Backus	Avenue D	SB	IN	No	1630	12	0.74%	6%	
	Avenue D	SR A1A South	NB	OUT	No	1630	19	1.17%	14%	
	Avenue D	SR A1A South	SB	IN	No	1630	27	1.66%	14%	

(1) St. Lucie TPO 2019/2020 LOS Tables

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

(3) Modified to more accurately reflect roadway capacity

(4) FDOT 2020 LOS capacity

(5) Calculated from TMC

Two-Way: 329

Net In: 193

Net Out: 136

TABLE 3a - Link Analysis - AM

Segment	From	To	Direction	IN/OUT	Greater than 3% (1% on Adjacent Links)	AADT 2019	K Factor	D Factor	2019 Peak Hour Directional Volumes (3)	Growth Rate (2)	2023 AM Peak Hour + Growth	2023 Growth + Committed Peak Direction	Peak Hour Service Capacity (E-C) (1)	Project Volume Peak Direction	Total Traffic (Peak Direction)	% Project Capacity Peak Hour	Does Project Meet Concurrency?	Project Percent Assignment
Orange Ave	7th St	US-1	EB	IN	Yes	6,700	0.09	0.475	386	1.88%	416	416	540	36	452	6.67%	YES	20%
	7th St	US-1	WB	OUT	Yes	6,700	0.09	0.525	427	1.88%	460	460	540	25	485	4.69%	YES	20%
Avenue A	US-1	2nd St	EB	OUT	Yes	3,600	0.09	0.475	207	1.88%	223	223	540	35	258	6.48%	YES	28%
	US-1	2nd St	WB	IN	Yes	3,600	0.09	0.525	229	1.88%	247	247	540	50	297	9.26%	YES	28%
AE Backus	US-1	Indian River Drive	EB	IN	Yes	2,300	0.09	0.475	139	1.88%	150	150	600	36	186	6.00%	YES	20%
	US-1	Indian River Drive	WB	OUT	Yes	2,300	0.09	0.525	154	1.88%	166	166	600	25	191	4.17%	YES	20%
Indian River Drive	Avenue A	Project Location	EB	IN	Yes	1,600 (4)	0.09	0.475	71 (5)	1.88%	76	76	525	18	94	3.43%	YES	10%
	Avenue A	Project Location	NB	IN	Yes	7,400	0.09	0.475	391	1.88%	421	421	750	45	466	6.00%	YES	25%
2nd Street	AE Backus	Project Location	SB	OUT	Yes	7,400	0.09	0.525	466	1.88%	466	466	750	32	498	4.27%	YES	25%
	AE Backus	Avenue D	SB	IN	Yes	7,400	0.09	0.525	433	1.88%	466	466	750	23	489	3.07%	YES	13%
Avenue A	Orange Ave	Avenue A	NB	IN	Yes	2,217	0.09	0.475	128	1.88%	138	138	540	45	183	8.33%	YES	25%
	Orange Ave	Avenue A	SB	OUT	Yes	2,217	0.09	0.525	142	1.88%	153	153	540	32	185	5.93%	YES	25%
AE Backus	Avenue A	AE Backus	NB	IN	Yes	2,217	0.09	0.475	128	1.88%	138	138	540	63	201	11.67%	YES	35%
	Avenue A	AE Backus	SB	OUT	Yes	2,217	0.09	0.525	142	1.88%	153	153	540	44	197	8.15%	YES	35%

Two-Way: 306
 Net In: 180
 Net Out: 126
 Years Grown: 4

(1) St. Lucie County 2019 Traffic Counts and LOS Report
 (2) Area wide growth rate calculated from FDOT Historical AADT
 (3) FDOT Florida Traffic Online
 (4) estimated based on Turning movement counts
 (5) Calculated from TMC

TABLE 3b - Link Analysis - PM

Segment	From	To	Direction	IN/OUT	Greater than 3% (1% on Adjacent Links)	AADT 2019	K Factor	D Factor	2019 Peak Hour Directional Volumes	Growth Rate (2)	2023 PM Peak Hour + Growth	2023 Growth + Committed Peak Direction	Peak Hour Service Capacity (E-C) (1)	Project Volume Peak Direction	Total Traffic (Peak Direction)	% Project Capacity Peak Hour	Does Project Meet Concurrency?	Project Percent Assignment
Orange Ave	7th St	US-1	EB	IN	Yes	6,700	0.09	0.475	343	1.88%	370	370	540	39	409	7.22%	YES	20%
	7th St	US-1	WB	OUT	Yes	6,700	0.09	0.525	380	1.88%	409	409	540	27	436	5.00%	YES	20%
Avenue A	US-1	2nd St	EB	OUT	Yes	3,600	0.09	0.475	203	1.88%	219	219	540	38	257	7.04%	YES	28%
	US-1	2nd St	WB	IN	Yes	3,600	0.09	0.525	224	1.88%	241	241	540	54	295	10.00%	YES	28%
AE Backus	US-1	Indian River Drive	EB	IN	Yes	2,300	0.09	0.475	128	1.88%	138	138	600	39	177	6.50%	YES	20%
	US-1	Indian River Drive	WB	OUT	Yes	2,300	0.09	0.525	142	1.88%	153	153	600	27	180	4.50%	YES	20%
Indian River Drive	US-1	2nd St	EB	IN	Yes	1,600 (4)	0.09	0.475	71 (5)	1.88%	76	76	525	19	95	3.62%	YES	10%
	Avenue A	Project Location	NB	IN	Yes	7,400	0.09	0.475	461	1.88%	497	497	750	48	545	6.40%	YES	25%
2nd Street	AE Backus	Project Location	SB	OUT	Yes	7,400	0.09	0.525	509	1.88%	548	548	750	34	582	4.59%	YES	25%
	AE Backus	Avenue D	SB	IN	Yes	7,400	0.09	0.525	509	1.88%	548	548	750	25	573	3.33%	YES	13%
Avenue A	Orange Ave	Avenue A	NB	IN	Yes	2,217	0.09	0.475	120	1.88%	129	129	540	45	174	8.33%	YES	25%
	Orange Ave	Avenue A	SB	OUT	Yes	2,217	0.09	0.525	133	1.88%	143	143	540	32	175	5.93%	YES	25%
AE Backus	Avenue A	AE Backus	NB	IN	Yes	2,217	0.09	0.475	120	1.88%	129	129	540	63	192	11.67%	YES	35%
	Avenue A	AE Backus	SB	OUT	Yes	2,217	0.09	0.525	133	1.88%	143	143	540	44	187	8.15%	YES	35%

Two-Way: 329
 Net In: 193
 Net Out: 136
 Years Grown: 4

(1) St. Lucie County 2019 Traffic Counts and LOS Report
 (2) Area wide growth rate calculated from FDOT Historical AADT
 (3) FDOT Florida Traffic Online
 (4) estimated based on Turning movement counts
 (5) Calculated from TMC

INTERSECTION ANALYSIS / DRIVEWAY ANALYSIS

The project driveways as well as the intersections of AE Backus and 2nd Street, and Indian River Drive and Avenue B were analyzed for the AM and PM peak hours. Turning movement counts were conducted at the two intersections on March 2, 2021 and March 3, 2021 for the AM and PM peak hours. Growth rate and project traffic was added to show a two-year impact. The intersections were analyzed using HCS.

The results of the intersection analysis are summarized in **Table 4**.

Table 4: Intersection Results Summary - 2023

Intersection	AM Peak Hour		PM Peak Hour	
	Delay	LOS	Delay	LOS
AE Backus & 2nd Street	7.4	A	7.6	A
Indian River Dr & Avenue B	7.9	A	8.1	A

As shown, the intersections of AE Backus and 2nd Street will operate at a LOS A in the AM and PM peak hours. Indian River Drive and Avenue B will operate at a LOS B in the AM and PM peak hours with the addition of project traffic at project build out.

The project will have two (2) full access driveways located on 2nd Street (Driveways 1 and 2), two (2) right in / right out driveways located on Avenue B (Driveways 4 and 5), and a full access driveway located on Indian River Drive (Driveway 3). The project traffic at the driveways is shown in **Figure 3**. The project driveways were analyzed using HCS for unsignalized intersections.

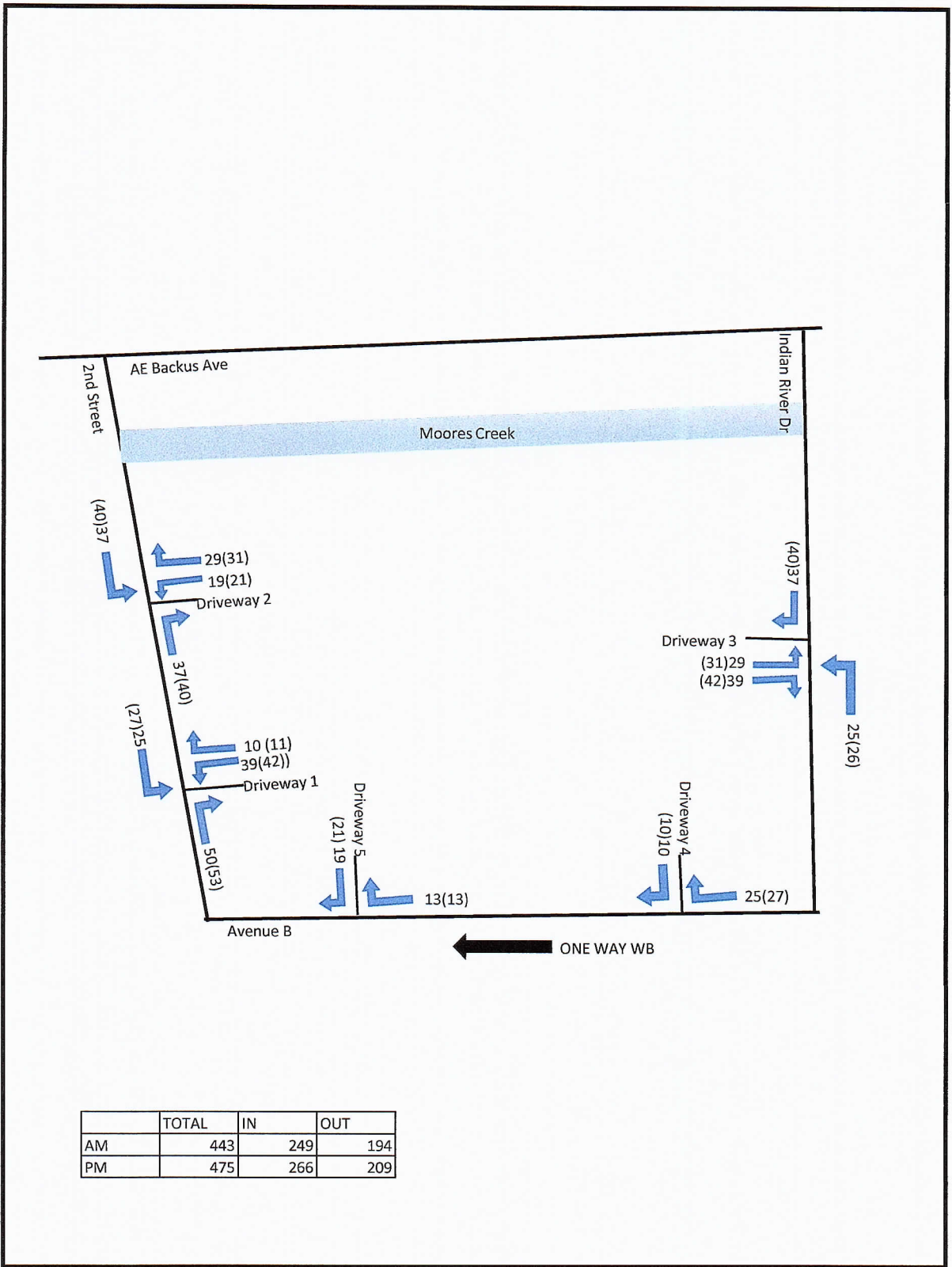
The results of the driveways are summarized in **Table 5**.

Table 5: Driveway Results Summary - 2023

Intersection	AM Peak Hour		PM Peak Hour	
	Delay	LOS	Delay	LOS
Driveway 1 & 2nd Street	9.9	A	10.3	B
Driveway 2 & 2nd Street	9.3	A	9.6	A
Driveway 3 & Indian River Dr	11.7	B	13.6	B
Driveway 4 & Avenue B	8.5	A	8.5	A
Driveway 5 & Avenue B	8.5	A	8.5	A

As shown, Driveways 1 and 2 will operate at a LOS A in the AM and PM peak hour. Driveways 4 and 5 will operate at LOS B in the AM and PM peak hour. Driveway 3 will operate at a LOS B in the AM and PM peak hour.

The intersection and driveway data are shown in **Appendix C**.



	TOTAL	IN	OUT
AM	443	249	194
PM	475	266	209




NTS 22 SE Seminole Street
 Stuart, FL, 34994

Job #: SR21025.0 Date: 03-01-21

Legend

XX = AM
 (XX) = PM

Figure 3

Driveway Volumes

Kings Landing

CONCLUSION

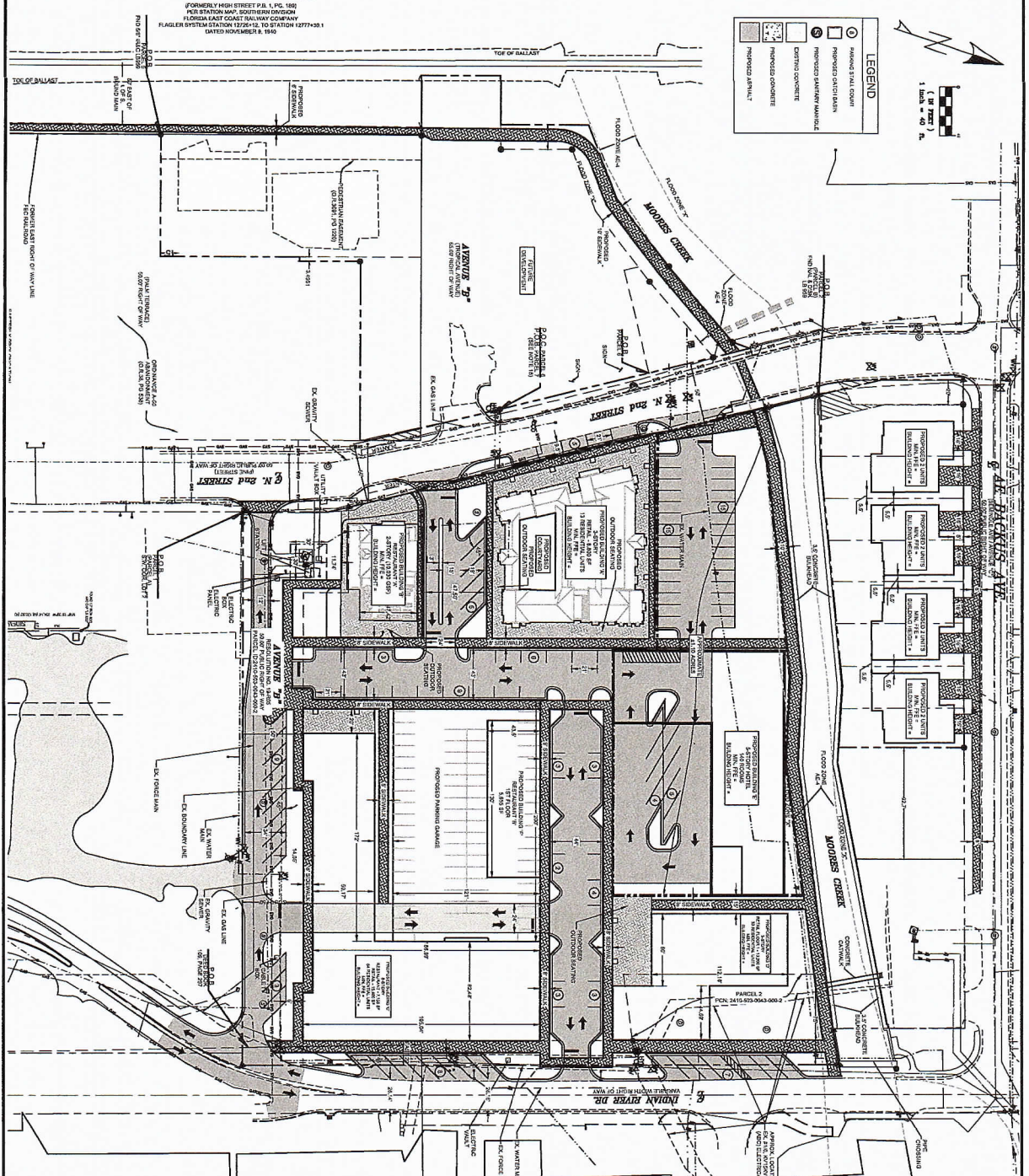
With 306 net new AM peak hour trips and 329 net new PM peak hour trips, all links and intersections operate at acceptable levels of service. The project proposes to make Avenue B one way from Indian River Drive to 2nd Street. The project meets the requirements for concurrency.

APPENDIX A

SITE PLAN

FLORIDA EAST COAST RAILWAY

(FORMERLY HIGH STREET P.B. 1, P.C. 186)
 RAIL STATION AND SOUTHERN DIVISION
 FLORIDA EAST COAST RAILWAY COMPANY
 FLAGLER STREET STATION 12384-15 TO 1517 STATION 12774-30.1
 DATED NOVEMBER 9, 1940



LEGEND

- EXISTING TOTAL COUNT
- PROPOSED DEDICATION
- PROPOSED EXISTING MAINTENANCE
- EXISTING CONCRETE
- PROPOSED CONCRETE
- PROPOSED ASPHALT

SCALE
 1 inch = 40 ft.

OWNER: FORT PIERCE DEVELOPMENT AGENCY
 FORT PIERCE, FL 34950

BUILDING SETBACKS:
 10' FRONT, 5' SIDE, 10' REAR

SITE DATA:

NO.	DESCRIPTION	AREA (SQ. FT.)
1	ASPHALT PAVEMENT	10,000
2	CONCRETE PAVEMENT	5,000
3	GRAVEL	2,000
4	LANDSCAPING	1,000
5	UTILITIES	500
6	OTHER	1,000
TOTAL		20,500

BUILDING USE INFORMATION:

NO.	DESCRIPTION	AREA (SQ. FT.)
1	RESIDENTIAL	10,000
2	COMMERCIAL	5,000
3	INDUSTRIAL	2,000
4	OFFICE	1,000
5	RETAIL	500
6	OTHER	1,000
TOTAL		20,500

PARKING INFORMATION:

NO.	DESCRIPTION	AREA (SQ. FT.)
1	STANDARD	10,000
2	COMPACT	5,000
3	VEHICLE SERVICE	2,000
4	BIKE	1,000
5	OTHER	500
TOTAL		19,500

PERMITS:
 1. PERMIT TO CONSTRUCT - 12/15/2023
 2. PERMIT TO OCCUPY - 01/15/2024

NOTES:
 1. ALL DIMENSIONS ARE IN FEET AND INCHES.
 2. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
 3. ALL DIMENSIONS ARE TO CENTERLINE UNLESS OTHERWISE NOTED.
 4. ALL DIMENSIONS ARE TO EXTERIOR UNLESS OTHERWISE NOTED.
 5. ALL DIMENSIONS ARE TO INTERIOR UNLESS OTHERWISE NOTED.
 6. ALL DIMENSIONS ARE TO CENTERLINE OF CURB UNLESS OTHERWISE NOTED.
 7. ALL DIMENSIONS ARE TO CENTERLINE OF ROAD UNLESS OTHERWISE NOTED.
 8. ALL DIMENSIONS ARE TO CENTERLINE OF RAILROAD UNLESS OTHERWISE NOTED.
 9. ALL DIMENSIONS ARE TO CENTERLINE OF CANAL UNLESS OTHERWISE NOTED.
 10. ALL DIMENSIONS ARE TO CENTERLINE OF DRAINAGE CANAL UNLESS OTHERWISE NOTED.
 11. ALL DIMENSIONS ARE TO CENTERLINE OF UTILITY LINE UNLESS OTHERWISE NOTED.
 12. ALL DIMENSIONS ARE TO CENTERLINE OF STRUCTURE UNLESS OTHERWISE NOTED.
 13. ALL DIMENSIONS ARE TO CENTERLINE OF WALL UNLESS OTHERWISE NOTED.
 14. ALL DIMENSIONS ARE TO CENTERLINE OF COLUMN UNLESS OTHERWISE NOTED.
 15. ALL DIMENSIONS ARE TO CENTERLINE OF BEAM UNLESS OTHERWISE NOTED.
 16. ALL DIMENSIONS ARE TO CENTERLINE OF SLAB UNLESS OTHERWISE NOTED.
 17. ALL DIMENSIONS ARE TO CENTERLINE OF FOOTING UNLESS OTHERWISE NOTED.
 18. ALL DIMENSIONS ARE TO CENTERLINE OF FOUNDATION UNLESS OTHERWISE NOTED.
 19. ALL DIMENSIONS ARE TO CENTERLINE OF RETAINING WALL UNLESS OTHERWISE NOTED.
 20. ALL DIMENSIONS ARE TO CENTERLINE OF CURB CUT UNLESS OTHERWISE NOTED.
 21. ALL DIMENSIONS ARE TO CENTERLINE OF DRIVEWAY UNLESS OTHERWISE NOTED.
 22. ALL DIMENSIONS ARE TO CENTERLINE OF SIDEWALK UNLESS OTHERWISE NOTED.
 23. ALL DIMENSIONS ARE TO CENTERLINE OF BIKEWAY UNLESS OTHERWISE NOTED.
 24. ALL DIMENSIONS ARE TO CENTERLINE OF PATH UNLESS OTHERWISE NOTED.
 25. ALL DIMENSIONS ARE TO CENTERLINE OF TRAIL UNLESS OTHERWISE NOTED.
 26. ALL DIMENSIONS ARE TO CENTERLINE OF BRIDGE UNLESS OTHERWISE NOTED.
 27. ALL DIMENSIONS ARE TO CENTERLINE OF TUNNEL UNLESS OTHERWISE NOTED.
 28. ALL DIMENSIONS ARE TO CENTERLINE OF UNDERPASS UNLESS OTHERWISE NOTED.
 29. ALL DIMENSIONS ARE TO CENTERLINE OF OVERPASS UNLESS OTHERWISE NOTED.
 30. ALL DIMENSIONS ARE TO CENTERLINE OF VIADUCT UNLESS OTHERWISE NOTED.
 31. ALL DIMENSIONS ARE TO CENTERLINE OF EMBANKMENT UNLESS OTHERWISE NOTED.
 32. ALL DIMENSIONS ARE TO CENTERLINE OF CUTTING UNLESS OTHERWISE NOTED.
 33. ALL DIMENSIONS ARE TO CENTERLINE OF GRADE UNLESS OTHERWISE NOTED.
 34. ALL DIMENSIONS ARE TO CENTERLINE OF SURFACE UNLESS OTHERWISE NOTED.
 35. ALL DIMENSIONS ARE TO CENTERLINE OF SUBGRADE UNLESS OTHERWISE NOTED.
 36. ALL DIMENSIONS ARE TO CENTERLINE OF FILL UNLESS OTHERWISE NOTED.
 37. ALL DIMENSIONS ARE TO CENTERLINE OF EXCAVATION UNLESS OTHERWISE NOTED.
 38. ALL DIMENSIONS ARE TO CENTERLINE OF POND UNLESS OTHERWISE NOTED.
 39. ALL DIMENSIONS ARE TO CENTERLINE OF LAKE UNLESS OTHERWISE NOTED.
 40. ALL DIMENSIONS ARE TO CENTERLINE OF RIVER UNLESS OTHERWISE NOTED.
 41. ALL DIMENSIONS ARE TO CENTERLINE OF CREEK UNLESS OTHERWISE NOTED.
 42. ALL DIMENSIONS ARE TO CENTERLINE OF STREAM UNLESS OTHERWISE NOTED.
 43. ALL DIMENSIONS ARE TO CENTERLINE OF CANAL UNLESS OTHERWISE NOTED.
 44. ALL DIMENSIONS ARE TO CENTERLINE OF DRAINAGE CANAL UNLESS OTHERWISE NOTED.
 45. ALL DIMENSIONS ARE TO CENTERLINE OF UTILITY CANAL UNLESS OTHERWISE NOTED.
 46. ALL DIMENSIONS ARE TO CENTERLINE OF IRRIGATION CANAL UNLESS OTHERWISE NOTED.
 47. ALL DIMENSIONS ARE TO CENTERLINE OF FLOOD CONTROL CANAL UNLESS OTHERWISE NOTED.
 48. ALL DIMENSIONS ARE TO CENTERLINE OF WASTE WATER CANAL UNLESS OTHERWISE NOTED.
 49. ALL DIMENSIONS ARE TO CENTERLINE OF SEWER CANAL UNLESS OTHERWISE NOTED.
 50. ALL DIMENSIONS ARE TO CENTERLINE OF WATER MAIN CANAL UNLESS OTHERWISE NOTED.
 51. ALL DIMENSIONS ARE TO CENTERLINE OF GAS MAIN CANAL UNLESS OTHERWISE NOTED.
 52. ALL DIMENSIONS ARE TO CENTERLINE OF TELEPHONE CANAL UNLESS OTHERWISE NOTED.
 53. ALL DIMENSIONS ARE TO CENTERLINE OF CABLE TV CANAL UNLESS OTHERWISE NOTED.
 54. ALL DIMENSIONS ARE TO CENTERLINE OF FIBER OPTIC CANAL UNLESS OTHERWISE NOTED.
 55. ALL DIMENSIONS ARE TO CENTERLINE OF POWER LINE CANAL UNLESS OTHERWISE NOTED.
 56. ALL DIMENSIONS ARE TO CENTERLINE OF HIGH VOLTAGE CANAL UNLESS OTHERWISE NOTED.
 57. ALL DIMENSIONS ARE TO CENTERLINE OF LOW VOLTAGE CANAL UNLESS OTHERWISE NOTED.
 58. ALL DIMENSIONS ARE TO CENTERLINE OF OVERHEAD CANAL UNLESS OTHERWISE NOTED.
 59. ALL DIMENSIONS ARE TO CENTERLINE OF UNDERGROUND CANAL UNLESS OTHERWISE NOTED.
 60. ALL DIMENSIONS ARE TO CENTERLINE OF TOWER CANAL UNLESS OTHERWISE NOTED.
 61. ALL DIMENSIONS ARE TO CENTERLINE OF PILE CANAL UNLESS OTHERWISE NOTED.
 62. ALL DIMENSIONS ARE TO CENTERLINE OF BENT CANAL UNLESS OTHERWISE NOTED.
 63. ALL DIMENSIONS ARE TO CENTERLINE OF BRIDGE CANAL UNLESS OTHERWISE NOTED.
 64. ALL DIMENSIONS ARE TO CENTERLINE OF TUNNEL CANAL UNLESS OTHERWISE NOTED.
 65. ALL DIMENSIONS ARE TO CENTERLINE OF UNDERPASS CANAL UNLESS OTHERWISE NOTED.
 66. ALL DIMENSIONS ARE TO CENTERLINE OF OVERPASS CANAL UNLESS OTHERWISE NOTED.
 67. ALL DIMENSIONS ARE TO CENTERLINE OF VIADUCT CANAL UNLESS OTHERWISE NOTED.
 68. ALL DIMENSIONS ARE TO CENTERLINE OF EMBANKMENT CANAL UNLESS OTHERWISE NOTED.
 69. ALL DIMENSIONS ARE TO CENTERLINE OF CUTTING CANAL UNLESS OTHERWISE NOTED.
 70. ALL DIMENSIONS ARE TO CENTERLINE OF GRADE CANAL UNLESS OTHERWISE NOTED.
 71. ALL DIMENSIONS ARE TO CENTERLINE OF SURFACE CANAL UNLESS OTHERWISE NOTED.
 72. ALL DIMENSIONS ARE TO CENTERLINE OF SUBGRADE CANAL UNLESS OTHERWISE NOTED.
 73. ALL DIMENSIONS ARE TO CENTERLINE OF FILL CANAL UNLESS OTHERWISE NOTED.
 74. ALL DIMENSIONS ARE TO CENTERLINE OF EXCAVATION CANAL UNLESS OTHERWISE NOTED.
 75. ALL DIMENSIONS ARE TO CENTERLINE OF POND CANAL UNLESS OTHERWISE NOTED.
 76. ALL DIMENSIONS ARE TO CENTERLINE OF LAKE CANAL UNLESS OTHERWISE NOTED.
 77. ALL DIMENSIONS ARE TO CENTERLINE OF RIVER CANAL UNLESS OTHERWISE NOTED.
 78. ALL DIMENSIONS ARE TO CENTERLINE OF CREEK CANAL UNLESS OTHERWISE NOTED.
 79. ALL DIMENSIONS ARE TO CENTERLINE OF STREAM CANAL UNLESS OTHERWISE NOTED.
 80. ALL DIMENSIONS ARE TO CENTERLINE OF CANAL CANAL UNLESS OTHERWISE NOTED.

HD KING
KINGS LANDING
SITE PLAN

1 OF 2

19-381

DAVID C. BURGESS P.E. (2015)
 10250 VILLAGE PARKWAY - SUITE 201
 FORT PIERCE, FL 34987
 772-482-2485

EDC
 ENGINEERS & SURVEYORS
 ENVIRONMENTAL
 10250 VILLAGE PARKWAY
 FORT PIERCE, FL 34987
 772-482-2485

DATE: _____

REVISION COMMENTS:

APPENDIX B

**ST. LUCIE COUNTY 2019 LEVEL OF SERVICE REPORT
&
FDOT TRAFFIC DATA**

TABLE 7

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

January 2020

INTERRUPTED FLOW FACILITIES						UNINTERRUPTED FLOW FACILITIES					
STATE SIGNALIZED ARTERIALS						FREEWAYS					
Class I (40 mph or higher posted speed limit)						Core Urbanized					
Lanes	Median	B	C	D	E	Lanes	B	C	D	E	
1	Undivided	*	830	880	**	2	2,230	3,100	3,740	4,080	
2	Divided	*	1,910	2,000	**	3	3,280	4,570	5,620	6,130	
3	Divided	*	2,940	3,020	**	4	4,310	6,030	7,490	8,170	
4	Divided	*	3,970	4,040	**	5	5,390	7,430	9,370	10,220	
						6	6,380	8,990	11,510	12,760	
Class II (35 mph or slower posted speed limit)						Urbanized					
Lanes	Median	B	C	D	E	Lanes	B	C	D	E	
1	Undivided	*	370	750	800	2	2,270	3,100	3,890	4,230	
2	Divided	*	730	1,630	1,700	3	3,410	4,650	5,780	6,340	
3	Divided	*	1,170	2,520	2,560	4	4,550	6,200	7,680	8,460	
4	Divided	*	1,610	3,390	3,420	5	5,690	7,760	9,520	10,570	
Non-State Signalized Roadway Adjustments (Alter corresponding state volumes by the indicated percent.)						Freeway Adjustments					
Non-State Signalized Roadways - 10%						Auxiliary Lane + 1,000					
						Ramp Metering + 5%					
Median & Turn Lane Adjustments						UNINTERRUPTED FLOW HIGHWAYS					
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors		Lanes	Median	B	C	D	E
1	Divided	Yes	No	+5%		1	Undivided	580	890	1,200	1,610
1	Undivided	No	No	-20%		2	Divided	1,800	2,600	3,280	3,730
Multi	Undivided	Yes	No	-5%		3	Divided	2,700	3,900	4,920	5,600
Multi	Undivided	No	No	-25%		Uninterrupted Flow Highway Adjustments					
-	-	-	Yes	+5%		Lanes	Median	Exclusive left lanes	Adjustment factors		
One-Way Facility Adjustment Multiply the corresponding directional volumes in this table by 1.2						1	Divided	Yes	+5%		
						Multi	Undivided	Yes	-5%		
						Multi	Undivided	No	-25%		
BICYCLE MODE² (Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)						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.					
Paved Shoulder/Bicycle Lane Coverage						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.					
		B	C	D	E	³ Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.					
0-49%	*	150	390	1,000		* Cannot be achieved using table input value defaults.					
50-84%	110	340	1,000	>1,000		** 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.					
85-100%	470	1,000	>1,000	**		Source: Florida Department of Transportation Systems Implementation Office https://www.fdot.gov/planning/systems/					
PEDESTRIAN MODE² (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							

**Traffic Counts and Level of Service Report
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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
2ND ST	CITRUS AVE to ORANGE AVE	601	2,167	2017	540	190	C	0.704	161	C	0.596
2ND ST	ORANGE AVE to AVENUE A	602	2,217	2017	540	142	C	0.526	133	C	0.493
7TH ST	SUNRISE BLVD to GEORGIA AVE	519	1,022	2019	600	67	C	0.223	75	C	0.250
7TH ST	GEORGIA AVE to DELAWARE AVE	517	1,680	2019	790	101	C	0.259	106	C	0.272
7TH ST	DELAWARE AVE to CITRUS AVE	515	2,567	2019	790	155	C	0.397	153	C	0.392
7TH ST	CITRUS AVE to ORANGE AVE	515	2,567	2019	750	155	C	0.419	153	C	0.414
7TH ST	ORANGE AVE to AVENUE C	603	2,979	2016	750	204	C	0.551	225	C	0.608
7TH ST	AVENUE C to AE BACKUS AVE	603	2,979	2016	540	204	C	0.756	225	C	0.833
7TH ST	AE BACKUS AVE to AVENUE D	603	2,979	2016	750	204	C	0.551	225	C	0.608
7TH ST	AVENUE D to AVENUE H	604	1,767	2017	750	116	C	0.314	113	C	0.305
10TH ST	DELAWARE AVE to ORANGE AVE	605	233	2017	600	25	C	0.083	24	C	0.080
10TH ST	ORANGE AVE to AVENUE C	605	233	2017	600	25	C	0.083	24	C	0.080
10TH ST	AVENUE C to AVENUE D	605	233	2017	540	25	C	0.093	24	C	0.089
13TH ST	VIRGINIA AVE to NEBRASKA AVE	527	6,500	2020	750	401	D	0.535	420	D	0.560
13TH ST	NEBRASKA AVE to GEORGIA AVE	527	6,500	2020	790	401	D	0.508	420	D	0.532
13TH ST	GEORGIA AVE to DELAWARE AVE	525	4,746	2017	750	275	C	0.743	260	C	0.703
13TH ST	DELAWARE AVE to ORANGE AVE	523	3,886	2017	750	256	C	0.692	239	C	0.646
13TH ST	ORANGE AVE to AVENUE B	521	2,776	2017	750	164	C	0.443	160	C	0.432
13TH ST	AVENUE B to AVENUE D	521	2,776	2017	750	164	C	0.443	160	C	0.432
13TH ST	AVENUE D to AVENUE H	165	2,728	2017	750	163	C	0.441	151	C	0.408
13TH ST	AVENUE H to AVENUE I	165	2,728	2017	540	163	C	0.604	151	C	0.559
13TH ST	AVENUE I to AVENUE O	165	2,728	2017	540	163	C	0.604	151	C	0.559
13TH ST	AVENUE O to AVENUE Q	165	2,728	2017	540	163	C	0.604	151	C	0.559
17TH ST	GEORGIA AVE to DELAWARE AVE	606	3,233	2016	600	179	C	0.597	179	C	0.597
17TH ST	DELAWARE AVE to ORANGE AVE	607	6,200	2020	790	294	C	0.754	283	C	0.726

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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
17TH ST	ORANGE AVE to AVENUE D	608	4,033	2016	750	236	C	0.638	225	C	0.608
17TH ST	AVENUE D to AVENUE Q	608	4,033	2016	750	236	C	0.638	225	C	0.608
25TH ST	MIDWAY RD to BELL AVE	940016	19,000	2019	2,100	1,362	C	0.678	1,270	C	0.632
25TH ST	BELL AVE to EDWARDS RD	159	19,040	2019	2,100	1,056	C	0.525	1,053	C	0.524
25TH ST	EDWARDS RD to CORTEZ BLVD	940021	21,500	2019	2,000	1,370	C	0.717	1,366	C	0.715
25TH ST	CORTEZ BLVD to VIRGINIA AVE	529	21,000	2020	2,000	1,182	C	0.619	1,261	C	0.660
25TH ST	VIRGINIA AVE to NEBRASKA AVE	940015	23,000	2019	2,000	1,319	C	0.691	1,182	C	0.619
25TH ST	NEBRASKA AVE to OKEECHOBEE RD	940015	23,000	2019	2,000	1,319	C	0.691	1,182	C	0.619
25TH ST	OKEECHOBEE RD to GEORGIA AVE	609	23,000	2020	1,630	1,196	D	0.734	1,159	D	0.711
25TH ST	GEORGIA AVE to DELAWARE AVE	609	23,000	2020	1,630	1,196	D	0.734	1,159	D	0.711
25TH ST	DELAWARE AVE to ORANGE AVE	940014	22,000	2019	1,630	1,145	D	0.702	1,139	D	0.699
25TH ST	ORANGE AVE to AVENUE D	610	19,000	2020	1,630	877	D	0.538	904	D	0.555
25TH ST	AVENUE D to AVENUE Q	940050	19,700	2019	1,630	1,037	D	0.636	1,008	D	0.618
25TH ST	AVENUE Q to JUANITA AVE	945152	18,000	2019	2,000	1,017	C	0.532	932	C	0.488
25TH ST	JUANITA AVE to ST LUCIE BLVD	940791	14,647	2013	2,100	794	C	0.395	745	C	0.371
25TH ST	ST LUCIE BLVD to US 1	945165	9,800	2019	2,100	563	C	0.280	628	C	0.312
33RD ST	OKEECHOBEE RD to DELAWARE AVE	611	7,000	2020	750	419	D	0.559	368	C	0.995
33RD ST	DELAWARE AVE to ORANGE AVE	948507	6,200	2019	790	286	C	0.773	286	C	0.773
35TH ST	KIRBY LOOP RD to CORTEZ BLVD	612	6,300	2020	540	497	D	0.920	406	D	0.752
35TH ST	CORTEZ BLVD to VIRGINIA AVE	612	6,300	2020	790	497	D	0.629	406	D	0.514
35TH ST	VIRGINIA AVE to OKEECHOBEE RD	613	4,600	2016	750	279	C	0.754	280	C	0.757
53RD ST	ANGLE RD to JUANITA AVE	614	2,767	2016	540	148	C	0.548	163	C	0.604
AE BACKUS AVE	7TH ST to US 1	632	1,033	2017	750	70	C	0.189	81	C	0.219
AIROSO BLVD	PORT ST LUCIE BLVD to THORNHILL DR	303	15,500	2019	2,100	1,011	C	0.503	851	C	0.423
AIROSO BLVD	THORNHILL DR to CROSSTOWN PKWY	303	15,500	2019	2,100	1,011	C	0.503	851	C	0.423

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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
AIROSO BLVD	CROSSTOWN PKWY to PRIMA VISTA BLVD	243	15,827	2017	2,100	789	C	0.393	807	C	0.401
AIROSO BLVD	PRIMA VISTA BLVD to FLORESTA DR	101	14,344	2017	2,000	751	C	0.393	760	C	0.398
AIROSO BLVD	FLORESTA DR to ST JAMES DR	301	21,000	2019	2,100	1,114	C	0.554	1,130	C	0.562
ANGLE RD	ORANGE AVE to AVENUE D	100	10,000	2020	790	513	D	0.649	490	D	0.620
ANGLE RD	AVENUE D to AVENUE Q	100	10,000	2020	540	513	D	0.950	490	D	0.907
ANGLE RD	AVENUE Q to 53RD ST	615	8,600	2020	600	508	D	0.847	521	D	0.868
ANGLE RD	53RD ST to KEEN RD	616	6,000	2020	630	319	C	0.532	357	C	0.595
ANGLE RD	KEEN RD to KINGS HWY	616	6,000	2020	880	319	C	0.384	357	C	0.430
ANGLE RD	KINGS HWY to JOHNSTON RD	617	3,267	2016	1,070	201	B	0.529	195	B	0.513
ANGLE RD	JOHNSTON RD to FLORIDA'S TURNPIKE	948505	2,400	2019	1,070	125	B	0.298	125	B	0.298
AVENUE A	7TH ST to US 1	945034	1,000	2019	790	115	C	0.295	115	C	0.295
AVENUE A	US 1 to INDIAN RIVER DR	945033	2,300	2019	600	154	C	0.513	142	C	0.473
AVENUE D	ANGLE RD to 29TH ST	164	3,683	2016	600	209	C	0.697	205	C	0.683
AVENUE D	29TH ST to 25TH ST	164	3,683	2016	790	209	C	0.536	205	C	0.526
AVENUE D	25TH ST to 17TH ST	163	4,289	2016	750	241	C	0.651	227	C	0.614
AVENUE D	17TH ST to 13TH ST	162	3,711	2016	750	171	C	0.462	185	C	0.500
AVENUE D	13TH ST to 10TH ST	161	2,118	2016	750	100	C	0.270	112	C	0.303
AVENUE D	10TH ST to 7TH ST	160	2,383	2016	750	119	C	0.322	129	C	0.349
AVENUE D	7TH ST to US 1	160	2,383	2016	750	119	C	0.322	129	C	0.349
AVENUE I	25TH ST to 17TH ST	620	2,533	2016	750	218	C	0.589	171	C	0.462
AVENUE I	17TH ST to 13TH ST	620	2,533	2016	750	218	C	0.589	171	C	0.462
AVENUE H	13TH ST to 7TH ST	618	1,583	2017	540	92	C	0.341	99	C	0.367
AVENUE H	7TH ST to US 1	619	1,233	2017	750	67	C	0.181	66	C	0.178
AVENUE O	ANGLE RD to 25TH ST	700	5,700	2020	750	301	C	0.814	289	C	0.781
AVENUE O	25TH ST to 17TH ST	701	3,937	2016	750	281	C	0.759	314	C	0.849

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						Volume	LOS	V/C	Volume	LOS	V/C
I-95	ORANGE AVE to INDRIO RD	941905	57,000	2019	7,320	2,742	B	0.609	2,524	B	0.561
INDIAN RIVER DR	CITRUS AVE to ORANGE AVE	945029	6,800	2019	750	405	D	0.540	463	D	0.617
INDIAN RIVER DR	ORANGE AVE to AVENUE A	940003	5,600	2019	750	327	C	0.884	318	C	0.859
INDIAN RIVER DR	AVENUE D to SEAWAY DR	940004	7,400	2019	790	433	D	0.548	509	D	0.644
INDIAN RIVER DR	AVENUE A to AVENUE D	940004	7,400	2019	540	433	D	0.802	509	D	0.943
INDRIO RD	PRIVATE RD to I-95 W RAMP	940128	1,850	2019	1,080	135	B	0.329	146	B	0.356
INDRIO RD	I-95 W RAMP to I-95 E RAMP	940128	1,850	2019	3,240	135	B	0.075	146	B	0.081
INDRIO RD	I-95 E RAMP to KOBLEGARD RD	940038	10,200	2019	3,240	583	B	0.322	613	B	0.339
INDRIO RD	KOBLEGARD RD to JOHNSTON RD	940038	10,200	2019	700	583	C	0.883	613	C	0.929
INDRIO RD	JOHNSTON RD to EMERSON AVE	940038	10,200	2019	880	583	C	0.702	613	C	0.739
INDRIO RD	EMERSON RD to SEMINOLE RD	940281	11,200	2019	920	675	C	0.776	568	C	0.653
INDRIO RD	SEMINOLE RD to KINGS HWY	940281	11,200	2019	790	675	D	0.854	568	D	0.719
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
JENKINS RD	US 1 to LENVARD 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
MCNEIL RD	OKEECHOBEE RD to KIRBY LOOP RD	682	4,600	2020	790	281	C	0.721	280	C	0.718
MCNEIL RD	KIRBY LOOP RD to EDWARDS RD	682	4,600	2020	540	281	D	0.520	280	D	0.519
MCCARTY RD	WILLIAMS RD to MIDWAY RD	680	375	2017	540	33	C	0.122	35	C	0.130
MCCARTY RD	MIDWAY RD to OKEECHOBEE RD	681	400	2020	540	34	C	0.126	35	C	0.130
MELALEUCA BLVD	LENNARD RD to GREEN RIVER PKWY	683	9,804	2018	920	648	C	0.745	584	C	0.671
MIDWAY RD	FAST TORINO PKWY to MILNER DR	134	22,500	2020	880	1,216	F	1.382	1,304	F	1.482
MIDWAY RD	MILNER DR to W OF SELVITZ RD	134	22,500	2020	790	1,216	F	1.539	1,304	F	1.651
MIDWAY RD	OKEECHOBEE RD to SHINN RD	940732	8,400	2019	760	485	C	0.724	617	C	0.921
MIDWAY RD	SHINN RD to MCCARTY RD	940732	8,400	2019	630	485	C	0.808	617	D	0.979
MIDWAY RD	MCCARTY RD to I-95	940732	8,400	2019	700	485	C	0.735	617	C	0.935
MIDWAY RD	I-95 to GLADES CUT-OFF RD	945140	21,000	2019	2,100	1,168	C	0.581	1,295	C	0.644
MIDWAY RD	GLADES CUT-OFF RD to EAST TORINO PKWY	228	21,500	2020	2,100	1,226	C	0.610	1,281	C	0.637
MIDWAY RD	W OF SELVITZ RD to SELVITZ RD	134	22,500	2020	920	1,216	F	1.322	1,304	F	1.417
MIDWAY RD	SELVITZ RD to CHRISTENSEN RD	132	18,500	2020	920	973	F	1.058	940	F	1.022
MIDWAY RD	CHRISTENSEN RD to 25TH ST	132	18,500	2020	790	973	F	1.158	940	F	1.119
MIDWAY RD	25TH ST to SUNRISE BLVD	130	18,791	2016	790	1,025	F	1.220	942	F	1.121
MIDWAY RD	SUNRISE BLVD to OLEANDER AVE	130	18,791	2016	790	1,025	F	1.220	942	F	1.121
MIDWAY RD	OLEANDER AVE to US 1	242	15,309	2016	790	808	E	0.962	800	E	0.952
MIDWAY RD	US 1 to WALLACE ST	940023	3,800	2019	790	294	C	0.754	325	C	0.833
MIDWAY RD	WALLACE ST to WEATHERBEE RD	940023	3,800	2019	920	294	C	0.338	325	C	0.374
MIDWAY RD	WEATHERBEE RD to INDIAN RIVER DR	940023	3,800	2019	630	294	C	0.490	325	C	0.542
MORNINGSIDE BLVD	WESTMORELAND BLVD to PORT ST LUCIE BLVD	333	2,654	2017	920	159	C	0.183	152	C	0.175
MORNINGSIDE BLVD	PORT ST LUCIE BLVD to LYNNGATE DR	331	2,900	2020	880	230	C	0.277	244	C	0.294
NEBRASKA AVE	25TH ST to 13TH ST	684	3,767	2017	1,710	234	C	0.304	197	C	0.256
OAKRIDGE DR	MOUNTWELL ST to OAKLYN ST	621	6,000	2019	700	373	C	0.565	324	C	0.491

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						Volume	LOS	V/C	Volume	LOS	V/C
ORANGE AVE	7TH ST to US 1	945134	6,700	2019	300	427	D	0.712	380	D	0.633
ORANGE AVE	US 1 to 2ND ST	945133	3,600	2019	300	229	C	0.763	224	C	0.747
ORANGE AVE	2ND ST to INDIAN RIVER DR	945133	3,600	2019	370	229	C	0.619	224	C	0.605
PARR DR	PORT ST LUCIE BLVD to DARWIN BLVD	209	1,108	2016	700	81	C	0.123	71	C	0.108
PARR DR	DARWIN BLVD to TULIP BLVD	723	1,900	2019	540	167	C	0.619	126	C	0.467
PARR DR	SAVONA BLVD to PORT ST LUCIE BLVD	209	1,108	2016	700	81	C	0.123	71	C	0.108
PARR DR	ROSSER BLVD to SAVONA BLVD	209	1,108	2016	630	81	C	0.135	71	C	0.118
PEACOCK BLVD	CALIFORNIA BLVD to CASHMERE BLVD	693	4,717	2017	630	408	C	0.680	340	C	0.567
PEACOCK BLVD	UNIVERSITY BLVD to CALIFORNIA BLVD	694	10,000	2019	920	746	C	0.857	634	C	0.729
PEACOCK BLVD	ST LUCIE WEST BLVD to UNIVERSITY BLVD	948514	18,000	2019	2,100	831	C	0.435	831	C	0.435
PETERSON RD	BENT CREEK DR to HARTMAN RD	695	1,183	2017	540	94	C	0.348	80	C	0.296
PICOS RD	CAMPBELL RD to KINGS HWY	696	1,333	2017	540	92	C	0.341	86	C	0.319
PORT ST LUCIE BLVD	MARTIN C.L. to BECKER RD	948519	15,200	2019	920	701	C	0.845	701	C	0.845
PORT ST LUCIE BLVD	BECKER RD to PAAR DR	948519	15,200	2019	920	701	C	0.845	701	C	0.845
PORT ST LUCIE BLVD	PAAR DR to TULIP BLVD	948519	15,200	2019	700	701	C	0.845	701	C	0.845
PORT ST LUCIE BLVD	TULIP BLVD to DARWIN BLVD	948519	15,200	2019	920	701	C	0.845	701	C	0.845
PORT ST LUCIE BLVD	DARWIN BLVD to GATLIN BLVD	697	32,000	2019	3,020	1,720	C	0.585	1,731	C	0.589
PORT ST LUCIE BLVD	GATLIN BLVD to DEL RIO BLVD	698	38,000	2019	3,170	2,215	C	0.717	1,957	C	0.633
PORT ST LUCIE BLVD	DEL RIO BLVD to CAMEO BLVD	945074	49,500	2019	3,170	3,310	F	1.044	3,004	C	0.972
PORT ST LUCIE BLVD	CAMEO BLVD to FLORIDA'S TURNPIKE	945074	49,500	2019	3,020	3,310	F	1.096	3,004	D	0.995
PORT ST LUCIE BLVD	FLORIDA'S TURNPIKE to BAYSHORE BLVD	945074	49,500	2019	3,170	3,310	F	1.044	3,004	C	0.972
PORT ST LUCIE BLVD	BAYSHORE BLVD to AIROSO BLVD	945073	47,500	2019	3,020	3,002	D	0.994	2,974	D	0.985
PORT ST LUCIE BLVD	AIROSO BLVD to FLORESTA DR	940780	51,500	2019	3,020	3,170	F	1.050	2,778	C	0.945
PORT ST LUCIE BLVD	FLORESTA DR to VETERANS MEMORIAL PKWY	940778	59,500	2019	3,020	4,264	F	1.412	3,180	F	1.053
PORT ST LUCIE BLVD	VETERANS MEMORIAL PKWY to MORNINGSIDE BLVD	940776	35,500	2019	3,020	2,137	C	0.727	1,895	C	0.645

* 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.

**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
SNEED RD	OKEECHOBEE RD to ORANGE AVE	151	1,079	2019	670	68	B	0.309	83	B	0.377
SOUTHBEND BLVD	BECKER RD to FLORESTA DR	337	16,000	2019	790	931	F	1.108	971	F	1.156
SR A1A NORTH	US 1 to OLD DIXIE HWY	940709	10,600	2019	920	715	C	0.822	716	C	0.823
SR A1A NORTH	OLD DIXIE HWY to N HWY A1A	706	10,500	2020	2,000	558	C	0.641	621	C	0.714
SR A1A NORTH	SHOREWINDS DR to INDIAN RIVER C.L.	940114	8,100	2019	920	435	C	0.500	478	C	0.549
SR A1A SOUTH	NETTLES ISLAND to FPL PLANT	940719	4,400	2019	920	269	C	0.309	241	C	0.277
SR A1A SOUTH	FPL PLANT to BLUE HERON BLVD	940116	3,500	2019	700	418	C	0.633	336	C	0.509
SR A1A SOUTH	BLUE HERON BLVD to SEAWAY DR	945016	8,300	2019	600	448	D	0.747	536	D	0.893
SR A1A SOUTH	OCEAN DR to BINNEY DR	940115	15,900	2019	600	791	F	1.236	827	F	1.292
SR A1A SOUTH	BINNEY DR to S CAUSEWAY PARK	940115	15,900	2019	790	791	E	0.942	827	E	0.985
SR A1A SOUTH	S CAUSEWAY PARK to INDIAN RIVER DR	940711	11,900	2019	1,550	655	C	0.949	592	C	0.858
SR A1A SOUTH	INDIAN RIVER DR to US 1	940711	11,900	2019	1,710	655	C	0.851	592	C	0.769
ST JAMES DR	AIROSO BLVD to ST JAMES BLVD	172	16,500	2020	2,100	1,129	C	0.562	1,088	C	0.541
ST JAMES DR	ST JAMES BLVD to PEACHTREE BLVD	239	19,000	2020	2,100	1,345	C	0.669	1,301	C	0.647
ST JAMES DR	PEACHTREE BLVD to TELFORD AVE	172	16,500	2020	1,800	1,129	C	0.656	1,088	C	0.633
ST JAMES DR	TELFORD AVE to MIDWAY RD	345	19,500	2020	2,100	1,188	C	0.591	1,173	C	0.584
ST JAMES BLVD	SELVITZ RD to ST JAMES DR	707	4,750	2017	790	279	C	0.715	275	C	0.705
ST LUCIE BLVD	KINGS HWY to KEEN RD	156	5,710	2019	880	310	C	0.373	407	C	0.490
ST LUCIE BLVD	KEEN RD to 25TH ST	156	5,710	2019	880	310	C	0.373	407	C	0.490
ST LUCIE BLVD	25TH ST to SENECA AVE	940270	5,600	2019	750	287	C	0.776	291	C	0.786
ST LUCIE BLVD	SENECA AVE to US 1	940270	5,600	2019	790	287	C	0.736	291	C	0.746
ST LUCIE WEST BLVD	COMMERCE CENTER DR to W OF I-95	152	13,500	2019	700	662	D	0.946	683	D	0.976
ST LUCIE WEST BLVD	I-95 to CALIFORNIA BLVD	318	36,000	2019	2,100	1,722	C	0.857	1,670	C	0.831
ST LUCIE WEST BLVD	CALIFORNIA BLVD to COUNTRY CLUB DR	318	36,000	2019	2,100	1,722	C	0.857	1,670	C	0.831
ST LUCIE WEST BLVD	COUNTRY CLUB DR to CASHMERE BLVD	318	36,000	2019	2,100	1,722	C	0.857	1,670	C	0.831

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FLORIDA DEPARTMENT OF TRANSPORTATION
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 2019 HISTORICAL AADT REPORT

COUNTY: 94 - ST. LUCIE

SITE: 0047 - AVE C- WEST OFN 2ND ST

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	2000 F	E 1400	W 600	9.00	52.50	7.80
2018	2000 C	E 1400	W 600	9.00	52.40	5.80
2017	700 V	0	0	9.00	52.00	10.00
2016	700 R	0	0	9.00	52.30	6.20
2015	700 T	0	0	9.00	52.70	41.80
2014	700 S	0	0	9.00	52.50	49.50
2013	700 F	0	0	9.00	55.90	11.90
2012	700 C	E 0	W 0	9.00	55.80	7.10

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
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 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
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FLORIDA DEPARTMENT OF TRANSPORTATION
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COUNTY: 94 - ST. LUCIE

SITE: 0003 - CR 707/INDIAN RIVER DR - N OF ORANGE AVE (COUNTY 3)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	5600	C N 3200	S 2400	9.00	52.50	10.80
2018	7400	C N 3700	S 3700	9.00	52.40	7.40
2017	7200	C N 3500	S 3700	9.00	52.00	7.40
2016	6300	C N 3000	S 3300	9.00	52.30	7.40
2015	7300	C N 3500	S 3800	9.00	52.70	21.00
2014	6700	C N 3600	S 3100	9.00	52.50	21.00
2013	5300	C N 2600	S 2700	9.00	55.90	21.00
2012	5100	C N 2600	S 2500	9.00	55.80	8.70
2011	5400	C N 2600	S 2800	9.00	56.20	8.70
2010	5300	C N 2800	S 2500	11.16	56.34	8.70
2009	5800	C N 2900	S 2900	11.51	56.49	7.70
2008	5100	C N 2500	S 2600	11.31	55.19	7.70
2007	5300	C N 2700	S 2600	11.33	56.77	15.70
2006	5000	C N 2600	S 2400	11.16	57.49	5.90
2005	6500	C N 3200	S 3300	11.60	56.20	3.70
2004	8000	C N 4000	S 4000	11.10	57.00	3.70

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FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
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COUNTY: 94 - ST. LUCIE

SITE: 0004 - INDIAN RIVER DR - 707 S OF A1A/BRIDGE (COUNTY 4)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	7400 C	N 4200	S 3200	9.00	52.50	4.10
2018	7000 C	N 3900	S 3100	9.00	52.40	4.10
2017	7000 C	N 3900	S 3100	9.00	52.00	4.10
2016	7000 C	N 3900	S 3100	9.00	52.30	4.10
2015	6400 C	N 3600	S 2800	9.00	52.70	13.30
2014	5300 C	N 3000	S 2300	9.00	52.50	1.20
2013	6200 C	N 3400	S 2800	9.00	55.90	1.20
2012	5800 C	N 3200	S 2600	9.00	55.80	1.20
2011	6600 C	N 3700	S 2900	9.00	56.20	4.30
2010	6000 C	N 3500	S 2500	11.16	56.34	4.30
2009	7100 C	N 3800	S 3300	11.51	56.49	4.30
2008	5200 C	N 2800	S 2400	11.31	55.19	5.50
2007	7100 C	N 3300	S 3800	11.33	56.77	9.10
2006	3600 C	N 1900	S 1700	11.16	57.49	2.70
2005	6200 C	N 3000	S 3200	11.60	56.20	2.70
2004	7500 C	N 3900	S 3600	11.10	57.00	2.70

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FLORIDA DEPARTMENT OF TRANSPORTATION
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COUNTY: 94 - ST. LUCIE

SITE: 0711 - SR ALA/S - E OF SR 5/US 1 (COUNTY 711)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR			
2019	11900	C	E	6000	W	5900	9.00	52.50	9.00
2018	13900	C	E	6500	W	7400	9.00	52.40	6.30
2017	11800	C	E	5700	W	6100	9.00	52.00	6.30
2016	13900	C	E	6600	W	7300	9.00	52.30	6.30
2015	15500	C	E	8700	W	6800	9.00	52.70	17.10
2014	12200	C	E	6100	W	6100	9.00	52.50	17.10
2013	9800	C	E	4500	W	5300	9.00	55.90	17.10
2012	6600	C	E	3200	W	3400	9.00	55.80	11.80
2011	10300	C	E	5000	W	5300	9.00	56.20	11.80
2010	11700	C	E	5600	W	6100	11.16	56.34	11.80
2009	11600	C	E	5600	W	6000	11.51	56.49	9.00
2008	14600	C	E	7300	W	7300	11.31	55.19	9.00
2007	12700	C	E	6300	W	6400	11.33	56.77	8.60
2006	12300	C	E	6100	W	6200	11.16	57.49	3.40
2005	12800	C	E	6200	W	6600	11.60	56.20	4.60
2004	12500	C	E	6000	W	6500	11.10	57.00	4.60

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FLORIDA DEPARTMENT OF TRANSPORTATION
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 2019 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

SITE: 5154 - AVE D - W. OF SR 5/US 1 (COUNTY 160)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	2500 C	E 1200	W 1300	9.00	51.00	7.80
2018	2500 V	E 1100	W 1400	9.00	51.30	5.80
2017	2500 R	E 1100	W 1400	9.00	50.90	10.00
2016	2500 T	E 1100	W 1400	9.00	50.90	6.20
2015	2500 S	E 1100	W 1400	9.00	51.00	41.80
2014	2500 F	E 1100	W 1400	9.00	50.80	49.50
2013	2500 C	E 1100	W 1400	9.00	50.80	11.90
2012	2700 S	E 1300	W 1400	9.00	56.80	7.10
2011	2700 F	E 1300	W 1400	9.00	57.20	7.60
2010	2700 C	E 1300	W 1400	10.32	55.40	4.40
2009	3400 F	E 1600	W 1800	10.27	57.35	4.40
2008	3400 C	E 1600	W 1800	10.45	58.06	4.40

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
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FLORIDA DEPARTMENT OF TRANSPORTATION
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 2019 HISTORICAL AADT REPORT

COUNTY: 94 - ST. LUCIE

SITE: 5034 - AVE 'A' - W OF US 1 /ONE-WAY W BOUND (COUNTY 5034)

YEAR	AADT	DIRECTION 1	DIRECTION 2	* K FACTOR	D FACTOR	T FACTOR	
2019	1000 C	W	1000	0	9.00	99.90	7.50
2018	1400 C	W	1400	0	9.00	99.90	7.50
2017	1400 C	W	1400	0	9.00	99.90	7.50
2016	1300 C	W	1300	0	9.00	99.90	17.70
2015	1300 C	W	1300	0	9.00	99.90	17.70
2014	1500 C	W	1500	0	9.00	99.90	17.70
2013	1100 C	W	1100	0	9.00	99.90	2.20
2012	1500 C	W	1500	0	9.00	99.90	2.20
2011	1500 C	W	1500	0	9.00	99.90	11.30
2010	1700 F	0	0	0	10.32	99.99	11.30
2009	1700 C	W	1700	0	10.27	99.99	11.30
2007	1800 C	W	1800	0	10.31	99.99	4.50
2006	1800 C	W	1800	0	10.73	99.99	4.50
2005	1800 C	W	1800	0	10.80	99.90	6.20
2004	2200 C	W	2200	0	10.30	99.90	4.50

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COUNTY: 94 - ST. LUCIE

SITE: 5134 - SR 68/ORANGE AVE - W OF SR 5/US 1 (COUNTY 5134)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	6700 C	E 3500	W 3200	9.00	51.00	4.70
2018	8200 C	E 4000	W 4200	9.00	51.30	4.70
2017	7300 C	E 4000	W 3300	9.00	50.90	4.70
2016	7200 C	E 4000	W 3200	9.00	50.90	16.10
2015	5800 C	E 3100	W 2700	9.00	51.00	16.10
2014	6500 C	E 3400	W 3100	9.00	50.80	5.10
2013	6700 C	E 3500	W 3200	9.00	50.80	2.40
2012	6000 C	E 3200	W 2800	9.00	56.80	2.40
2011	6800 C	E 3700	W 3100	9.00	57.20	7.00
2010	7000 C	E 4000	W 3000	10.32	55.40	7.00
2009	5100 C	E 2600	W 2500	10.27	57.35	7.00
2007	6700 C	E 3900	W 2800	10.31	58.74	5.30
2006	7300 C	E 4000	W 3300	10.73	65.89	5.30
2005	6900 C	E 3400	W 3500	10.80	60.70	9.90
2004	6800 C	E 3500	W 3300	10.30	99.90	9.90

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FLORIDA DEPARTMENT OF TRANSPORTATION
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 2019 HISTORICAL AADT REPORT

COUNTY: 94 - ST. LUCIE

SITE: 5133 - SR 68/ORANGE AVE - E OF US 1 (COUNTY 5133)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	3600 C	E 2000	W 1600	9.00	52.50	7.40
2018	5500 C	E 2900	W 2600	9.00	52.40	4.90
2017	4500 C	E 2500	W 2000	9.00	52.00	4.90
2016	4100 C	E 2200	W 1900	9.00	52.30	4.90
2015	3700 C	E 2000	W 1700	9.00	52.70	10.10
2014	3700 C	E 2100	W 1600	9.00	52.50	10.00
2013	3500 C	E 2000	W 1500	9.00	55.90	9.20
2012	3700 C	E 2000	W 1700	9.00	55.80	4.80
2011	2800 C	E 1400	W 1400	9.00	56.20	4.80
2010	3300 C	E 1900	W 1400	11.16	56.34	4.90
2009	3300 C	E 1700	W 1600	11.51	56.49	19.20
2008	3200 C	E 1900	W 1300	11.31	55.19	19.20
2007	3300 C	E 1800	W 1500	11.33	56.77	9.10
2006	3200 C	E 1700	W 1500	11.16	57.49	6.50
2005	4500 C	E 2300	W 2200	11.60	56.20	4.70
2004	3800 C	E 2000	W 1800	11.10	57.00	4.70

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FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2019 HISTORICAL AADT REPORT

COUNTY: 94 - ST. LUCIE

SITE: 5033 - SR 68/AVE 'A' - E OF US 1 (COUNTY 5033)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	2300 C	E 1100	W 1200	9.00	52.50	5.30
2018	2500 C	E 1300	W 1200	9.00	52.40	3.60
2017	2800 C	E 1300	W 1500	9.00	52.00	7.70
2016	2800 C	E 1300	W 1500	9.00	52.30	7.70
2015	2800 C	E 1600	W 1200	9.00	52.70	9.90
2014	2600 C	E 1200	W 1400	9.00	52.50	9.90
2013	1950 C	E 950	W 1000	9.00	55.90	9.90
2012	1950 C	E 950	W 1000	9.00	55.80	5.50
2011	2400 C	E 1200	W 1200	9.00	56.20	5.50
2010	1850 C	E 900	W 950	11.16	56.34	5.50
2009	2400 C	E 1200	W 1200	11.51	56.49	19.50
2008	2100 C	E 1000	W 1100	11.31	55.19	19.50
2007	2200 C	E 1000	W 1200	11.33	56.77	10.20
2006	2900 C	E 1400	W 1500	11.16	57.49	5.20
2005	2500 C	E 1200	W 1300	11.60	56.20	4.20
2004	3300 C	E 1600	W 1700	11.10	57.00	4.20

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2019 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 9400 EAST-A1A TO US1

WEEK	DATES	SF	MOCF: 0.88	PSCF
1	01/01/2019 - 01/05/2019	1.02		1.16
2	01/06/2019 - 01/12/2019	0.98		1.11
3	01/13/2019 - 01/19/2019	0.93		1.06
* 4	01/20/2019 - 01/26/2019	0.91		1.03
* 5	01/27/2019 - 02/02/2019	0.89		1.01
* 6	02/03/2019 - 02/09/2019	0.87		0.99
* 7	02/10/2019 - 02/16/2019	0.85		0.97
* 8	02/17/2019 - 02/23/2019	0.85		0.97
* 9	02/24/2019 - 03/02/2019	0.85		0.97
*10	03/03/2019 - 03/09/2019	0.85		0.97
*11	03/10/2019 - 03/16/2019	0.85		0.97
*12	03/17/2019 - 03/23/2019	0.87		0.99
*13	03/24/2019 - 03/30/2019	0.88		1.00
*14	03/31/2019 - 04/06/2019	0.89		1.01
*15	04/07/2019 - 04/13/2019	0.90		1.02
*16	04/14/2019 - 04/20/2019	0.92		1.05
17	04/21/2019 - 04/27/2019	0.94		1.07
18	04/28/2019 - 05/04/2019	0.96		1.09
19	05/05/2019 - 05/11/2019	0.99		1.13
20	05/12/2019 - 05/18/2019	1.01		1.15
21	05/19/2019 - 05/25/2019	1.03		1.17
22	05/26/2019 - 06/01/2019	1.04		1.18
23	06/02/2019 - 06/08/2019	1.06		1.20
24	06/09/2019 - 06/15/2019	1.08		1.23
25	06/16/2019 - 06/22/2019	1.08		1.23
26	06/23/2019 - 06/29/2019	1.08		1.23
27	06/30/2019 - 07/06/2019	1.08		1.23
28	07/07/2019 - 07/13/2019	1.08		1.23
29	07/14/2019 - 07/20/2019	1.08		1.23
30	07/21/2019 - 07/27/2019	1.09		1.24
31	07/28/2019 - 08/03/2019	1.11		1.26
32	08/04/2019 - 08/10/2019	1.12		1.27
33	08/11/2019 - 08/17/2019	1.14		1.30
34	08/18/2019 - 08/24/2019	1.15		1.31
35	08/25/2019 - 08/31/2019	1.17		1.33
36	09/01/2019 - 09/07/2019	1.19		1.35
37	09/08/2019 - 09/14/2019	1.20		1.36
38	09/15/2019 - 09/21/2019	1.22		1.39
39	09/22/2019 - 09/28/2019	1.18		1.34
40	09/29/2019 - 10/05/2019	1.15		1.31
41	10/06/2019 - 10/12/2019	1.11		1.26
42	10/13/2019 - 10/19/2019	1.08		1.23
43	10/20/2019 - 10/26/2019	1.07		1.22
44	10/27/2019 - 11/02/2019	1.05		1.19
45	11/03/2019 - 11/09/2019	1.04		1.18
46	11/10/2019 - 11/16/2019	1.03		1.17
47	11/17/2019 - 11/23/2019	1.03		1.17
48	11/24/2019 - 11/30/2019	1.03		1.17
49	12/01/2019 - 12/07/2019	1.02		1.16
50	12/08/2019 - 12/14/2019	1.02		1.16
51	12/15/2019 - 12/21/2019	1.02		1.16
52	12/22/2019 - 12/28/2019	0.98		1.11
53	12/29/2019 - 12/31/2019	0.93		1.06

* PEAK SEASON

14-FEB-2020 15:39:28

830UPD

4_9400_PKSEASON.TXT

APPENDIX C

INTERSECTION ANALYSIS/DRIVEWAY DATA

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: 2nd Street
 FILENAME: KingsLanding
 COUNT DATE: 3/13/2021
 REPORT DATE: 3/13/2021

EW STREET: A.E. Backus Ave
 CITY: Ft Pierce
 INTERSECT: 2nd Street x A.E. Backus Ave

CONTROL: TWSC

DAY: Wednesday
 ANALYSIS YEAR: 2023

15 Min Period	Northbound			Southbound			Eastbound			Westbound			ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
7:00-7:15	2	2	0	0	3	2	1	7	5	0	4	0	26
7:15-7:30	0	1	0	0	3	0	1	6	4	0	1	0	16
7:30-7:45	2	2	1	0	7	6	4	10	17	0	2	0	51
7:45-8:00	0	5	2	0	10	2	2	4	10	0	0	1	36
8:00-8:15	0	4	0	0	4	3	2	5	3	0	0	1	22
8:15-8:30	0	5	0	0	5	0	0	2	2	2	0	0	16
8:30-8:45	1	3	1	1	7	1	1	4	3	0	2	0	24
8:45-9:00	0	0	1	0	11	1	0	1	6	1	0	0	21

AM PEAK HOUR IS FROM: 7:00AM TO 8:00AM

Volumes 4 10 3 0 23 10 8 27 36 0 7 1 129

Season Factor 4 10 3 0 23 10 8 27 36 0 7 1 129

Growth 4 10 3 0 24 10 8 28 37 0 7 1 134

In/Out out out in in in in in in out out

Percentage 10% 15% 0% 0% 15% 0% 0% 10% 10% 0% 0% 0% 77

PROJECT 13 19 0 0 27 0 0 0 18 0 0 0 77

Seasonal Factor: 1
 Trips In: 180
 Trips Out: 126
 Growth Rate: 1.019
 Years Growth: 2

61 ↑ 38 ↑

10 ↓ 51 ↓ 0 ↓ 0 ↓

← 34 → 8 → 28 → 55 →

AM

↑ 1 ↓ 7 ↓ 0 ↓

← 8 → 31 →

106 ↓ 49 ↓

15 Min Period	Northbound			Southbound			Eastbound			Westbound			ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
4:00-4:15	2	4	3	0	14	2	1	7	5	2	4	0	44
4:15-4:30	2	7	5	0	7	8	3	12	9	0	1	0	54
4:30-4:45	3	5	1	1	6	3	6	6	6	0	1	0	38
4:45-5:00	2	6	2	1	8	0	6	5	5	0	0	0	35
5:00-5:15	0	8	5	3	9	2	2	5	6	0	1	0	41
5:15-5:30	1	5	2	2	16	2	3	11	6	1	4	0	53
5:30-5:45	0	9	2	2	4	3	0	1	3	2	0	0	26
5:45-6:00	0	3	0	0	4	4	1	3	2	0	0	0	20

PM PEAK HOUR IS FROM: 4:00PM TO 5:00PM

Volumes 9 22 11 2 35 13 16 30 25 2 6 0 171

Season Factor 9 22 11 2 35 13 16 30 25 2 6 0 171

Growth 9 23 11 2 36 13 17 31 26 2 6 0 177

In/Out out out in in in in in in out out

Percentage 10% 15% 0% 0% 15% 0% 0% 10% 10% 0% 0% 0% 82

PROJECT 14 20 0 0 29 0 0 0 19 0 0 0 82

Seasonal Factor: 1
 Growth Rate: 1.019
 Trips In: 169
 Trips Out: 136
 Years Growth: 2

80 ↓ 60 ↑

13 ↓ 65 ↓ 2 ↓ 0 ↓

← 42 → 17 → 31 → 45 →

PM

↑ 0 ↓ 6 ↓ 2 ↓

← 8 → 44 →

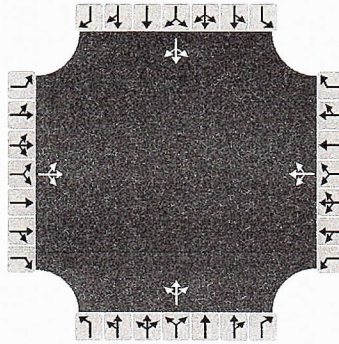
112 ↓ 77 ↑

23 ↓ 43 ↓ 11 ↓

HCS7 All-Way Stop Control Report

General Information		Site Information	
Analyst	Gatah Louis	Intersection	AE Backus & 2nd Street
Agency/Co.	O'Rourke Engineering	Jurisdiction	St. Lucie County
Date Performed	3/17/2021	East/West Street	AE Backus
Analysis Year	2023	North/South Street	2nd Street
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.92
Time Analyzed	AM		
Project Description	Kings Landing		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement												
Volume	8	28	55	0	7	1	17	29	3	0	51	10
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	99			9			53			66		
Percent Heavy Vehicles	2			2			2			2		

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.088			0.008			0.047			0.059		
Final Departure Headway, hd (s)	3.86			4.21			4.25			4.11		
Final Degree of Utilization, x	0.106			0.010			0.063			0.076		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, ts (s)	1.86			2.21			2.25			2.11		

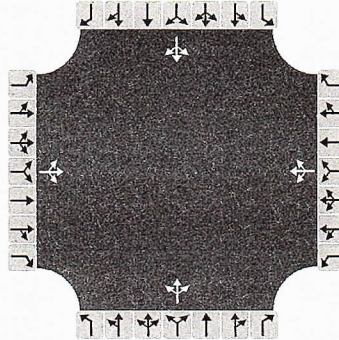
Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	99			9			53			66		
Capacity	933			854			846			876		
95% Queue Length, Q ₉₅ (veh)	0.4			0.0			0.2			0.2		
Control Delay (s/veh)	7.3			7.3			7.5			7.4		
Level of Service, LOS	A			A			A			A		
Approach Delay (s/veh)	7.3			7.3			7.5			7.4		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh LOS	7.4						A					

HCS7 All-Way Stop Control Report

General Information		Site Information	
Analyst	Gatah Louis	Intersection	AE Backus & 2nd Street
Agency/Co.	O'Rourke Engineering	Jurisdiction	St. Lucie County
Date Performed	3/17/2021	East/West Street	AE Backus
Analysis Year	2023	North/South Street	2nd Street
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.92
Time Analyzed	PM		
Project Description	Kings Landing		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement												
Volume	17	31	45	2	6	0	23	43	11	2	65	13
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	101			9			84			87		
Percent Heavy Vehicles	2			2			2			2		

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.090			0.008			0.074			0.077		
Final Departure Headway, hd (s)	4.06			4.46			4.23			4.16		
Final Degree of Utilization, x	0.114			0.011			0.098			0.101		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, ts (s)	2.06			2.46			2.23			2.16		

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	101			9			84			87		
Capacity	886			807			851			865		
95% Queue Length, Q ₉₅ (veh)	0.4			0.0			0.3			0.3		
Control Delay (s/veh)	7.6			7.5			7.7			7.6		
Level of Service, LOS	A			A			A			A		
Approach Delay (s/veh)	7.6			7.5			7.7			7.6		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh LOS	7.6						A					

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Indian River Drive
 FILENAME: Kings Landing
 COUNT DATE: 3/7/2021
 REPORT DATE: 3/7/2021
 CONTROL: TWSC
 E/W STREET: Avenue B
 CITY: Ft Pierce
 INTERSECT: Avenue B x Indian River Drive
 DAY: Tuesday
 ANALYSIS YEAR: 2023

15 Min Period	Northbound			Southbound			Eastbound			Westbound			ONE HOUR SUM	
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR		TOTAL
7:00-7:15	0	14	0	0	22	0	0	0	0	0	0	0	36	352
7:15-7:30	0	45	0	0	48	0	0	0	0	0	0	0	93	395
7:30-7:45	0	44	0	0	59	0	0	1	0	0	0	0	104	397
7:45-8:00	0	54	0	0	64	1	0	0	0	0	0	0	119	379
8:00-8:15	0	42	0	0	36	1	0	0	0	0	0	0	79	341
8:15-8:30	0	40	0	0	55	0	0	0	0	0	0	0	95	
8:30-8:45	0	40	0	0	46	0	0	0	0	0	0	0	86	
8:45-9:00	0	34	0	0	47	0	0	0	0	0	0	0	81	

AM PEAK HOUR IS FROM: 7:30 AM TO 8:30 AM
 Volumes: 0 180 0 0 214 2 0 0 0 1 0 0 0 0 397
 Season Factor: 0 180 0 0 214 2 0 0 0 1 0 0 0 0 412
 Growth: 0 187 0 0 222 2 0 0 0 1 out 0 0 0 0
 In/Out: In In - - out - - - - -
 Percentage: 15% 10% 0% 0% 25% 0% 0% 0% 0% 0% 0% 0% 0% 0%
 PROJECT: 27 18 0 0 32 0 0 0 0 0 0 0 0 0 77



15 Min Period	Northbound			Southbound			Eastbound			Westbound			ONE HOUR SUM	
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR		TOTAL
4:00-4:15	1	81	0	0	78	1	0	0	5	0	0	0	166	624
4:15-4:30	0	88	0	0	71	0	0	0	1	0	0	0	160	611
4:30-4:45	0	80	0	0	67	0	0	0	2	0	0	0	149	589
4:45-5:00	0	80	0	0	68	0	0	0	1	0	0	0	149	557
5:00-5:15	0	79	0	0	70	1	0	0	3	0	0	0	153	488
5:15-5:30	0	59	0	0	77	0	0	0	2	0	0	0	138	
5:30-5:45	0	57	0	0	59	0	0	0	1	0	0	0	117	
5:45-6:00	0	35	0	0	43	1	0	0	1	0	0	0	80	

PM PEAK HOUR IS FROM: 4:00 PM TO 5:00 PM
 Volumes: 1 329 0 0 284 1 0 0 0 9 0 0 0 0 624
 Season Factor: 1 329 0 0 284 1 0 0 0 9 0 0 0 0 648
 Growth: 1 341 0 0 295 1 0 0 0 9 out 0 0 0 0
 In/Out: In In - - out In - - - -
 Percentage: 15% 10% 0% 0% 25% 0% 0% 0% 0% 0% 0% 0% 0% 0%
 PROJECT: 29 19 0 0 34 0 0 0 0 0 0 0 0 0 82



HCS7 Two-Way Stop-Control Report

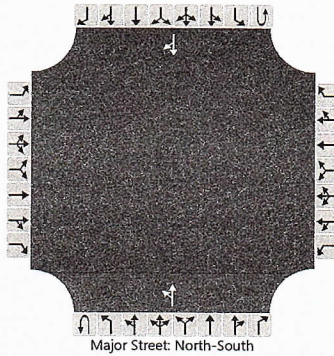
General Information

Analyst	Gatah Louis
Agency/Co.	O'Rourke Engineering
Date Performed	3/11/2021
Analysis Year	2023
Time Analyzed	AM
Intersection Orientation	North-South
Project Description	Project Buildout

Site Information

Intersection	Indian River Dr x Ave B
Jurisdiction	St. Lucie County
East/West Street	Avenue B
North/South Street	Indian River Drive
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration										LT						TR
Volume (veh/h)										27	205				254	2
Percent Heavy Vehicles (%)										3						
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																	4.1
Critical Headway (sec)																	4.13
Base Follow-Up Headway (sec)																	2.2
Follow-Up Headway (sec)																	2.23

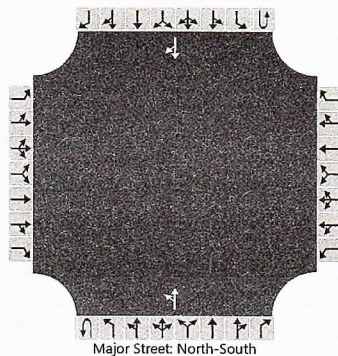
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																	29
Capacity, c (veh/h)																	1279
v/c Ratio																	0.02
95% Queue Length, Q ₉₅ (veh)																	0.1
Control Delay (s/veh)																	7.9
Level of Service (LOS)																	A
Approach Delay (s/veh)	1.1																
Approach LOS																	

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Gatah Louis	Intersection	Indian River Dr x Ave B
Agency/Co.	O'Rourke Engineering	Jurisdiction	St. Lucie County
Date Performed	3/11/2021	East/West Street	Avenue B
Analysis Year	2023	North/South Street	Indian River Drive
Time Analyzed	PM	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Project Buildout		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0		0	1	0		0	1	0
Configuration										LT						TR
Volume (veh/h)										30	361				329	1
Percent Heavy Vehicles (%)										3						
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																	
Critical Headway (sec)																	
Base Follow-Up Headway (sec)																	
Follow-Up Headway (sec)																	

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																	
Capacity, c (veh/h)																	
v/c Ratio																	
95% Queue Length, Q ₉₅ (veh)																	
Control Delay (s/veh)																	
Level of Service (LOS)																	
Approach Delay (s/veh)																	
Approach LOS																	

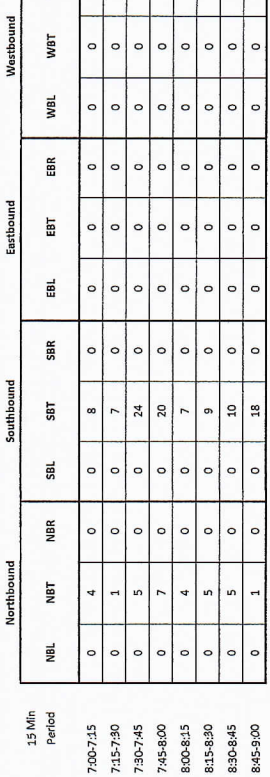
TURNING MOVEMENT VOLUME COUNTS

N/S STREET: 2nd Street **E/W STREET, Driveway 1** **CONTROL:** TNVC
FILENAME: Kings Landing **CITY:** Ft Pierce **INTERSECTION:**
COUNT DATE: 3/2/2021 **DAY:** Wednesday **ANALYSIS YEAR:** 2023
REPORT DATE: 3/3/2021 **ANALYSIS YEAR:** 2023

15 Min Period	Northbound			Southbound			Eastbound			Westbound			ONE HOUR SUM	
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR		TOTAL
7:00-7:15	0	4	0	0	8	0	0	0	0	0	0	0	12	76
7:15-7:30	0	1	0	0	7	0	0	0	0	0	0	0	8	75
7:30-7:45	0	5	0	0	24	0	0	0	0	0	0	0	29	81
7:45-8:00	0	7	0	0	20	0	0	0	0	0	0	0	27	67
8:00-8:15	0	4	0	0	7	0	0	0	0	0	0	0	11	59
8:15-8:30	0	5	0	0	9	0	0	0	0	0	0	0	14	
8:30-8:45	0	5	0	0	10	0	0	0	0	0	0	0	15	
8:45-9:00	0	1	0	0	18	0	0	0	0	0	0	0	19	

AM PEAK HOUR IS FROM: 7:30 AM TO 8:30 AM
 Volumes: 0 21 0 0 60 0 0 0 0 0 0 0 0 0 81
 Season Factor: 0 21 0 0 60 0 0 0 0 0 0 0 0 0 81
 Growth: 0 22 0 0 62 0 0 0 0 0 0 0 0 0 84
 In/Out: - IN IN IN IN OUT - - - - - OUT - - - - - OUT
 Percentage: 0% 15% 20% 10% 10% 0% 0% 0% 0% 20% 0% 0% 5%
PROJECT 0 37 50 25 19 0 0 0 0 39 0 0 10 180

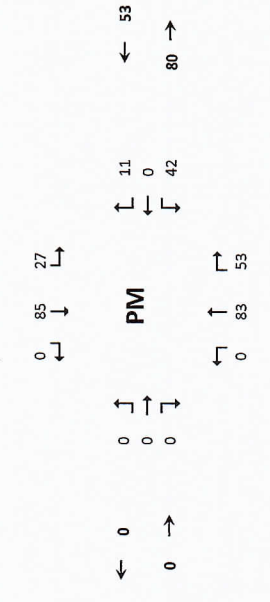
Seasonal Factor: 1
 Trips In: 249
 Trips Out: 194
 Growth Rate: 1.019
 Years Growth: 2



15 Min Period	Northbound			Southbound			Eastbound			Westbound			ONE HOUR SUM	
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR		TOTAL
4:00-4:15	0	9	0	0	21	0	0	0	0	0	0	0	30	104
4:15-4:30	0	14	0	0	16	0	0	0	0	0	0	0	30	102
4:30-4:45	0	9	0	0	12	0	0	0	0	0	0	0	21	103
4:45-5:00	0	10	0	0	13	0	0	0	0	0	0	0	23	102
5:00-5:15	0	13	0	0	15	0	0	0	0	0	0	0	28	89
5:15-5:30	0	8	0	0	23	0	0	0	0	0	0	0	31	
5:30-5:45	0	11	0	0	9	0	0	0	0	0	0	0	20	
5:45-6:00	0	3	0	0	7	0	0	0	0	0	0	0	10	

PM PEAK HOUR IS FROM: 4:00 PM TO 5:00 PM
 Volumes: 0 42 0 0 62 0 0 0 0 0 0 0 0 0 104
 Season Factor: 0 42 0 0 62 0 0 0 0 0 0 0 0 0 104
 Growth: 0 44 0 0 64 0 0 0 0 0 0 0 0 0 108
 In/Out: - IN IN IN IN OUT - - - - - OUT - - - - - OUT
 Percentage: 0% 15% 20% 10% 10% 0% 0% 0% 0% 20% 0% 0% 5%
PROJECT 0 40 53 27 21 0 0 0 0 42 0 0 11 194

Seasonal Factor: 1
 Growth Rate: 1.019
 Trips In: 266
 Trips Out: 209
 Years Growth: 2



HCS7 Two-Way Stop-Control Report

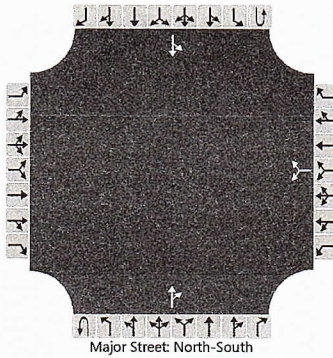
General Information

Analyst	Gatah Louis
Agency/Co.	O'Rourke Engineering
Date Performed	3/17/2021
Analysis Year	2023
Time Analyzed	AM
Intersection Orientation	North-South
Project Description	Driveway Count

Site Information

Intersection	2nd Street & Driveway 1
Jurisdiction	St Lucie County
East/West Street	Driveway 1
North/South Street	2nd Street
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0		0	1	0		0	1	0
Configuration							LR					TR			LT	
Volume (veh/h)						39		10			59	50			25	82
Percent Heavy Vehicles (%)						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		6.2							4.1	
Critical Headway (sec)						6.43		6.23							4.13	
Base Follow-Up Headway (sec)						3.5		3.3							2.2	
Follow-Up Headway (sec)						3.53		3.33							2.23	

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						53									27	
Capacity, c (veh/h)						774									1463	
v/c Ratio						0.07									0.02	
95% Queue Length, Q ₉₅ (veh)						0.2									0.1	
Control Delay (s/veh)						10.0									7.5	
Level of Service (LOS)						A									A	
Approach Delay (s/veh)							10.0									1.9
Approach LOS							A									

HCS7 Two-Way Stop-Control Report

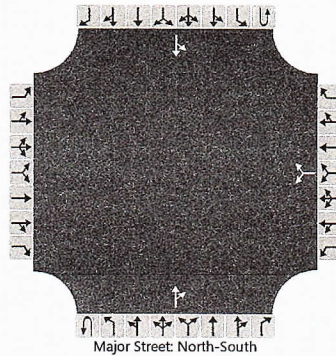
General Information

Analyst	Gatah Louis
Agency/Co.	O'Rourke Engineering
Date Performed	3/17/2021
Analysis Year	2023
Time Analyzed	PM
Intersection Orientation	North-South
Project Description	Driveway Count

Site Information

Intersection	2nd Street & Driveway 1
Jurisdiction	St Lucie County
East/West Street	Driveway 1
North/South Street	2nd Street
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0		0	1	0		0	1	0
Configuration							LR					TR			LT	
Volume (veh/h)						42		11			83	53			27	85
Percent Heavy Vehicles (%)						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		6.2							4.1	
Critical Headway (sec)						6.43		6.23							4.13	
Base Follow-Up Headway (sec)						3.5		3.3							2.2	
Follow-Up Headway (sec)						3.53		3.33							2.23	

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							58								29	
Capacity, c (veh/h)							740								1428	
v/c Ratio							0.08								0.02	
95% Queue Length, Q ₉₅ (veh)							0.3								0.1	
Control Delay (s/veh)							10.3								7.6	
Level of Service (LOS)							B								A	
Approach Delay (s/veh)							10.3								2.0	
Approach LOS							B									

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: 2nd Street
 FILENAME: Kings Landing
 COUNT DATE: 3/3/2021
 REPORT DATE: 3/3/2021

EW STREET: Driveway 2
 CITY: Ft Pierce
 INTERSECTION:
 DAY: Wednesday
 ANALYSIS YEAR: 2023

CONTROL: TWSC

15 Min Period	Northbound			Southbound			Eastbound			Westbound			TOTAL	ONE HOUR SUM	
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR			
7:00-7:15	0	4	0	0	0	8	0	0	0	0	0	0	0	12	76
7:15-7:30	0	1	0	0	0	7	0	0	0	0	0	0	0	8	75
7:30-7:45	0	5	0	0	0	24	0	0	0	0	0	0	0	29	81
7:45-8:00	0	7	0	0	0	20	0	0	0	0	0	0	0	27	67
8:00-8:15	0	4	0	0	0	7	0	0	0	0	0	0	0	11	59
8:15-8:30	0	5	0	0	0	9	0	0	0	0	0	0	0	14	
8:30-8:45	0	5	0	0	0	10	0	0	0	0	0	0	0	15	
8:45-9:00	0	1	0	0	0	18	0	0	0	0	0	0	0	19	

AM PEAK HOUR IS FROM: 7:30 AM TO 8:00 AM

Volumes	0	21	0	0	0	60	0	0	0	0	0	0	0	0	81
Season Factor	0	21	0	0	0	60	0	0	0	0	0	0	0	0	81
Growth	0	22	0	0	0	62	0	0	0	0	0	0	0	0	84
In/Out	-	OUT	IN	IN	IN	IN	-	-	OUT	-	OUT	-	OUT	0%	15%
Percentage	0%	5%	15%	15%	10%	0%	0%	0%	10%	0%	15%	0%	15%	0%	15%
PROJECT	0	10	37	37	25	0	0	0	19	0	29	0	29	158	

Seasonal Factor: 1
 Trips In: 249
 Trips Out: 194
 Growth Rate: 1.019
 Years Grown: 2

C-10

Total	0	31	37	37	87	0	0	0	0	0	19	0	29	240
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15 Min Period	Northbound			Southbound			Eastbound			Westbound			TOTAL	ONE HOUR SUM	
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR			
4:00-4:15	0	9	0	0	0	21	0	0	0	0	0	0	0	30	104
4:15-4:30	0	14	0	0	0	16	0	0	0	0	0	0	0	30	102
4:30-4:45	0	9	0	0	0	12	0	0	0	0	0	0	0	21	103
4:45-5:00	0	10	0	0	0	13	0	0	0	0	0	0	0	23	102
5:00-5:15	0	13	0	0	0	15	0	0	0	0	0	0	0	28	89
5:15-5:30	0	8	0	0	0	23	0	0	0	0	0	0	0	31	
5:30-5:45	0	11	0	0	0	9	0	0	0	0	0	0	0	20	
5:45-6:00	0	3	0	0	0	7	0	0	0	0	0	0	0	10	

PM PEAK HOUR IS FROM: 4:00 PM TO 5:00 PM

Volumes	0	42	0	0	0	62	0	0	0	0	0	0	0	104	
Season Factor	0	42	0	0	0	62	0	0	0	0	0	0	0	104	
Growth	0	44	0	0	0	64	0	0	0	0	0	0	0	108	
In/Out	-	OUT	IN	IN	IN	IN	-	-	OUT	-	OUT	-	OUT	0%	15%
Percentage	0%	5%	15%	15%	10%	0%	0%	0%	10%	0%	15%	0%	15%	0%	15%
Project	0	11	40	40	27	0	0	0	21	0	31	0	31	170	

Seasonal Factor: 1
 Growth Rate: 1.019
 Trips In: 266
 Trips Out: 209
 Years Grown: 2

Total	0	55	40	40	91	0	0	0	0	0	21	0	31	278
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HCS7 Two-Way Stop-Control Report

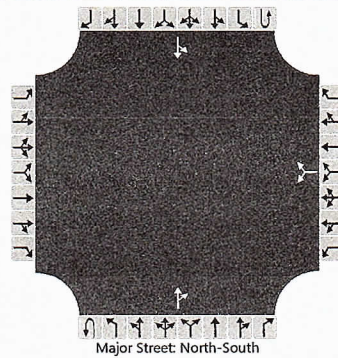
General Information

Analyst	Gatah Louis
Agency/Co.	O'Rourke Engineering
Date Performed	3/17/2021
Analysis Year	2023
Time Analyzed	AM
Intersection Orientation	North-South
Project Description	Driveway Count

Site Information

Intersection	2nd Street & Driveway 2
Jurisdiction	St Lucie County
East/West Street	Driveway 2
North/South Street	2nd Street
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement																	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0	
Configuration							LR					TR		LT			
Volume (veh/h)						19		29			31	37		37	87		
Percent Heavy Vehicles (%)						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		6.2							4.1			
Critical Headway (sec)					6.43		6.23							4.13			
Base Follow-Up Headway (sec)					3.5		3.3							2.2			
Follow-Up Headway (sec)					3.53		3.33							2.23			

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)					52									40			
Capacity, c (veh/h)					881									1519			
v/c Ratio					0.06									0.03			
95% Queue Length, Q ₉₅ (veh)					0.2									0.1			
Control Delay (s/veh)					9.3									7.4			
Level of Service (LOS)					A									A			
Approach Delay (s/veh)					9.3								2.4				
Approach LOS					A												

HCS7 Two-Way Stop-Control Report

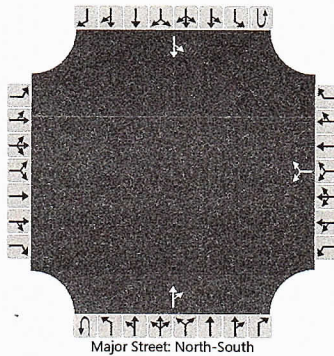
General Information

Analyst	Gatah Louis
Agency/Co.	O'Rourke Engineering
Date Performed	3/17/2021
Analysis Year	2023
Time Analyzed	PM
Intersection Orientation	North-South
Project Description	Driveway Count

Site Information

Intersection	2nd Street & Driveway 2
Jurisdiction	St Lucie County
East/West Street	Driveway 2
North/South Street	2nd Street
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0		0	1	0		0	1	0
Configuration							LR					TR			LT	
Volume (veh/h)						21		31			55	40		40	91	
Percent Heavy Vehicles (%)						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		6.2							4.1	
Critical Headway (sec)						6.43		6.23							4.13	
Base Follow-Up Headway (sec)						3.5		3.3							2.2	
Follow-Up Headway (sec)						3.53		3.33							2.23	

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						57									43	
Capacity, c (veh/h)						840									1482	
v/c Ratio						0.07									0.03	
95% Queue Length, Q ₉₅ (veh)						0.2									0.1	
Control Delay (s/veh)						9.6									7.5	
Level of Service (LOS)						A									A	
Approach Delay (s/veh)					9.6								2.5			
Approach LOS					A											

TURNING MOVEMENT VOLUME COUNTS

CONTROL: TN5C

E/W STREET, Driveway 3

INTERSECT: Avenue B x Indian River Drive

Indian River Drive

Kings Landing

CITY: Ft Pierce

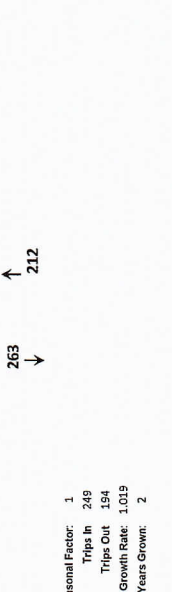
DAY: Tuesday

COUNT DATE: 3/2/2021

ANALYSIS YEAR: 2023

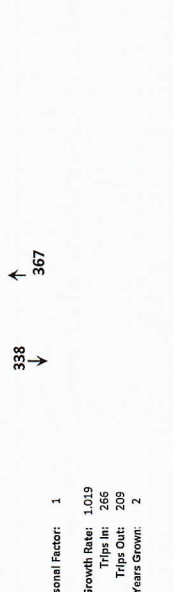
REPORT DATE: 3/2/2021

15 Min Period	Northbound			Southbound			Eastbound			Westbound			ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
7:00-7:15	0	14	0	0	22	0	0	0	0	0	0	0	36
7:15-7:30	0	45	0	0	48	0	0	0	0	0	0	0	93
7:30-7:45	0	44	0	0	59	0	0	0	0	0	0	0	103
7:45-8:00	0	54	0	0	65	0	0	0	0	0	0	0	119
8:00-8:15	0	42	0	0	37	0	0	0	0	0	0	0	79
8:15-8:30	0	40	0	0	55	0	0	0	0	0	0	0	95
8:30-8:45	0	40	0	0	46	0	0	0	0	0	0	0	86
8:45-9:00	0	34	0	0	47	0	0	0	0	0	0	0	81



Total 25 187 0 0 224 37 29 0 39 0 0 0 0 541

15 Min Period	Northbound			Southbound			Eastbound			Westbound			ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
4:00-4:15	0	81	0	0	79	0	0	0	0	0	0	0	160
4:15-4:30	0	88	0	0	71	0	0	0	0	0	0	0	159
4:30-4:45	0	80	0	0	67	0	0	0	0	0	0	0	147
4:45-5:00	0	80	0	0	68	0	0	0	0	0	0	0	148
5:00-5:15	0	79	0	0	71	0	0	0	0	0	0	0	150
5:15-5:30	0	59	0	0	77	0	0	0	0	0	0	0	136
5:30-5:45	0	57	0	0	59	0	0	0	0	0	0	0	116
5:45-6:00	0	35	0	0	44	0	0	0	0	0	0	0	79

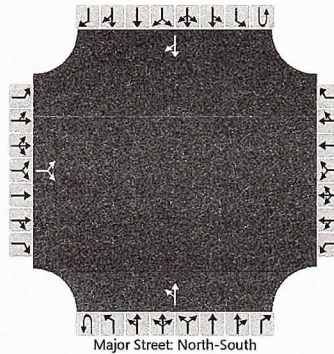


Total 26 341 0 0 296 40 31 0 42 0 0 0 0 776

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Gatah Louis			Intersection	Indian River & Driveway3		
Agency/Co.	O'Rourke Engineering			Jurisdiction	St Lucie County		
Date Performed	3/17/2021			East/West Street	Driveway 3		
Analysis Year	2023			North/South Street	Indian River Drive		
Time Analyzed	AM			Peak Hour Factor	0.92		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	Driveway Count						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	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	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		29		39						25	187				224	37
Percent Heavy Vehicles (%)		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		6.2						4.1						
Critical Headway (sec)		6.43		6.23						4.13						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			74							27						
Capacity, c (veh/h)			628							1273						
v/c Ratio			0.12							0.02						
95% Queue Length, Q ₉₅ (veh)			0.4							0.1						
Control Delay (s/veh)			11.5							7.9						
Level of Service (LOS)			B							A						
Approach Delay (s/veh)		11.5								1.1						
Approach LOS		B								A						

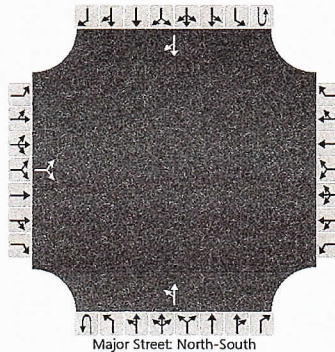
HCS7 Two-Way Stop-Control Report

General Information

Analyst	Gatah Louis	Intersection	Indian River & Driveway3
Agency/Co.	O'Rourke Engineering	Jurisdiction	St Lucie County
Date Performed	3/17/2021	East/West Street	Driveway 3
Analysis Year	2023	North/South Street	Indian River Drive
Time Analyzed	PM	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Driveway Count		

Site Information

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement																	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	1	0		0	0	0		0	1	0		0	1	0	
Configuration			LR							LT						TR	
Volume (veh/h)		31		42						26	341				296	40	
Percent Heavy Vehicles (%)		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		6.2						4.1						
Critical Headway (sec)		6.43		6.23						4.13						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			79							28								
Capacity, c (veh/h)			497							1188								
v/c Ratio			0.16							0.02								
95% Queue Length, Q ₉₅ (veh)			0.6							0.1								
Control Delay (s/veh)			13.6							8.1								
Level of Service (LOS)			B							A								
Approach Delay (s/veh)		13.6									0.8							
Approach LOS		B									A							

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Driveway 4
 FILENAME: Kings Landing
 COUNT DATE: 3/2/2021
 REPORT DATE: 3/2/2021

CONTROL: TWSC

EW STREET: Avenue B
 CITY: Ft Pierce
 INTERSECT: Avenue B x Indian River Drive

DAY: Tuesday
 ANALYSIS YEAR: 2023

15 Min Period	Northbound			Southbound			Eastbound			Westbound			ONE HOUR SUM	
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR		TOTAL
7:00-7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15-7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:30-7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:45-8:00	0	0	0	0	0	0	0	0	0	0	1	0	1	2
8:00-8:15	0	0	0	0	0	0	0	0	0	0	1	0	1	1
8:15-8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30-8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45-9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AM PEAK HOUR IS FROM: 7:15AM TO 8:15AM

Volumes 0 0 0 0 0 0 0 0 0 0 0 2 0 2

Season Factor 0 0 0 0 0 0 0 0 0 0 0 2 0 2

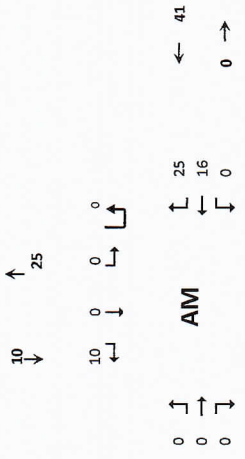
Growth 0 0 0 0 0 0 0 0 0 0 0 2 0 2

In/Out - - - - - - - - - - - - - - - -

Percentage 0% 0% 0% 0% 0% 5% 10% 0% 0% 0% 0% 5% 10% 25

PROJECT 0 0 0 0 0 0 0 0 0 0 0 13 25 48

Seasonal Factor: 1
 Trips In: 248
 Trips Out: 194
 Growth Rate: 1.019
 Years Growth: 2



15 Min Period	Northbound			Southbound			Eastbound			Westbound			ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
4:00-4:15	0	0	0	0	0	0	0	0	0	0	2	0	2
4:15-4:30	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30-4:45	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45-5:00	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00-5:15	0	0	0	0	0	0	0	0	0	0	1	0	1
5:15-5:30	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30-5:45	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45-6:00	0	0	0	0	0	0	0	0	0	0	1	0	1

PM PEAK HOUR IS FROM: 4:00PM TO 5:00PM

Volumes 0 0 0 0 0 0 0 0 0 0 0 2 0 2

Season Factor 0 0 0 0 0 0 0 0 0 0 0 2 0 2

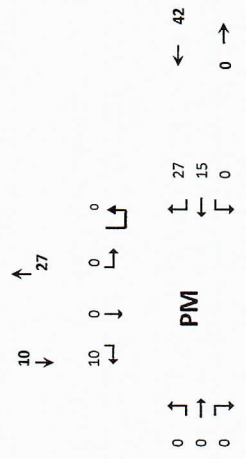
Growth 0 0 0 0 0 0 0 0 0 0 0 2 0 2

In/Out - - - - - - - - - - - - - - - -

Percentage 0% 0% 0% 0% 0% 5% 10% 0% 0% 0% 0% 5% 10% 27

PROJECT 0 0 0 0 0 0 0 0 0 0 0 13 27 50

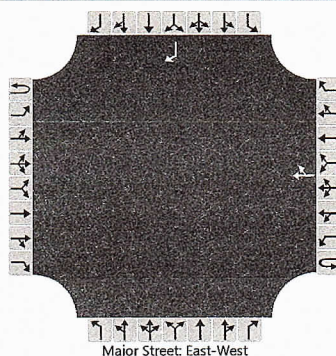
Seasonal Factor: 1
 Growth Rate: 1.019
 Trips In: 266
 Trips Out: 209
 Years Growth: 2



HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Gatah Louis			Intersection	Ave B & Driveway 4		
Agency/Co.	O'Rourke Engineering			Jurisdiction	St Lucie County		
Date Performed	3/17/2021			East/West Street	Avenue B		
Analysis Year	2023			North/South Street	Driveway 4		
Time Analyzed	AM			Peak Hour Factor	0.92		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	Driveway Count						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	0	0	0	0	1	0		0	0	0		0	0	1
Configuration								TR								R
Volume (veh/h)							16	25								10
Percent Heavy Vehicles (%)																3
Proportion Time Blocked																
Percent Grade (%)																0
Right Turn Channelized																No
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																	6.2
Critical Headway (sec)																	6.23
Base Follow-Up Headway (sec)																	3.3
Follow-Up Headway (sec)																	3.33

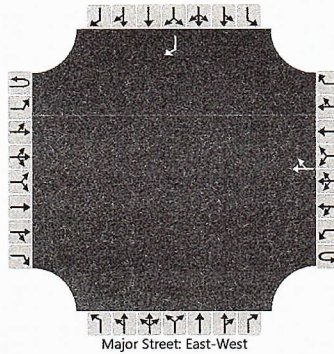
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																	11
Capacity, c (veh/h)																	1040
v/c Ratio																	0.01
95% Queue Length, Q ₉₅ (veh)																	0.0
Control Delay (s/veh)																	8.5
Level of Service (LOS)																	A
Approach Delay (s/veh)																	8.5
Approach LOS																	A

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Gatah Louis	Intersection	Ave B & Driveway 4
Agency/Co.	O'Rourke Engineering	Jurisdiction	St Lucie County
Date Performed	3/17/2021	East/West Street	Avenue B
Analysis Year	2023	North/South Street	Driveway 4
Time Analyzed	PM	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Driveway Count		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	0	0	0	0	1	0		0	0	0		0	0	1
Configuration								TR								R
Volume (veh/h)							15	27								10
Percent Heavy Vehicles (%)																3
Proportion Time Blocked																
Percent Grade (%)															0	
Right Turn Channelized															No	
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																	6.2
Critical Headway (sec)																	6.23
Base Follow-Up Headway (sec)																	3.3
Follow-Up Headway (sec)																	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																	11
Capacity, c (veh/h)																	1040
v/c Ratio																	0.01
95% Queue Length, Q ₉₅ (veh)																	0.0
Control Delay (s/veh)																	8.5
Level of Service (LOS)																	A
Approach Delay (s/veh)																	8.5
Approach LOS																	A

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Driveway 5
 FILENAME: KingsLanding
 COUNTY DATE: 3/2/2021
 REPORT DATE: 3/2/2021

CONTROL: TWSC

EW STREET: Avenue B
 CITY: Ft Pierce
 INTERSECT: Avenue B x Indian River Drive

DAY: Tuesday
 ANALYSIS YEAR: 2023

15 Min Period	Northbound			Southbound			Eastbound			Westbound			ONE HOUR SUM	
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR		TOTAL
7:00-7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15-7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:30-7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:45-8:00	0	0	0	0	0	0	0	0	0	0	1	0	1	2
8:00-8:15	0	0	0	0	0	0	0	0	0	0	1	0	1	1
8:15-8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30-8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45-9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AM PEAK HOUR IS FROM: 7:15AM TO 8:15AM

Volumes 0 0 0 0 0 0 0 0 0 0 0 2 0 2

Season Factor 0 0 0 0 0 0 0 0 0 0 0 2 0 2

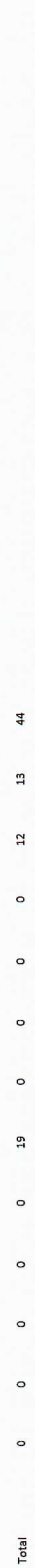
Growth 0 0 0 0 0 0 0 0 0 0 0 2 0 2

In/Out - - - - - OUT IN

Percentage 0% 0% 0% 0% 0% 10% 0% 0% 0% 0% 5% 5% 13 43

PROJECT 0 0 0 0 0 0 19 0 0 0 0 10 13 43

Seasonal Factor: 1
 Trips In: 249
 Trips Out: 194
 Growth Rate: 1.019
 Years Grown: 2



15 Min Period	Northbound			Southbound			Eastbound			Westbound			ONE HOUR SUM	
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR		TOTAL
4:00-4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:15-4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30-4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45-5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00-5:15	0	0	0	0	0	0	0	0	0	0	1	0	1	2
5:15-5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30-5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45-6:00	0	0	0	0	0	0	0	0	0	0	1	0	1	1

PM PEAK HOUR IS FROM: 4:00PM TO 5:00PM

Volumes 0 0 0 0 0 0 0 0 0 0 0 2 0 2

Season Factor 0 0 0 0 0 0 0 0 0 0 0 2 0 2

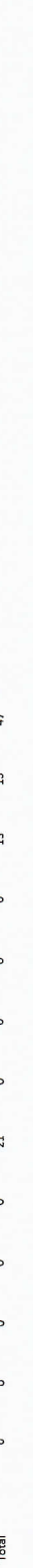
Growth 0 0 0 0 0 0 0 0 0 0 0 2 0 2

In/Out - - - - - OUT IN

Percentage 0% 0% 0% 0% 0% 10% 0% 0% 0% 0% 5% 5% 13 45

PROJECT 0 0 0 0 0 0 21 0 0 0 0 10 13 45

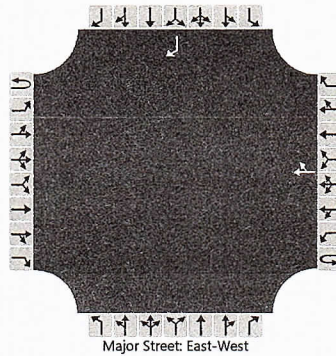
Seasonal Factor: 1
 Growth Rate: 1.019
 Trips In: 266
 Trips Out: 209
 Years Grown: 2



HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Gatah Louis			Intersection	Ave B & Driveway 5		
Agency/Co.	O'Rourke Engineering			Jurisdiction	St Lucie County		
Date Performed	3/17/2021			East/West Street	Avenue B		
Analysis Year	2023			North/South Street	Driveway 5		
Time Analyzed	AM			Peak Hour Factor	0.92		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	Driveway Count						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	0	0	0	0	1	0		0	0	0		0	0	1
Configuration								TR								R
Volume (veh/h)							12	13								19
Percent Heavy Vehicles (%)																3
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No															
Median Type Storage	Undivided															

Critical and Follow-up Headways

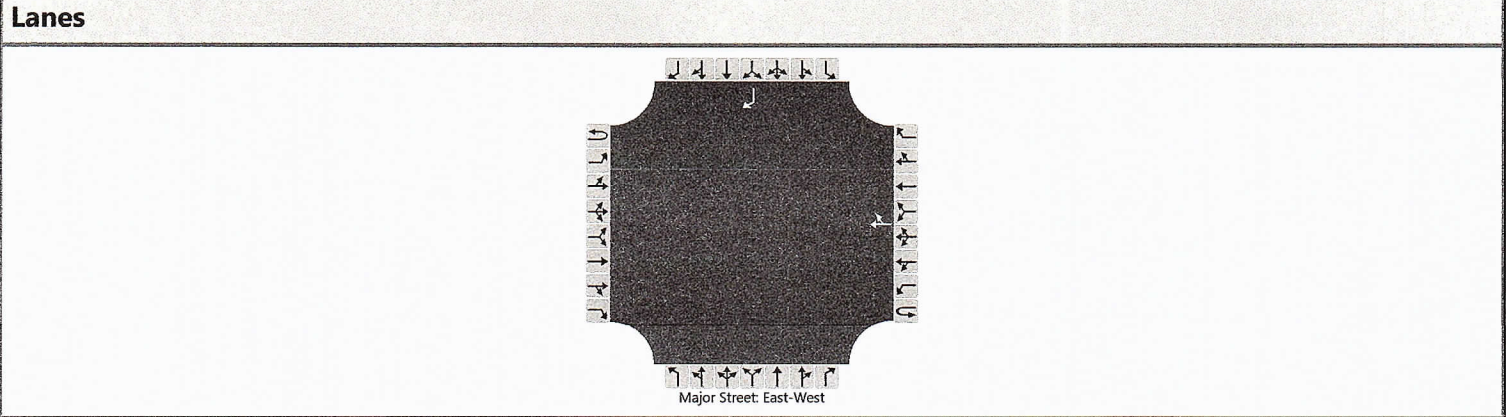
Base Critical Headway (sec)																	6.2
Critical Headway (sec)																	6.23
Base Follow-Up Headway (sec)																	3.3
Follow-Up Headway (sec)																	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																	21
Capacity, c (veh/h)																	1055
v/c Ratio																	0.02
95% Queue Length, Q ₉₅ (veh)																	0.1
Control Delay (s/veh)																	8.5
Level of Service (LOS)																	A
Approach Delay (s/veh)	8.5																
Approach LOS	A																

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Gatah Louis			Intersection	Ave B & Driveway 5		
Agency/Co.	O'Rourke Engineering			Jurisdiction	St Lucie County		
Date Performed	3/17/2021			East/West Street	Avenue B		
Analysis Year	2023			North/South Street	Driveway 5		
Time Analyzed	PM			Peak Hour Factor	0.92		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	Driveway Count						



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	0	0	0	0	1	0		0	0	0		0	0	1
Configuration								TR								R
Volume (veh/h)							13	13								21
Percent Heavy Vehicles (%)																3
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No															
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																	6.2
Critical Headway (sec)																	6.23
Base Follow-Up Headway (sec)																	3.3
Follow-Up Headway (sec)																	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																	23
Capacity, c (veh/h)																	1053
v/c Ratio																	0.02
95% Queue Length, Q ₉₅ (veh)																	0.1
Control Delay (s/veh)																	8.5
Level of Service (LOS)																	A
Approach Delay (s/veh)	8.5																
Approach LOS	A																



CONCURRENCY CAPACITY ANALYSIS

I. Site Data:

	Existing Use	Future Land Use	Zoning
North	Vacant / Commercial	RH / I	ES
South	Commercial	CBD	C-4 / PUR
East	Marina	CBD	PUR
West	Commercial	GC / I	C-3 / I-1, C-4

	Future Land Use	Zoning Classification	Maximum Intensity Residential: Dwelling Units per Acre Other: Square Footage	Total Acreage	Flood Zone
Current	CBD	PD	30 du / ac or 3.0 FAR	7.824	X / AE
**Proposed	CBD	PD	30 du / ac or 3.0 FAR	7.824	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 161,750 sf x 0.125 = 20,218.75 plus 118 DU x 2.6 x 100 = 30,680 TOTAL: 50,898.75
**Proposed Zoning/FLU	Total gallons per day 152,720 sf x 0.125 = 19,090 plus 118 DU x 2.6 x 100 = 30,680 TOTAL: 49,770.00
**Change in Demand	Total gallons per day Reduction of 1,128.75 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 161,750 sf x 0.125 = 20,218.75 plus 118 DU x 2.6 x 100 = 30,680 TOTAL: 50,898.75
**Proposed Zoning/FLU	Total gallons per day 152,720 sf x 0.125 = 19,090 plus 118 DU x 2.6 x 100 = 30,680 TOTAL: 49,770.00
**Change in Demand	Total gallons per day Reduction of 1,128.75 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			
Urban District	5 acres per 1,000 people	2,538.63	2,713.77	increase of 175.13
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 Gaines Academy	Fort Pierce Westwood
City	Fort Pierce	Fort Pierce
Distance	5.5 miles	4.5 miles
Current Zoning/FLU Enrollment Demand	17.10	7.32
**Proposed Zoning/FLU Enrollment Demand	17.10	7.32
**Change in Demand	no change	no change

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	5,854.91 lbs (or 3.90 yards)
**Proposed Zoning/FLU	5,737.52 lbs (or 3.83 yards)
*Change in Demand	decrease of 117.39 lbs (or decrease of 0.0726 yards)

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. From there it will be directed into a master storm water system.
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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	5359	352 / 512
**Proposed Zoning/FLU	5056	332 / 481
*Change in Demand	Trips decrease of 303	Trips decrease 20 / 31
Impact to Capacity	Decrease in capacity	

IV. Project Description

PHASING	
Is this project (phase) part of a larger project?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
If yes, enumerate each phase, the number of units or square footage in each phase and beginning/completion date.	
Total Project: Residential Units:	Single Family: Multifamily: 118 units
Non-residential (square footage): 161,750 sf	
Mixed-use (describe use):	
(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					
Single-family, attached	1	8		1 yr from approval	1 yr after commencement
Multi-family		2 & 3		1 yr from approval	3-4 yrs after commencement
Other (specify)					

NON-RESIDENTIAL DATA					
Type(s) specify	Phase	Square footage	Acres	Expecting beginning date	Expected completion date
Hotel	1	92,200 sf		1 yr after approval	1 yr from commencement
Restaurant B	2	5,655 sf		2 yrs after approval	3 years from commencement
Restaraunt B	3	10,030 sf		3 years after approval	4 years from commencement

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

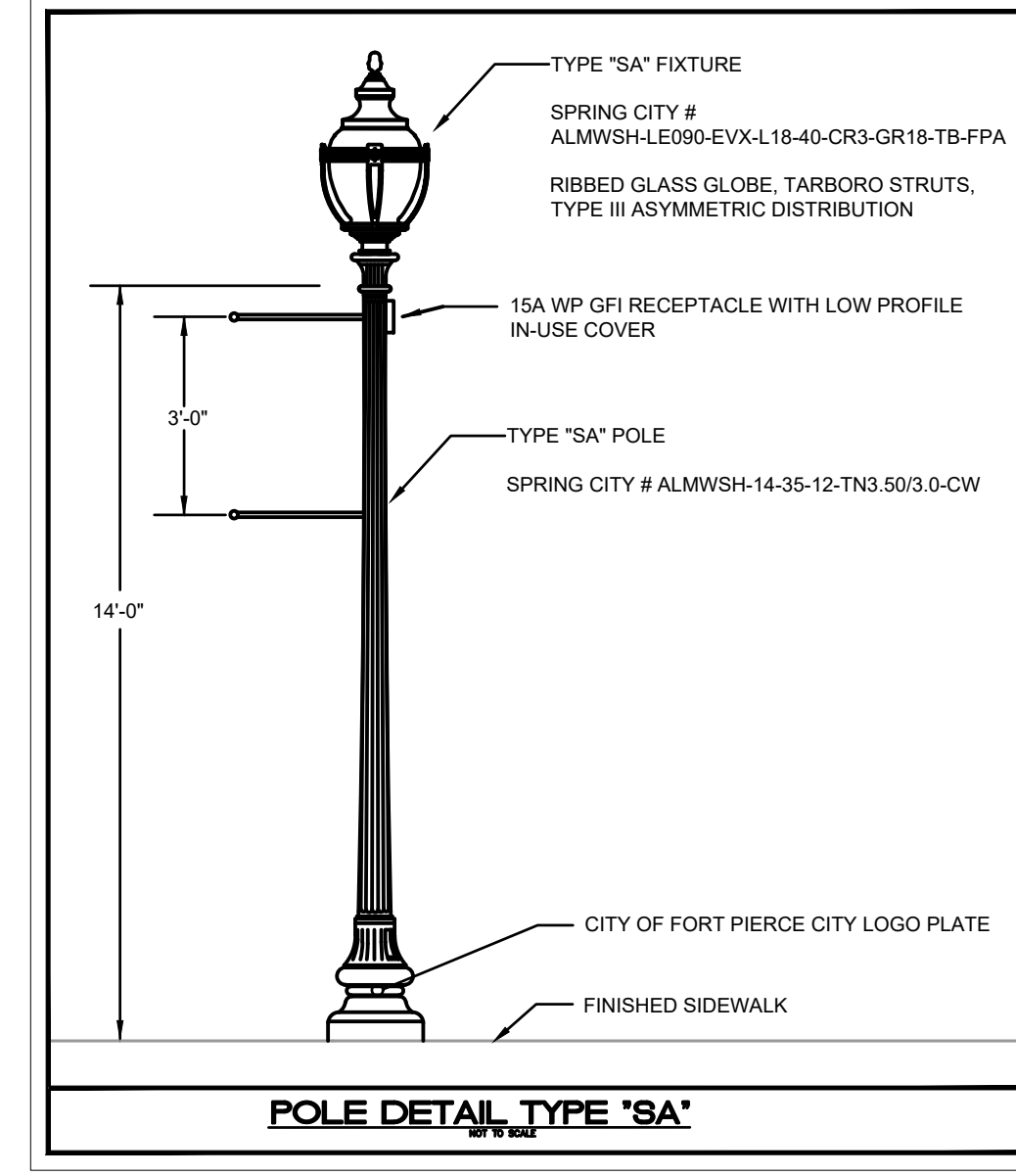
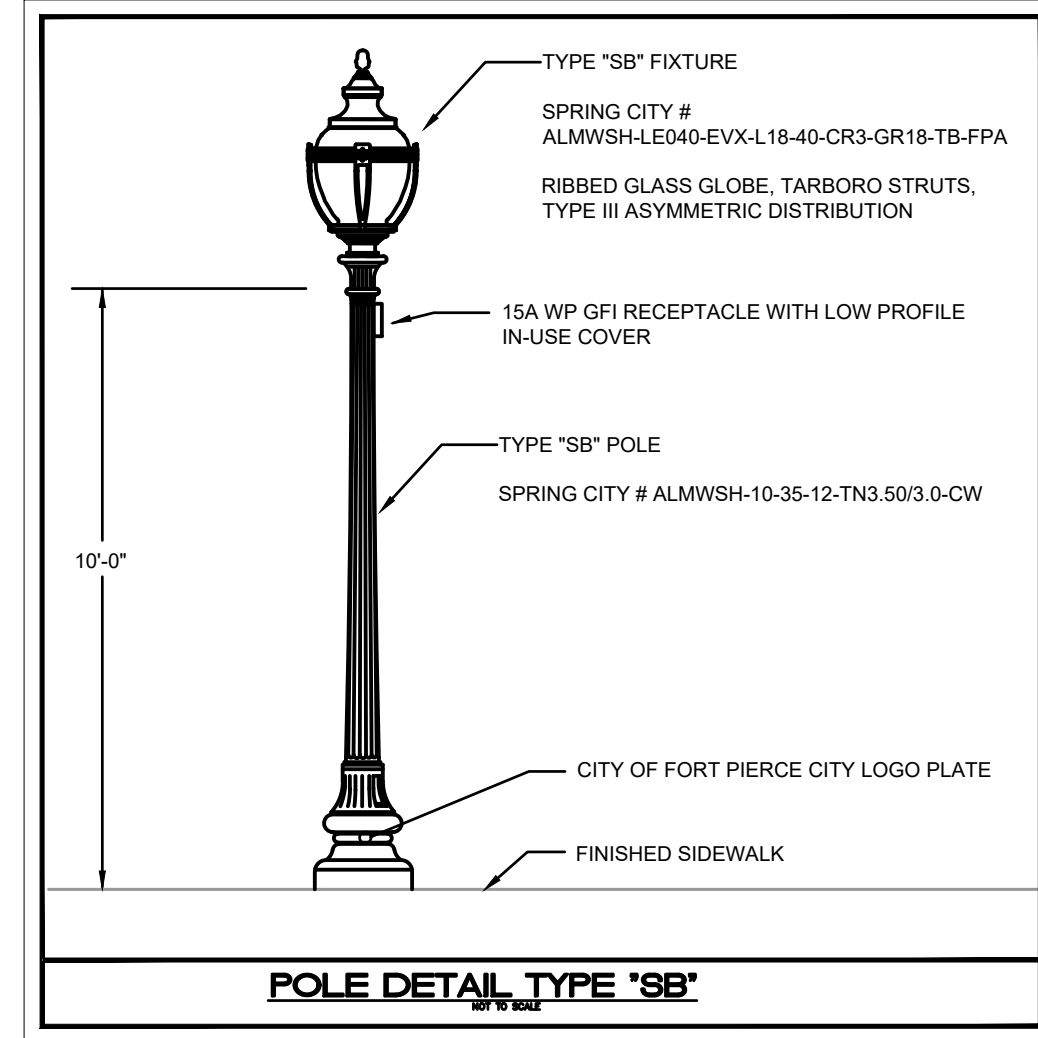


**SITE
PHOTOMETRIC PLAN**

1"=50'-0" NORTH

Luminaire Schedule							
Project: HD KING SITE 04-08-2021							
Symbol	Qty	Label	(MANUFAC)	Description	Air. Lum. Lumens	LF	Total Watts
	46	SA	Spring City Electrical Manufacturing Co	DLR-LE095-202-40-CR3-GR18 MOUNT TO 14' DECORATIVE POLE	9294	0.900 95	4370
	17	SB	Spring City Electrical Manufacturing Co	KYW-LE040-202-40-CR3-GR18 MOUNT TO 10' DECORATIVE POLE	3911	0.900 40	680

Calculation Summary							
Project: HD KING SITE 04-08-2021							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
N 2ND STREET_Planar	Illuminance	Fc	1.55	2.5	0.7	2.21	3.57
OFF STREET PARKING_Planar	Illuminance	Fc	0.84	2.0	0.5	1.88	4.00
OUTDOOR SEATING_Planar	Illuminance	Fc	1.39	2.8	0.7	1.99	4.00
SIDEWALKS	Illuminance	Fc	1.31	2.9	0.4	3.28	7.25
SITE & PARKING_Planar	Illuminance	Fc	1.43	2.9	0.6	2.38	4.83



ISSUED FOR REVIEW
NOT FOR PRICING OR CONSTRUCTION

KAMM CONSULTING PROJECT #: JOHN MAYR
PROJECT MANAGER: 2021-0229

1408 Orange Avenue
Fort Pierce, Florida 34950
Phone 772.595.1744
bbrown@kampsconsulting.com
Certification of Authorization #8189

PRINCIPAL: _____
Bradly L. Brown Florida License #58232 _____ date _____
signed _____

**ENGINEERS & SURVEYORS
ENVIRONMENTAL**

**10250 VILLAGE PARKWAY
SUITE 201
PORT ST. LUCIE, FL 34987
772-462-2455
www.edc-inc.com**

F.B.P.E. CERTIFICATE OF AUTHORIZATION 9935
L.S. CERTIFICATE OF AUTHORIZATION 9098

<small>DESIGNED BY</small>	<small>DATE</small>	<small>DRAWN BY</small>	<small>FILENAME</small>	<small>MODEL</small>	<small>LAYOUT</small>	<small>AS SHOWN</small>	<small>SCALE</small>	<small>CHECKED</small>	<small>DATE</small>
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**HD KING
KINGS LANDING
SITE PLAN**

FLORIDA

**HD KING
KINGS LANDING
SITE PLAN**

FLORIDA

**SITE
PHOTOMETRIC PPLAN**

E1.1

ALTA/NSPS LAND TITLE SURVEY

FOR: AUDUBON DEVELOPMENT, INC.

LEGAL DESCRIPTION:

PARCEL 1: (2410-503-0041-020-4)

COMMENCING AT THE SOUTHWEST CORNER OF LOT B, BLOCK F, OF AARON LEE'S MAP OF FORT PIERCE, AS RECORDED IN PLAT BOOK 1, PAGE 189, PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA; PROCEED NORTH 04°53'21" WEST, ALONG THE EAST RIGHT-OF-WAY LINE OF NORTH 2ND STREET (FORMERLY KNOWN AS PINE STREET AS SHOWN ON SAID AARON LEE'S MAP OF FORT PIERCE)(A 60 FOOT RIGHT-OF-WAY) AND THE WEST LINE OF SAID BLOCK F, A DISTANCE OF 254.00 FEET TO THE SOUTHWEST CORNER OF LOT 2, SAID BLOCK F, AND THE POINT OF BEGINNING; THENCE CONTINUE NORTH 04°53'21" WEST, ALONG SAID EAST RIGHT-OF-WAY, AND SAID WEST LINE OF LOT 2, AND LOT 1, SAID BLOCK F, A DISTANCE OF 69.42 FEET TO AN ANGLE POINT IN THE EAST RIGHT-OF-WAY LINE OF THE REALIGNED PORTION OF NORTH 2ND AVENUE; THENCE NORTH 18°26'19" WEST, ALONG SAID EAST RIGHT-OF-WAY LINE OF NORTH 2ND AVENUE (A 50 FOOT WIDE RIGHT-OF-WAY), A DISTANCE OF 371.24 FEET TO A POINT ON THE CENTERLINE OF A 2.6 FOOT CONCRETE BULKHEAD ON THE SOUTH TOP OF BANK OF MOORES CREEK AND REFERENCE POINT "A"; (THE FOLLOWING FIVE COURSES ARE [ALONG THE CENTERLINE OF SAID CONCRETE BULKHEAD] AND THE SOUTH TOP OF BANK OF MOORES CREEK) THENCE NORTH 70°33'12" EAST, DEPARTING SAID EAST RIGHT-OF-WAY LINE, A DISTANCE OF 44.68 FEET; THENCE NORTH 79°01'13" EAST, A DISTANCE OF 179.28 FEET; THENCE NORTH 87°55'03" EAST, A DISTANCE OF 71.16 FEET; THENCE NORTH 77°41'52" EAST, A DISTANCE OF 224.31 FEET; THENCE NORTH 75°24'46" EAST, A DISTANCE OF 29.63 FEET TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF INDIAN RIVER DRIVE, AS SHOWN ON THE STATE OF FLORIDA STATE ROAD DEPARTMENT RIGHT-OF-WAY MAP SECTION 94500, LAST REVISED OCTOBER 5, 1960 (A VARYING WIDTH RIGHT-OF-WAY); THENCE SOUTH 04°53'04" EAST, DEPARTING SAID CONCRETE BULKHEAD CENTERLINE AND SOUTH TOP OF BANK OF MOORES CREEK, AND ALONG SAID WESTERLY RIGHT-OF-WAY LINE, A DISTANCE OF 491.42 FEET TO A POINT ON THE EASTERLY PROLONGATION OF THE SOUTHERLY LINE OF SAID LOT 2, AND LOT 3, SAID BLOCK F; THENCE SOUTH 85°09'39" WEST, DEPARTING SAID WEST RIGHT-OF-WAY LINE, AND ALONG SAID EASTERLY PROLONGATION, AND THE SOUTH LINE OF SAID LOT 3, AND 2, A DISTANCE OF 457.22 FEET TO THE POINT OF BEGINNING.

LESS AND EXCEPT THAT PORTION OF PARCEL 1 CONSISTING OF THE FOLLOWING:

THE EAST 20 FEET AND THE SOUTH 50 FEET OF THAT CERTAIN PARCEL OF LAND DESCRIBED AS PARCEL CONTROL NUMBER 2410-503-0041-020-4 PER ST. LUCIE COUNTY, FLORIDA PROPERTY APPRAISER.

AND:

THE NORTH 165.00 FEET OF THE EAST 75.00 FEET OF SAID CERTAIN PARCEL OF LAND DESCRIBED AS PARCEL CONTROL NUMBER 2410-503-0041-020-4 PER ST. LUCIE COUNTY, FLORIDA PROPERTY APPRAISER.

AND:

THE SOUTH 50.00 FEET OF THAT CERTAIN PARCEL OF LAND DESCRIBED AS PARCEL CONTROL NUMBER 2410-503-0043-000-2 PER ST. LUCIE COUNTY, FLORIDA PROPERTY APPRAISER.

AND:

THE SOUTH 87.00 FEET OF THE WEST 67.00 FEET OF THAT CERTAIN PARCEL OF LAND DESCRIBED AS PARCEL CONTROL NUMBER 2410-503-0043-000-2 PER ST. LUCIE COUNTY, FLORIDA PROPERTY APPRAISER.

PARCEL 2: (2410-503-0043-000-2)

THE EASTERLY 20.00 FEET AND THE SOUTHERLY 50.00 FEET; THE NORTHERLY 165.00 FEET OF THE EASTERLY 75.00 FEET, AND THE SOUTHERLY 87.00 FEET OF THE WESTERLY 67.00 FEET, OF THE FOLLOWING DESCRIBED PARCEL OF LAND:

COMMENCING AT THE SOUTHWEST CORNER OF LOT B, BLOCK F, OF AARON LEE'S MAP OF FORT PIERCE, AS RECORDED IN PLAT BOOK 1, PAGE 189, PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA; PROCEED NORTH 04°53'21" WEST, ALONG THE EAST RIGHT-OF-WAY OF NORTH 2ND STREET (FORMERLY KNOWN AS PINE STREET AS SHOWN ON SAID AARON LEE'S MAP OF FORT PIERCE)(A 60 FOOT RIGHT-OF-WAY) AND THE WEST LINE OF SAID BLOCK F, A DISTANCE OF 254.00 FEET TO THE SOUTHWEST CORNER OF LOT 2, SAID BLOCK F, AND THE POINT OF BEGINNING; THENCE CONTINUE NORTH 04°53'21" WEST, ALONG SAID EAST RIGHT-OF-WAY, AND SAID WEST LINE OF LOT 2, AND LOT 1, SAID BLOCK F, A DISTANCE OF 69.42 FEET TO AN ANGLE POINT IN THE EAST RIGHT-OF-WAY LINE OF THE REALIGNED PORTION OF NORTH 2ND AVENUE; THENCE NORTH 18°26'19" WEST, ALONG SAID EAST RIGHT-OF-WAY LINE OF NORTH 2ND AVENUE (A 50 FOOT WIDE RIGHT-OF-WAY), A DISTANCE OF 371.24 FEET TO A POINT ON THE CENTERLINE OF A 2.6 FOOT CONCRETE BULKHEAD ON THE SOUTH TOP OF BANK OF MOORES CREEK AND REFERENCE POINT "A"; (THE FOLLOWING FIVE COURSES ARE ALONG THE CENTERLINE OF SAID CONCRETE BULKHEAD AND THE SOUTH TOP OF BANK OF MOORES CREEK) THENCE NORTH 70°33'12" EAST, DEPARTING SAID EAST RIGHT-OF-WAY LINE, A DISTANCE OF 44.68 FEET; THENCE NORTH 79°01'13" EAST, A DISTANCE OF 179.28 FEET; THENCE NORTH 87°55'03" EAST, A DISTANCE OF 71.16 FEET; THENCE NORTH 77°41'52" EAST, A DISTANCE OF 224.31 FEET; THENCE NORTH 75°24'46" EAST, A DISTANCE OF 29.63 FEET TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF INDIAN RIVER DRIVE, AS SHOWN ON THE STATE OF FLORIDA STATE ROAD DEPARTMENT RIGHT-OF-WAY MAP SECTION 94500, LAST REVISED OCTOBER 5, 1960 (A VARYING WIDTH RIGHT-OF-WAY); THENCE SOUTH 04°53'04" EAST, DEPARTING SAID CONCRETE BULKHEAD CENTERLINE AND SOUTH TOP OF BANK OF MOORES CREEK, AND ALONG SAID WESTERLY RIGHT-OF-WAY LINE, A DISTANCE OF 491.42 FEET TO A POINT ON THE EASTERLY PROLONGATION OF THE SOUTHERLY LINE OF SAID LOT 2, AND LOT 3, SAID BLOCK F; THENCE SOUTH 85°09'39" WEST, DEPARTING SAID WEST RIGHT-OF-WAY LINE, AND ALONG SAID EASTERLY PROLONGATION, AND THE SOUTH LINE OF SAID LOT 3, AND 2, A DISTANCE OF 457.22 FEET TO THE POINT OF BEGINNING, SAID LANDS BEING MORE PARTICULARLY DESCRIBED AS PARCEL CONTROL NUMBER 2410-503-0043-000-2 PER ST. LUCIE COUNTY, FLORIDA PROPERTY APPRAISER.

PARCEL 3: (2410-503-0012-010-9)

COMMENCING AT THE SOUTHWEST CORNER OF LOT B, BLOCK F, OF AARON LEE'S MAP OF FORT PIERCE, AS RECORDED IN PLAT BOOK 1, PAGE 189, PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA; PROCEED NORTH 04°53'21" WEST, ALONG THE EAST RIGHT-OF-WAY OF NORTH 2ND STREET (FORMERLY KNOWN AS PINE STREET AS SHOWN ON SAID AARON LEE'S MAP OF FORT PIERCE)(A 60 FOOT RIGHT-OF-WAY) AND THE WEST LINE OF SAID BLOCK F, A DISTANCE OF 254.00 FEET TO THE

SOUTHWEST CORNER OF LOT 2, SAID BLOCK F; THENCE CONTINUE NORTH 04°53'21" WEST, ALONG SAID EAST RIGHT-OF-WAY, AND SAID WEST LINE OF LOT 2, AND LOT 1, SAID BLOCK F, A DISTANCE OF 69.42 FEET TO AN ANGLE POINT IN THE EAST RIGHT-OF-WAY LINE OF THE REALIGNED PORTION OF NORTH 2ND AVENUE; THENCE NORTH 18°26'19" WEST, ALONG SAID EAST RIGHT-OF-WAY LINE OF NORTH 2ND AVENUE (A 50 FOOT WIDE RIGHT-OF-WAY), A DISTANCE OF 371.24 FEET TO A POINT ON THE CENTERLINE OF A 2.6 FOOT CONCRETE BULKHEAD ON THE SOUTH TOP OF BANK OF MOORES CREEK; PROCEED NORTH 18°26'19" WEST, ALONG SAID EAST RIGHT-OF-WAY LINE, A DISTANCE OF 44.51 FEET TO A POINT ON THE CENTERLINE OF A 2.6 FOOT WIDE CONCRETE BULKHEAD ON THE NORTH TOP OF BANK OF MOORES CREEK AND THE POINT OF BEGINNING; THENCE NORTH 18°26'19" WEST, DEPARTING SAID CONCRETE BULKHEAD CENTERLINE AND THE SOUTH TOP OF BANK OF MOORES CREEK, AND ALONG SAID EAST RIGHT-OF-WAY LINE, A DISTANCE OF 53.76 FEET TO A POINT ON THE WEST LINE OF LOT 1, BLOCK A; THENCE NORTH 04°53'21" [WEST], ALONG SAID WEST LINE, AND SAID EAST RIGHT-OF-WAY LINE, A DISTANCE OF 67.04 FEET TO THE NORTHWEST CORNER OF SAID LOT 1, AND A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF AVENUE C (FORMERLY KNOWN AS SEMINOLE AVENUE AS SHOWN ON SAID AARON LEE'S MAP OF FORT PIERCE) (A 50 FOOT WIDE RIGHT-OF-WAY); THENCE NORTH 84°53'38" EAST, DEPARTING SAID NORTHWEST CORNER, AND ALONG SAID SOUTH RIGHT-OF-WAY LINE, A DISTANCE OF 537.27 FEET TO A POINT ON SAID WEST RIGHT-OF-WAY LINE OF INDIAN RIVER DRIVE; THENCE SOUTH 04°53'04" EAST, DEPARTING SAID SOUTH RIGHT-OF-WAY LINE, AND ALONG SAID WEST RIGHT-OF-WAY LINE, A DISTANCE OF 63.48 FEET TO A POINT ON THE CENTERLINE OF A 2.6 FOOT WIDE CONCRETE BULKHEAD ON THE NORTH TOP OF BANK OF MOORES CREEK; (THE FOLLOWING 5 COURSES ARE ALONG SAID BULKHEAD CENTERLINE, AND THE NORTH TOP OF BANK OF MOORES CREEK); THENCE SOUTH 74°25'26" WEST, A DISTANCE OF 224.10 FEET; THENCE SOUTH 88°30'05" WEST, A DISTANCE OF 64.66 FEET; THENCE SOUTH 79°28'36" WEST, A DISTANCE OF 181.91 FEET; [THENCE SOUTH 79°28'36" WEST, A DISTANCE OF 181.91 FEET;] THENCE SOUTH 84°38'58" WEST, A DISTANCE OF 53.29 FEET; THENCE SOUTH 66°51'46" WEST, A DISTANCE OF 5.89 FEET TO THE POINT OF BEGINNING.

LESS AND EXCEPT THE FOLLOWING: ALL OF THAT CERTAIN PARCEL OF LAND DESCRIBED AS PARCEL CONTROL NUMBER 2403-801-0025-0003.

AND

THE EAST 92.70 FEET OF THAT CERTAIN PARCEL OF LAND DESCRIBED AS PARCEL CONTROL NUMBER 2410-503-0012-000-6 PER ST. LUCIE COUNTY, FLORIDA PROPERTY APPRAISER.

AND

THE WESTERLY 20.00 FEET OF THAT CERTAIN PARCEL OF LAND DESCRIBED IN OFFICIAL RECORDS BOOK 148, PAGE 156, PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA.

PARCEL 4: (2410-503-0013-000-3)

THE WESTERLY 20 FEET OF LOT 1, BLOCK B, AARON LEE'S MAP OF FORT PIERCE, FLORIDA, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 1, PAGE 189, OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA.

PARCEL 5: (2410-503-0020-000-5)

COMMENCING AT THE SOUTHWEST CORNER OF LOT B, BLOCK F, AARON LEE'S MAP OF FORT PIERCE, FLORIDA, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 1, PAGE 189, OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA; PROCEED SOUTH 86°09'39" WEST, ALONG THE NORTH RIGHT-OF-WAY LINE OF AVENUE A (FORMERLY KNOWN AS PALMETTO AVENUE AS SHOWN ON SAID AARON LEE'S MAP OF FORT PIERCE) (A 65 FOOT WIDE RIGHT-OF-WAY), AND ALONG THE EASTERLY PROLONGATION OF THE SOUTH LINE OF SAID BLOCK E, AND ALONG THE SOUTH LINE OF SAID BLOCK E, A DISTANCE OF 310.00 FEET TO THE SOUTHWEST CORNER OF LOT 9, SAID BLOCK E AND A POINT ON THE EAST RIGHT-OF-WAY LINE OF THE FLORIDA EAST COAST RAILROAD AS SHOWN ON THE STATION MAP, SOUTHERN DIVISION, FLORIDA EAST COAST RAILWAY COMPANY FLAGLER SYSTEM STATION 12741+93.7 TO STATION 12796+90.0, DATED SEPTEMBER 5, 1944; THENCE NORTH 04°53'21" WEST, DEPARTING SAID NORTH RIGHT-OF-WAY LINE OF SAID BLOCK E, AND THE SOUTHWEST CORNER OF SAID LOT 9, AND ALONG SAID EAST RIGHT-OF-WAY LINE, AND THE WEST LINE OF SAID LOT 9, AND ALONG THE WEST LINE OF PALM TERRACE (ABANDON), A DISTANCE OF 185.00 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE NORTH 04°53'21" WEST ALONG SAID EAST RIGHT-OF-WAY LINE, AND THE WEST LINE OF PALM TERRACE (ABANDON), AND THE WEST LINE OF LOT 6, SAID BLOCK E, A DISTANCE OF 215 FEET TO THE NORTHWEST CORNER OF SAID LOT 6; THENCE SOUTH 85°09'39" WEST, DEPARTING SAID NORTHWEST CORNER, AND THE WEST LINE OF LOT 6, AND CONTINUING ALONG SAID EAST RIGHT-OF-WAY LINE, AND THE NORTH LINE OF LOT 7, SAID BLOCK E, A DISTANCE OF 48.76 FEET; THENCE NORTH 04°58'11" WEST, DEPARTING SAID NORTH LINE, AND CONTINUING ALONG SAID EAST RIGHT-OF-WAY LINE, A DISTANCE OF 65.00 FEET TO A POINT ON THE NORTH RIGHT-OF-WAY OF AVENUE B (FORMERLY KNOWN AS TROPICAL AVENUE AS SHOWN ON SAID AARON LEE'S MAP OF FORT PIERCE)(A 65 FOOT WIDE RIGHT-OF-WAY); THENCE NORTH 85°09'39" EAST, ALONG SAID NORTH RIGHT-OF-WAY LINE, AND SAID EAST RIGHT-OF-WAY LINE, A DISTANCE OF 40 FEET; THENCE NORTH 04°58'11" WEST, DEPARTING SAID NORTH RIGHT-OF-WAY LINE, AND ALONG SAID EAST RIGHT-OF-WAY LINE, A DISTANCE OF 72.51 FEET TO A POINT ON THE SOUTH TOP OF BANK OF MOORES CREEK; THENCE NORTH 63°48'24" EAST, DEPARTING SAID EAST RIGHT-OF-WAY LINE, AND ALONG SAID NORTH TOP OF BANK, A DISTANCE OF 64.50 FEET; THENCE NORTH 47°50'28" EAST, CONTINUING ALONG SAID SOUTH TOP OF BANK, A DISTANCE OF 70.44 FEET; THENCE NORTH 44°59'19" EAST, CONTINUING ALONG SAID SOUTH TOP OF BANK, A DISTANCE OF 82.06 FEET; THENCE NORTH 14°06'44" EAST, CONTINUING ALONG SAID SOUTH TOP OF BANK, A DISTANCE OF 14.97 FEET TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF THE REALIGNED PORTION OF NORTH 2ND STREET (A 50 FOOT WIDE RIGHT-OF-WAY); THENCE SOUTH 18°26'19" EAST, DEPARTING SAID SOUTH TOP OF BANK, AND ALONG SAID WEST RIGHT-OF-WAY LINE, A DISTANCE OF 320.88 FEET TO THE ANGLE POINT IN THE REALIGNED PORTION OF NORTH 2ND STREET (FORMERLY KNOWN AS PINE STREET, AS SHOWN ON SAID AARON LEE'S MAP OF FORT PIERCE)(A 60 FOOT WIDE RIGHT-OF-WAY); THENCE SOUTH 04°53'21" EAST, ALONG SAID WEST RIGHT-OF-WAY LINE, A DISTANCE OF 8.92 FEET TO THE SOUTHEAST CORNER OF LOT 1, SAID BLOCK E; THENCE SOUTH 85°09'39" WEST, DEPARTING SAID WEST RIGHT-OF-WAY LINE, AND SAID SOUTHEAST CORNER, AND ALONG THE SOUTH LINE OF SAID LOT 1, A DISTANCE OF 146.50 FEET TO A POINT ON A LINE LYING 3-00 [3.50]⁴ FEET EAST OF AND PARALLEL WITH THE WEST LINE OF LOT 2, SAID BLOCK E; THENCE SOUTH 04°53'21" EAST, DEPARTING SAID

SOUTH LINE, AND ALONG SAID PARALLEL LINE, A DISTANCE OF 50.00 FEET TO A POINT ON THE SOUTH LINE OF SAID LOT 2; THENCE SOUTH 85°09'39" WEST, DEPARTING SAID PARALLEL LINE, AND ALONG SAID SOUTH LINE, A DISTANCE OF 3.50 FEET TO THE SOUTHWEST CORNER OF SAID LOT 2; THENCE SOUTH 04°53'21" EAST, DEPARTING SAID SOUTH LINE, AND SAID SOUTHWEST CORNER, AND ALONG THE WEST LINE OF LOTS 3 AND 4, SAID BLOCK E, AND THE SOUTHERLY PROLONGATION THEREOF, A DISTANCE OF 115.00 FEET; THENCE SOUTH 85°09'39" WEST, DEPARTING SAID SOUTHERLY PROLONGATION, AND ALONG A LINE 15 FEET SOUTH OF, AND PARALLEL WITH THE SOUTH LINES OF SAID LOT 6, AND 5, SAID BLOCK E, A DISTANCE OF 100.00 FEET TO THE POINT OF BEGINNING.

LESS AND EXCEPT THAT PORTION OF THE ABOVE DESCRIBED PARCEL THAT LIES SOUTHERLY OF AND ADJACENT TO THE NORTH LINE OF AVENUE "B" (TROPICAL AVENUE) AS SHOWN ON SAID PLAT OF AARON LEE'S MAP OF FORT PIERCE.

LESS AND EXCEPT THAT PORTION OF THE ABOVE DESCRIBED PARCEL CONSISTING OF THE FOLLOWING:

THE NORTHERLY 20.00 FEET OF THAT CERTAIN PARCEL OF LAND DESCRIBED AS PARCEL CONTROL NUMBER 2410-503-0020-000-5 PER ST. LUCIE COUNTY, FLORIDA PROPERTY APPRAISER.

AND

THE NORTHERLY AND WESTERLY 20.00 FEET OF THAT CERTAIN PARCEL OF LAND DESCRIBED AS PARCEL CONTROL NUMBER 2410-503-0019-000-5 PER ST. LUCIE COUNTY, FLORIDA PROPERTY APPRAISER.

PARCEL 6: (2410-503-0019-000-5)

[COMMENCE AT THE INTERSECTION OF THE NORTH RIGHT-OF-WAY LINE OF AVENUE B, AND THE WEST RIGHT-OF-WAY LINE OF NORTH 2ND STREET, AS SHOWN ON AARON LEE'S MAP OF FORT PIERCE], ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 1, PAGE 189, OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA; THENCE RUN NORTHERLY 126.3 FEET, MORE OR LESS, TO THE POINT OF BEGINNING; THENCE WESTERLY 87 FEET, MORE OR LESS; THENCE AT A RIGHT ANGLE RUN NORTHERLY TO MOORE'S CREEK; THENCE MEANDER ALONG SAID MOORE'S CREEK TO THE WEST RIGHT-OF-WAY LINE OF NORTH 2ND STREET; THENCE SOUTHERLY ALONG SAID RIGHT-OF-WAY TO THE POINT OF BEGINNING.

LESS AND EXCEPT THE NORTHERLY 20 FEET.

PARCEL 7: (2410-503-0019-010-8)

THE NORTHERLY AND WESTERLY 20 FEET OF THE FOLLOWING DESCRIBED PARCEL:

[BEGIN AT THE INTERSECTION OF THE NORTH RIGHT-OF-WAY LINE OF AVENUE B, AND THE WEST RIGHT-OF-WAY LINE OF NORTH 2ND STREET, AS SHOWN ON AARON LEE'S MAP OF FORT PIERCE], ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 1, PAGE 189, OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA; THENCE RUN NORTHERLY TO MOORE'S CREEK; THENCE MEANDER ALONG SAID MOORE'S CREEK WESTERLY TO THE RIGHT-OF-WAY LINE OF THE FEC RAILWAY; THENCE SOUTHERLY ALONG SAID RIGHT-OF-WAY LINE TO THE NORTH LINE OF AVENUE B; THENCE EASTERLY TO THE POINT OF BEGINNING.

PARCEL 8: (2410-503-0030-000-8)

LOT 1, AND THE WEST 3.5 FEET OF LOT 2, OF THE NEW SUBDIVISION BLOCK E OF AARON LEE'S MAP OF FORT PIERCE, FLORIDA, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 1, PAGE 192, OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA.

PARCEL 9: (2410-503-0034-000-6)

LOTS 5 AND 6, BLOCK E, OF AARON LEE'S MAP OF FORT PIERCE, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 1, PAGE 189, OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA, AND ACCORDING TO PLAT OF THE NEW SUBDIVISION BLOCK E OF AARON LEE'S MAP OF FORT PIERCE, FLORIDA, RECORDED IN PLAT BOOK 1, PAGE 192, OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA, AND A STRIP OF LAND 15.0 FEET WIDE ADJACENT TO AND LYING SOUTHERLY OF SAID LOTS 5 AND 6, SAID STRIP OF LAND BEING A PORTION OF PALM TERRACE (OR CHURCH COURT), AS PER PLAT OF THE NEW SUBDIVISION BLOCK E OF AARON LEE'S MAP OF FORT PIERCE, FLORIDA, RECORDED IN PLAT BOOK 1, PAGE 192, OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA.

PARCEL 10: (2410-503-0036-010-3)

A PARCEL OF LAND BEING A PORTION OF LOTS 7 AND 8, BLOCK E, OF AARON LEE'S MAP OF FORT PIERCE, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 1, PAGE 189, OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA, SAID PARCEL BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGIN AT THE SOUTHWEST CORNER OF SAID LOT 8; THENCE SOUTH 72°55'07" WEST ALONG THE SOUTH LINE OF SAID LOT 8 AND THE NORTH RIGHT-OF-WAY LINE OF AVENUE "A" (A 70' RIGHT-OF-WAY), A DISTANCE OF 8.93 FEET TO A POINT ON A LINE THAT IS [50.00 FEET EAST OF, AS MEASURED AT RIGHT ANGLES TO, THE CENTERLINE OF THE SOUTHBOUND MAIN OF THE FLORIDA EAST COAST RAILROAD]; THENCE NORTH 16°51'27" WEST, ALONG SAID LINE, A DISTANCE OF 400 FEET TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF AVENUE "B" (A 65' RIGHT-OF-WAY); THENCE NORTH 72°55'07" EAST, ALONG SAID RIGHT-OF-WAY LINE, A DISTANCE OF 6.30 FEET TO THE NORTHEAST CORNER OF SAID LOT 7; THENCE SOUTH 171°4'05" EAST, ALONG THE EAST LINE OF SAID LOTS 7 AND 8, A DISTANCE OF 400.00 FEET TO THE POINT OF BEGINNING.

PARCEL 11:

THAT PART OF "AVENUE B" (FORMERLY KNOWN AS TROPICAL AVENUE AS SHOWN ON AARON LEE'S MAP OF FORT PIERCE, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 1, PAGE 189, OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA), LYING SOUTHERLY AND ADJACENT TO PARCELS 5 AND 7, AS DESCRIBED HEREIN, NORTHERLY AND ADJACENT TO PARCELS 8, 9 AND 10, AS DESCRIBED HEREIN, WESTERLY AND ADJACENT TO THE WEST LINE OF NORTH 2ND STREET, AND THAT PORTION LYING EASTERLY AND ADJACENT TO THE EAST RIGHT-OF-WAY LINE OF THE FLORIDA EAST COAST RAILROAD AS SHOWN ON THE STATION MAP, SOUTHERN DIVISION, FLORIDA EAST COAST RAILWAY COMPANY FLAGLER SYSTEM STATION 12741+93.7 TO STATION 12796+90.0, DATED SEPTEMBER 5, 1944; SAID LANDS SITUATE, LYING AND BEING IN ST. LUCIE COUNTY, FLORIDA.

NOTE: ITEMS IN BOLD TYPE IN BRACKETS AND A SUPERScript NUMBER CORRESPOND WITH SURVEYOR'S NOTE ITEM #20.

SCHEDULE B-II EXCEPTIONS

OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY
AMERICAN LAND TITLE ASSOCIATION COMMITMENT
ISSUING OFFICE FILE NUMBER: 037720072937
COMMITMENT DATE: JANUARY 02,2020 @3:06PM

THIS COMMITMENT DOES NOT REPUBLISH ANY COVENANT, CONDITION, RESTRICTION, OR LIMITATION CONTAINED IN ANY DOCUMENT REFERRED TO IN THIS COMMITMENT TO THE EXTENT THAT THE SPECIFIC COVENANT, CONDITION, RESTRICTION, OR LIMITATION VIOLATES STATE OR FEDERAL LAW BASED ON RACE, COLOR, RELIGION, SEX, SEXUAL ORIENTATION, GENDER IDENTITY, HANDICAP, FAMILIAL STATUS, OR NATIONAL ORIGIN.

THE POLICY WILL NOT INSURE AGAINST LOSS OR DAMAGE RESULTING FROM THE TERMS AND PROVISIONS OF ANY LEASE OR EASEMENT IDENTIFIED IN SCHEDULE A, AND WILL INCLUDE THE FOLLOWING EXCEPTIONS UNLESS CLEARED TO THE SATISFACTION OF THE COMPANY:

- DEFECTS, LIENS, ENCUMBRANCES, ADVERSE CLAIMS OR OTHER MATTERS, IF ANY CREATED, FIRST APPEARING IN THE PUBLIC RECORDS OR ATTACHING SUBSEQUENT TO THE EFFECTIVE DATE HEREOF BUT PRIOR TO THE DATE THE PROPOSED INSURED ACQUIRES FOR VALUE OF RECORD THE ESTATE OR INTEREST OR MORTGAGE THEREON COVERED BY THIS COMMITMENT.

AFFECTS SUBJECT PROPERTY, NOT A SURVEY MATTER

- FACTS WHICH WOULD BE DISCLOSED BY AN ACCURATE AND COMPREHENSIVE SURVEY OF THE PREMISES HEREIN DESCRIBED.

AFFECTS SUBJECT PROPERTY, SHOWN HEREON

- RIGHTS OR CLAIMS OF PARTIES IN POSSESSION.

AFFECTS SUBJECT PROPERTY, NOT A SURVEY MATTER

- CONSTRUCTION, MECHANIC'S, CONTRACTORS' OR MATERIALMEN'S LIEN CLAIMS, IF ANY, WHERE NO NOTICE THEREOF APPEARS OF RECORD.

AFFECTS SUBJECT PROPERTY, NOT A SURVEY MATTER

- EASEMENTS OR CLAIMS OF EASEMENTS NOT SHOWN BY THE PUBLIC RECORDS.

AFFECTS SUBJECT PROPERTY, NOT A SURVEY MATTER

- GENERAL OR SPECIAL TAXES AND ASSESSMENTS REQUIRED TO BE PAID IN THE YEAR 2020 AND SUBSEQUENT YEARS.

AFFECTS SUBJECT PROPERTY, NOT A SURVEY MATTER

- RIGHTS OF TENANTS AND/OR PARTIES IN POSSESSION, AND ANY PARTIES CLAIMING, BY THROUGH OR UNDER SAID TENANTS OR PARTIES IN POSSESSION, AS TO ANY UNRECORDED LEASES OR RENTAL AGREEMENTS.

AFFECTS SUBJECT PROPERTY, NOT A SURVEY MATTER

- ALL MATTERS CONTAINED ON THE PLAT OF AARON LEE'S MAP OF FORT PIERCE, AS RECORDED IN PAT BOOK 1, PAGE 189.

AFFECTS SUBJECT PROPERTY, SHOWN HEREON

- ALL MATTERS CONTAINED ON THE PLAT OF NEW SUBDIVISION BLOCK E OF AARON LEE'S MAP OFFORT PIERCE, FLORIDA, AS RECORDED IN PLAT BOOK 1, PAGE 192.

AFFECTS SUBJECT PROPERTY, SHOWN HEREON

- EASEMENT BETWEEN FLOWERS BAKING CO. OF FT. PIERCE, INC. AND THE CITY OF FORT PIERCE, FLORIDA, FOR THE USE AND BENEFIT OF THE FORT PIERCE UTILITIES AUTHORITY RECORDED IN OFFICIAL RECORDS BOOK 306, PAGE 1045. (PARCEL 3)

PLATTED BLOCK IDENTIFICATION IS ILLEGIBLE, HOWEVER DOES NOT APPEAR TO AFFECT SUBJECT PROPERTY

- EASEMENT DEED BETWEEN THE CITY OF FORT PIERCE FOR THE USE AND BENEFIT OF THE FORT PIERCE UTILITIES AUTHORITY AND CITY OF FORT PIERCE, FLORIDA RECORDED IN OFFICIAL RECORDS BOOK 3691, PAGE 1220. (PARCEL 9)

AFFECTS SUBJECT PROPERTY, SHOWN HEREON

- EASEMENT BETWEEN THE CITY OF FORT PIERCE, FLORIDA AND THE CITY OF FORT PIERCE, FLORIDA, FOR THE USE AND BENEFIT OF THE FORT PIERCE UTILITIES AUTHORITY RECORDED IN OFFICIAL RECORDS BOOK 3897, PAGE 1716. (PARCEL 4)

AFFECTS SUBJECT PROPERTY, SHOWN HEREON

- EASEMENT BETWEEN CITY OF FORT PIERCE, FLORIDA AND CITY OF FORT PIERCE, FLORIDA, FOR THE USE AND BENEFIT OF THE FORT PIERCE UTILITIES AUTHORITY RECORDED IN OFFICIAL RECORDS BOOK 3697, PAGE 1719. (PARCEL 7)

AFFECTS SUBJECT PROPERTY, SHOWN HEREON

- DECLARATION OF RESTRICTIVE COVENANT BY FORT PIERCE REDEVELOPMENT AGENCY, A DEPENDENT SPECIAL DISTRICT OF THE CITY OF FORT PIERCE TO THE FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION RECORDED IN OFFICIAL RECORDS BOOK 4111, PAGE 1502. (PARCEL 1)

AFFECTS SUBJECT PROPERTY, SHOWN HEREON

- EASEMENT BETWEEN CITY OF FORT PIERCE, FLORIDA AND THE CITY OF FORT PIERCE, FLORIDA, FOR THE USE AND BENEFIT OF THE FORT PIERCE UTILITIES AUTHORITY RECORDED IN OFFICIAL RECORDS BOOK 4201, PAGE 1107. (PARCELS 1 AND 2)

AFFECTS SUBJECT PROPERTY, SHOWN HEREON

- RESOLUTION NO. L 9-805 OF THE CITY COMMISSION OF THE CITY OF FORT PIERCE, FLORIDA TO APPROVE THE CREATION AND RECODATION OF A 50' PUBLIC ROAD RIGHT-OF-WAY EXTENDING FROM NORTH 2ND STREET TO INDIAN RIVER DRIVE, COMMONLY KNOWN AS AVENUE B, RECORDED IN OFFICIAL RECORDS BOOK 4232, PAGE 1382. (PARCEL 2)

AFFECTS SUBJECT PROPERTY, SHOWN HEREON

- AGREEMENT FOR DEVELOPMENT OF KING'S LANDING BY AND BETWEEN AUDUBON DEVELOPMENT, INC., A FLORIDA CORPORATION AND THE CITY OF FORT PIERCE, A FLORIDA MUNICIPAL CORPORATION, AND THE FORT PIERCE REDEVELOPMENT AGENCY, A COMMUNITY REDEVELOPMENT AGENCY ESTABLISHED PURSUANT TO FLORIDA STATUTES CHAPTER 163, RECORDED IN OFFICIAL RECORDS BOOK 4353, PAGE 1200. (ALL PARCELS)

AFFECTS SUBJECT PROPERTY, BLANKET IN NATURE

- RIPARIAN AND LITTORAL RIGHTS ARE NOT INSURED.

DOES NOT AFFECT SUBJECT PROPERTY, NOT A SURVEY MATTER

- ANY ADVERSE OWNERSHIP CLAIM BY THE STATE OF FLORIDA BY RIGHT OF SOVEREIGNTY TO ANY PORTION OF THE LANDS INSURED HEREUNDER, INCLUDING SUBMERGED, FILLED AND ARTIFICIALLY EXPOSED LANDS AND LANDS ACCRETED TO SUCH LANDS.

AFFECTS SUBJECT PROPERTY, SHOWN HEREON

- SUBJECT TO AUTOMATIC PHOSPHATE, METALS, MINERALS AND PETROLEUM RESERVATIONS BY VIRTUE OF SEC. 270.11 (f), F.S.

AFFECTS SUBJECT PROPERTY, NOT A SURVEY MATTER.

- ORDINANCE NO. A-50 PASSED BY THE CITY COMMISSION OF THE CITY OF FORT PIERCE, FLORIDA, RECORDED IN OFFICIAL RECORDS BOOK 38, PAGE 538.

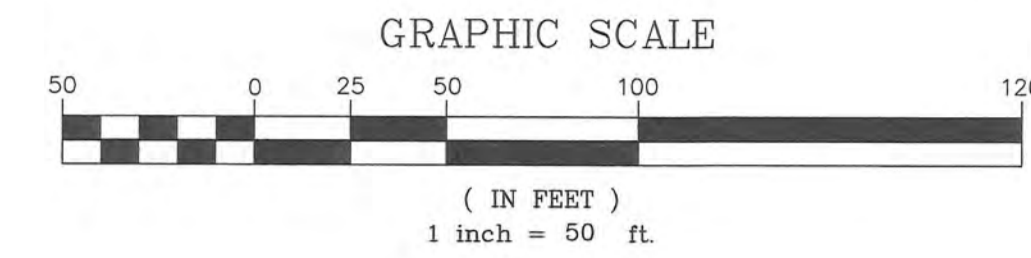
AFFECTS SUBJECT PROPERTY, SHOWN HEREON

ALTANSPS LAND TITLE SURVEY FOR: AUDUBON DEVELOPMENT, INC.



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

F.B.P.E. CERTIFICATE OF AUTHORIZATION 9635
L.B. CERTIFICATE OF AUTHORIZATION 6098



ABBREVIATION & SYMBOL LEGEND

- | | |
|------------------------------|--|
| FND = FOUND | TEL = AT&T RISER |
| NL = NAIL | BFP = BACK FLOW PREVENTER |
| ID = IDENTIFICATION | IB = BENCH |
| (C) = CALCULATED | BM = BENCHMARK |
| (D) = DEED | BR = BIKE RACK |
| FEC = FLORIDA EAST COAST | CATV = CABLE RISER |
| IR&C = IRON ROD & CAP | CTV = CABLE/TV HANDHOLD |
| LB = LICENSED BUSINESS | CB = CATCH BASIN |
| O.R. = OFFICIAL RECORDS BOOK | CO = CLEAN OUT |
| PG. = PAGE | CLP = CONCRETE LIGHT POST |
| PK = PARKER & CAYLON | CPP = CONCRETE POWER POLE |
| P.B. = PLAT BOOK | CPW = CONCRETE POWER POLE W/STREET LIGHT |
| CL = CENTERLINE | CSL = CONCRETE SIGNAL LIGHT POLE |
| WV = WATER VALVE | DL = DECORATIVE LIGHT POST |
| | DI = DIAMETER |
| | DM = DRAINAGE MANHOLE |
| | EB = ELECTRIC BOX |
| | EHH = ELECTRIC HAND HOLE |
| | EM = ELECTRIC METER |
| | EP = ELECTRICAL PANEL |
| | EX = EXISTING ELEVATION |
| | FOR = FIBER OPTIC RISER |
| | FOV = FIBER OPTIC VAULT |
| | GL = GROUND LIGHT |
| | GR = GUARD RAIL |
| | QWA = QUY WIRE ANCHOR |
| | HY = HYDRANT |
| | ICV = IRRIGATION CONTROL VALVE |
| | IRP = IRRIGATION PUMP |
| | IRV = IRRIGATION VALVE |
| | LP = LIGHT POST |
| | MB = MAILBOX |
| | MLP = METAL LIGHT POST |
| | MW = MONITORING WELL |
| | OW = OVERHEAD WIRE |
| | PM = PARKING METER |
| | RWV = RECLAIMED WATER VALVE |
| | SV = SANITARY VALVE |
| | SVI = SET IRON ROD WITH CAP "L.B. 6599" |
| | SN = SET NAIL AND DISK "L.B. 6599" |
| | SG = SIGN |
| | SP = SPIGOT |
| | SVL = SPRINKLER VALVE |
| | SS = STREET SIGN |
| | WSM = WATER SERVICE METER |
| | CI = CURB INLET |
| | WV = WATER VALVE |
| | WPS = WOOD POLE STREET LIGHT |
| | WP = WOOD POWER POLE |
| | TH = TRAFFIC HANDHOLD |
| | UH = UNKNOWN HANDHOLD |
| | URB = UNKNOWN RISER BOX |
| | BP = BLUE PAINT MARKS |
| | RP = RED PAINT MARKS |
| | GP = GREEN PAINT MARKS |
| | OP = ORANGE PAINT MARKS |
| | WP = WHITE PAINT MARKS |
| | AV = AIR RELEASE VALVE |
| | FPM = FPL MANHOLE |
| | UM = UNKNOWN TYPE MANHOLE |
| | SM = SANITARY MANHOLE |
| | SDM = STORMWATER DRAINAGE MANHOLE |

ALTANSPS LAND TITLE SURVEY
FOR: AUDUBON DEVELOPMENT, INC.

RECORD INFORMATION
SEC. 10, T29N36.35 SOUTH, RGE. 40 EAST
SAINT LUCIE COUNTY, FLORIDA

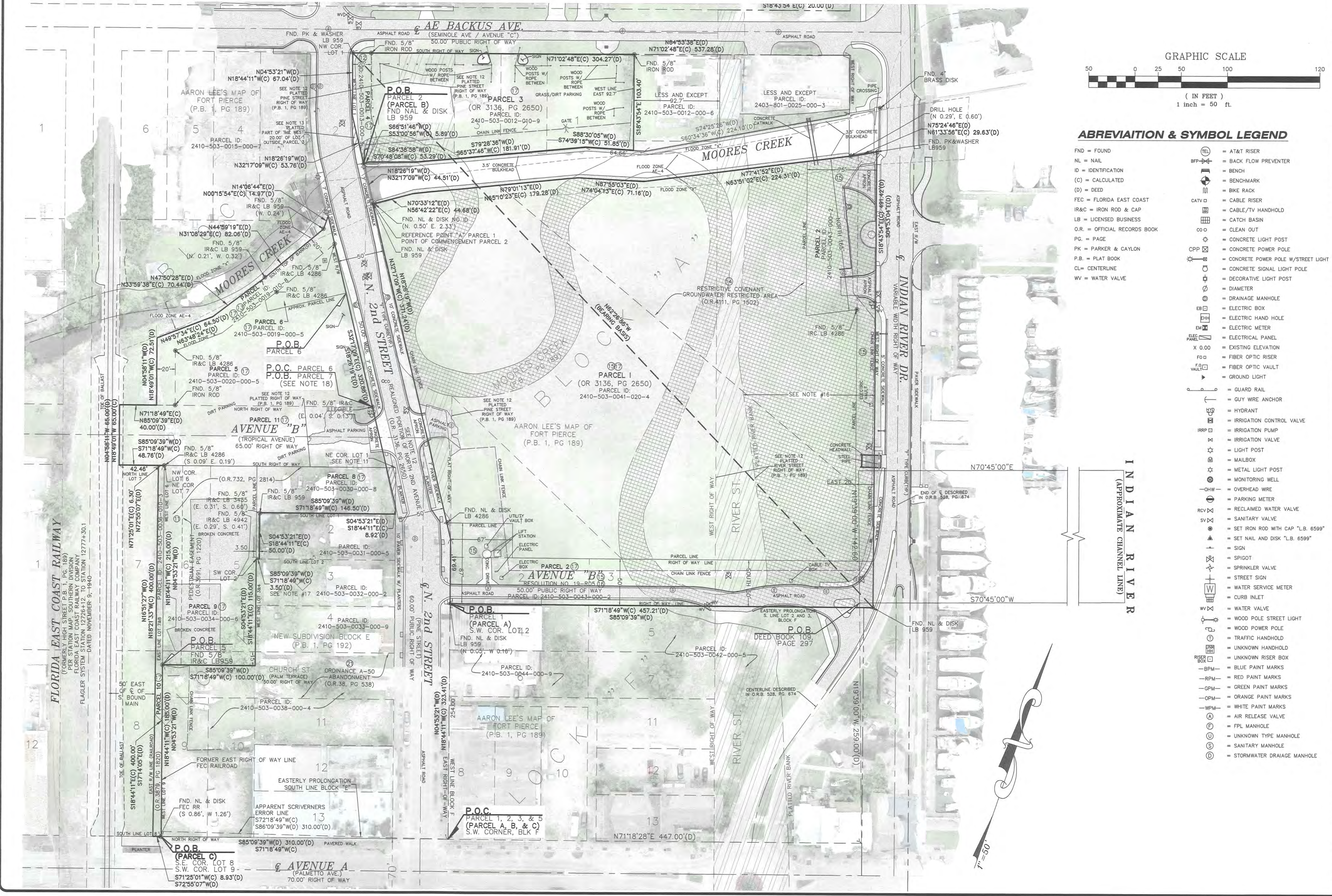


10250 VILLAGE PARKWAY
UNIT 201
PORT ST. LUCIE, FL 34987
772-462-2455

19-361

3 OF 4

THIS DOCUMENT, TOGETHER WITH THE CONCEPTUAL DESIGN PRESENTED HEREIN, IS THE PROPERTY OF EDC, INC. AND IS TO BE USED ONLY FOR THE SPECIFIC PURPOSE AND CLIENT FOR WHICH IT WAS PREPARED. REUSE OF AND IMPROPER RELIANCE ON THIS DOCUMENT WITHOUT WRITTEN AUTHORIZATION AND ADOPTION BY EDC, INC. SHALL BE WITHOUT LIABILITY TO EDC, INC.



February 02, 2021

Dale Matteson
 Audubon Development
 184 Sunset Ave #38
 Palm Beach, FL 33480

VIA Email: dale@audubondevelopment.com

Reference: **Environmental Assessment**
 Kings Landing Redevelopment
 Fort Pierce, St. Lucie County, FL

Dear Mr. Matteson,

EDC, Inc. (EDC) has completed this Environmental Assessment (EA) for the below referenced properties. The purpose of this evaluation was to conduct a review of the below listed parcels by means of site visit, review of available aerial photography, listed species review, review of soil resources, and review of environmental regulation pertaining to these parcels.

Parcel ID	Parcel Address	Acreage	Current FLU	Current Zoning
2410-503-0041-020-4	322 N. 2 nd Street	5.27	I	LI
2410-503-0012-010-9	125 A E Backus Avenue	0.69	I	LI
2410-503-0020-000-5	N 2 nd Street	0.41	I	LI
2410-503-0034-000-6	218 Avenue B	0.494	I	LI
2410-503-0019-000-5	N 2 nd Street	0.1	I	LI
2410-503-0030-000-8	N. 2 nd Street	0.169	I	LI
TOTAL ACRES:		7.13		

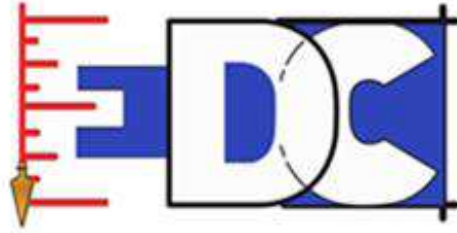
The following report details the findings of our on-site and desktop investigations of the properties as they pertain to City of Fort Pierce regulations.

Please contact the undersigned if you have any questions regarding this report.

Respectfully submitted,
EDC, Inc.



Anthony A. Adams, BS
 Sr. Biologist | Certified Arborist



ENGINEERS • SURVEYORS • ENVIRONMENTAL

ENVIRONMENTAL ASSESSMENT

North 2nd Avenue and E Backus Street
Fort Pierce, St. Lucie County, FL

Date: February 01, 2021
Project # 19-361

Prepared For:
Dale Matteson
Audubon Development
184 Sunset Ave #38
Palm Beach, FL 33480
dale@audubondevelopment.com

Prepared By:
EDC, Inc.
10250 SW Village Parkway
Port St Lucie, Florida 34987
(772) 223-5200

The subject property evaluated as part of this Environmental Assessment consists of an approximately 7.13 acres, divided between six (6) parcels:

Parcel ID	Parcel Address	Acreage	Current FLU	Current Zoning
2410-503-0041-020-4	322 N. 2 nd Street	5.27	I	LI
2410-503-0012-010-9	125 A E Backus Avenue	0.69	I	LI
2410-503-0020-000-5	N 2 nd Street	0.41	I	LI
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2410-503-0019-000-5	N 2 nd Street	0.1	I	LI
2410-503-0030-000-8	N. 2 nd Street	0.169	I	LI
TOTAL ACRES:		7.13		

These properties are located at North 2nd Ave, East Backus Street, and 218 Avenue B in Fort Pierce, St Lucie County, Florida. According to the St Lucie County Property Appraiser, the subject property has a land use code of 8000 Light Industrial.

This environmental assessment was completed as a precursor to permitting and review by a governmental agency as an applicable document for the supporting information associated with a building permit or land development application. EDC, Inc. staff visited the property on January 29, 2021 in order to ascertain the status and composition of any critical habitats, such as wetlands and native uplands that may be onsite.

VEGETATION:

It is the opinion of EDC that there is no native upland habitat located on site. The habitat consisted of the following classification; 190 – Open Land with a regularly maintained groundcover.

The following native vegetation was found on site:

Common Name	Species Name
Cabbage Palm	<i>Sabal Palmetto</i>
Live Oak	<i>Quercus virginicus</i>

The following invasive vegetation was found on site:

Common Name	Species Name
Brazilian Pepper	<i>Schinus terebinthifolia</i>
Bahia Grass	<i>Paspalum notatum</i>

WETLAND DELINEATION:

According to aerial photographs and site visit, it appears that there are no wetlands on site. Based on the State definition, a wetland consists of three components: 1). Hydric soils. 2). Wetland plants. 3). Hydrologic patterns. These components were not found during the field reconnaissance on the property. At the time of the site reconnaissance, there were no wetland indicators.

A wetland delineation will not be needed.

WILDLIFE EVALUATION:

EDC, Inc. conducted a pedestrian survey throughout the property to investigate for the presence of any plant or animal listed species. No gopher tortoises or any other state or federally listed plant/animal species were found on site.

SOIL COMPOSITION:

Based on a review of the USDA Web Soil the site is composed of:

Urban land- This miscellaneous area is where the natural soil cannot be readily observed. The soils have been generally altered by grading and shaping, or have been covered with 5 to 12 inches of sandy fill material.

SITE HISTORY:

After reviewing aerial images provided by Google Earth and St Lucie County Property Appraiser, it is evident that approximately 3.75 acres, of the largest parcel was used for industrial purposes. Storage tanks, large building structures, and equipment can be seen. The site was demolished in 2008, according to aerials and permit history of the parcel. The parcel and surrounding parcels have remained vacant since the demolition occurred. According to the St Lucie County Property Appraiser, the current property owner is the Fort Pierce Redevelopment Agency.

CITY OF FORT PIERCE REGULATIONS:

The following City of Fort Pierce Land Development Regulations apply to the subject property:

Sec. 123-64. - Permit required.

- (a) *Tree removal permit.* No person shall, directly or indirectly, cut down, substantially alter, destroy, remove, relocate, damage or authorize any such act involving a protected tree situated on land within the city, without first obtaining a tree removal permit. But the following activities may be done without applying for a permit:

There are native palms with a clear trunk of 10', based on site observations, as well as large oaks. To remove them, a mitigation plan will be needed as part of a Tree Removal Permit application.

SUMMARY:

It is the professional opinion of EDC that there is no native upland habitat on site. In addition, no wetlands were found on site. Lastly, no gopher tortoises or any other state or federally listed plant/animal species were found on site.



Environmental Site Assessment

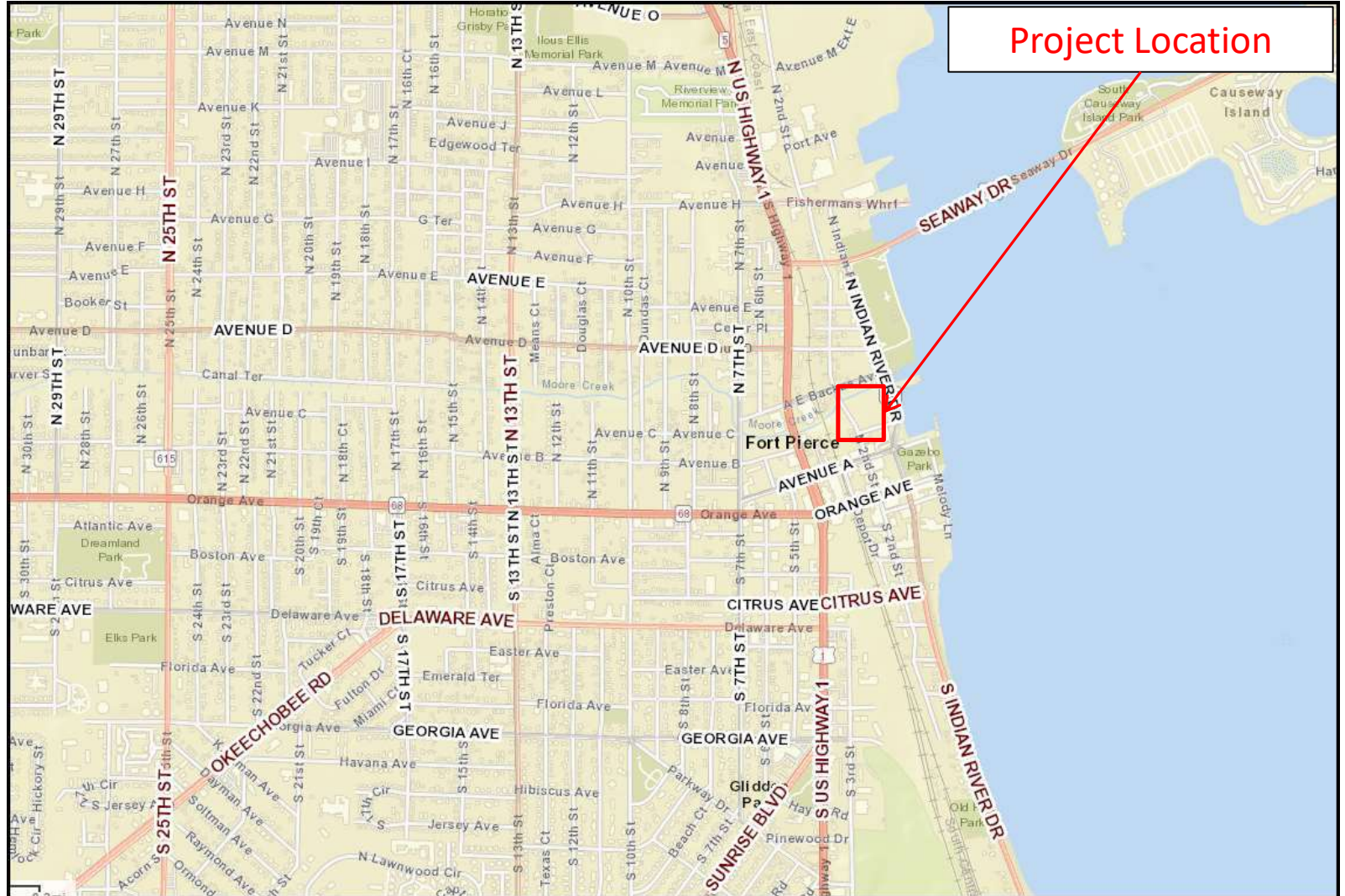
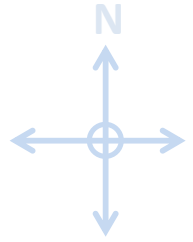
North 2nd Street
City of Fort Pierce, FL

Location Map

Project: 19-361

Kings Landing

02/01/2021





Environmental Site Assessment

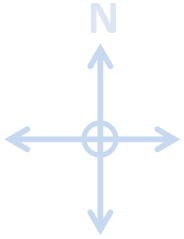
North 2nd Street
City of Fort Pierce, FL

Property Appraiser Map

Project: 19-361

Kings Landing

02/01/2021





Environmental Site Assessment

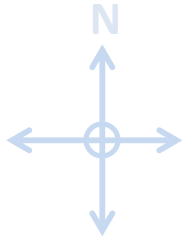
North 2nd Street
City of Fort Pierce, FL

Soil Map

Project: 19-361

Kings Landing

02/01/2021



St. Lucie County, Florida (FL111)			
St. Lucie County, Florida (FL111)			
Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
47	Urban land, 0 to 2 percent slopes	7.4	100.0%
Totals for Area of Interest		7.4	100.0%



Environmental Site Assessment

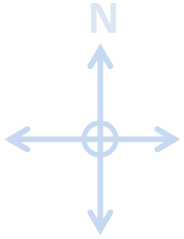
North 2nd Street
City of Fort Pierce, FL

Florida Land Use, Cover and Forms Classification System (FLUCCS) Map

Project: 19-361

Kings Landing

02/01/2021



FLUCCS Codes

190

Open Land

*This map demonstrates an approximation of habitat boundaries on site.

