

CITY OF FORT PIERCE

CONFERENCE AGENDA

Conference Agenda Meeting - Monday, August 8, 2022 - 9:00 a.m.

City Hall - Commission Chambers, 100 North U.S. #1, Fort Pierce, Florida

1. **Call to Order**
2. **Pledge of Allegiance**
3. **Roll Call**
4. **New Business**
 - a. Presentation by William Wims, President/CEO, New Horizons of the Treasure Coast and Okeechobee
 - b. Fort Pierce Downtown Parking Analysis Presentation.
 - c. Discussion on agenda for joint meeting with Housing Authority Board.
 - d. Staff will present information on the Safe Streets and Roads for All (SS4A) Discretionary Grant to promote the Vision Zero safety plan.
.
 - e. Discussion of Utilities Bill Assistance

5. **COMMENTS FROM THE PUBLIC**

Any person who wishes to comment on any subject may be heard at this time. Please limit your comments to three (3) minutes or less, as directed by the Mayor, as this section of the Agenda is limited to thirty minutes. The City Commission will not be able to take any official actions under Comments from the Public. Speakers will address the Mayor, Commissioners, and the Public with respect. Inappropriate language will not be tolerated.

6. **City Commission Boards and Committees Updates**

7. **Adjournment**

Immediately following adjournment, please move toward the doors and exit the chambers. This allows for the safe and courteous exit of all persons, and those on the dais. Conversations after the meeting should be held outside of chambers, in the foyer or elsewhere, but not in the commission chambers where lights will be out as soon as the chambers are empty.

In accordance with the Americans with Disabilities Act and Section 286.26, Florida Statutes, persons with disabilities needing special accommodation to participate in this meeting should contact the City Clerk's Office at (772) 467-3065 at least 48 hours prior to the meeting.

City Commission Conference Agenda - 9:00 AM

4. a.

Meeting Date: 08/08/2022

Re: New Horizons Presentation

Submitted For: Nick Mimms, City Manager, City Manager

SUBJECT:

Presentation by William Wims, President/CEO, New Horizons of the Treasure Coast and Okeechobee

Attachments

Presentation

Form Review

Inbox	Reviewed By	Date
City Manager	Nick Mimms	06/11/2022 09:27 AM
City Manager	Nick Mimms	06/11/2022 09:27 AM
Form Started By: Jennifer Robinson		Started On: 05/25/2022 05:11 PM
Final Approval Date: 06/11/2022		



Services of New Horizons of the Treasure Coast & Okeechobee

Kathryn R. Beverly, LCSW

- ▶ Division Director for
Outpatient & Community
Services

Our Mission

New Horizons of the Treasure Coast and Okeechobee delivers accessible behavioral and primary health care services to children, adults and families to achieve mental and physical wellness, thereby improving the quality of life in our community.

Established in 1958, New Horizons offers a wide range of programs at seven facilities across Indian River, Martin, St. Lucie and Okeechobee counties.



Adult Services



Adult Outpatient Services

- ▶ Florida Assertive Community Treatment (FACT)
- ▶ Adult Psychiatry
- ▶ Adult Case Management
 - Intensive & Forensic
- ▶ Medicated Assisted Treatment (MAT)
- ▶ Psychosocial Rehabilitation (PSR) & Independent Living Skills Center
- ▶ Injection Clinic
- ▶ Mental Health Court
 - Indian River, Martin & St. Lucie Counties

Adult Inpatient Services

- ▶ Detox Unit–12 bed unit where adults experiencing acute symptoms from substance abuse receive medication to prevent and manage withdrawal symptoms and also receive medical and psychosocial treatment.
- ▶ Independence Recovery Program–After detox individuals can take part in 28 -day treatment program to help them remain clean and sober. The program follows the 12-Step Model to recovery and resilience.
- ▶ Transitional Group Living–A home for individuals with severe and persistent mental illness who have major skill deficits in activities of daily living and independent living. In this 16-bed supervised setting, they learn to take responsibility for their recovery, practice coping and life skills, gradually gain independence, and eventually transition back to the community. Admission to the home is only through the state hospital system.

Adult Inpatient Services

(continued)

- ▶ **Adult Crisis Stabilization Services (ASU)** -At our main campus in Fort Pierce, we have a 30-bed unit that provides adults in crisis a safe place to receive treatment and establish balance in their lives. Admission to the unit is under the supervision of a physician.

Children's Services



Children's Services

- ▶ Children Crisis Center–20 bed facility provides services 24 hours a day, 7 days a week for children from ages 6 through 17 who have mental health and/or substance abuse issues and need immediate crisis intervention.
- ▶ Children's Community Action Team (CAT)– The CAT team provides the highest level of care in the community setting. It is considered the last step before residential care. Children ages 11 to 21 years of age with a mental health diagnosis or co-occurring substance abuse diagnosis, at risk for out-of-home placement for whom traditional services have not been adequate.
- ▶ Outpatient Services–Provided to children and their families and includes individual, group or family counseling, case management, psychiatric services including evaluation and medication management.

Children's Services (continued)

- ▶ Case Management–Case Managers link families with community resources and advocate for the family when needed. Services are provided by utilizing the Wraparound process in the home, community and schools.
- ▶ Student Assistance–A substance abuse prevention program conducted in elementary and middle schools in St. Lucie, Martin, Indian River and Okeechobee counties, to educate youth on the dangers of substance abuse. The educators help students develop greater self- esteem and coping skills individually or in small group sessions.

Mobile Response Team (MRT)

- ▶ **Our crisis line is available 24/7 for your needs. Call us at 772-468-3909, 211 or 988 and you will be linked directly to our Mobile Response Team who can offer immediate crisis intervention either in-person or by phone. Someone is waiting to help you!**



Contact Us!

- ▶ **New Horizons – Main Campus**
4500 West Midway Road
Fort Pierce, Florida 34981
(772) 468-560
- ▶ **Adult Outpatient Services**
(772) 672-8400
Hours: Mon. – Fri. 8 am – 6 pm
- ▶ **Inpatient Assessment (children & adults)**
(772) 468-3909
Open 24 hours
- ▶ **Children’s Outpatient Services G**
(772) 467-5550
Hours: Mon. – Fri. 8 am – 6 pm
- ▶ **Mobile Response**
(772) 468-3909
Open 24 hours



City Commission Conference Agenda - 9:00 AM

4. b.

Meeting Date: 08/08/2022

Re: Fort Pierce Downtown Parking Analysis

Submitted For: Audria Moore-Wells, Special Projects Coordinator, City Manager

SUBJECT:

Fort Pierce Downtown Parking Analysis Presentation.

Attachments

Presentation

Parking Committee Recommendations

Form Review

Inbox	Reviewed By	Date
City Manager	Nick Mimms	07/23/2022 08:59 AM
City Manager	Nick Mimms	07/23/2022 08:59 AM
Form Started By: Audria Moore-Wells		Started On: 07/12/2022 03:27 PM
Final Approval Date: 07/23/2022		



WALKER
CONSULTANTS



Downtown Fort Pierce Parking Analysis

May 26, 2022

Contents

- 1 Introduction
- 2 Shared Parking Methodology
- 3 Existing Conditions
- 4 Future Conditions
- 5 Structured Parking Alternatives
- 6 Next Steps



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01 | INTRODUCTION

Project Objectives

The purpose of this study is two-fold. First, recommend a capacity to meet the projected parking need for the new King's Landing development. And second, identify areas of surplus and deficit within the study area to determine where to locate a new parking structure to best meet any future parking needs.

To achieve this goal, Walker prepared a shared parking analysis to model current and future conditions on a zone-by-zone basis. Walker's analysis considered the impact of both the King's Landing project and existing vacancies in the downtown. The projected parking need was then compared to the available parking supply in each zone to quantify any current or future shortages.

It is important to note that the parking inventory data collected for this analysis was gathered from aerial images while information about the quantity and types of land uses in the downtown was found on the St. Lucie County Property Appraiser website. The nature of public parking and development within a municipal setting is constantly variable and must consider development projects with difficult goals as well as plan for future development and growth. Therefore, our analysis is intended to be used for planning purposes and should not be relied on for an exact inventory forecast and capacity analysis.



Recommend Parking Capacity



Identify Surplus and Deficit



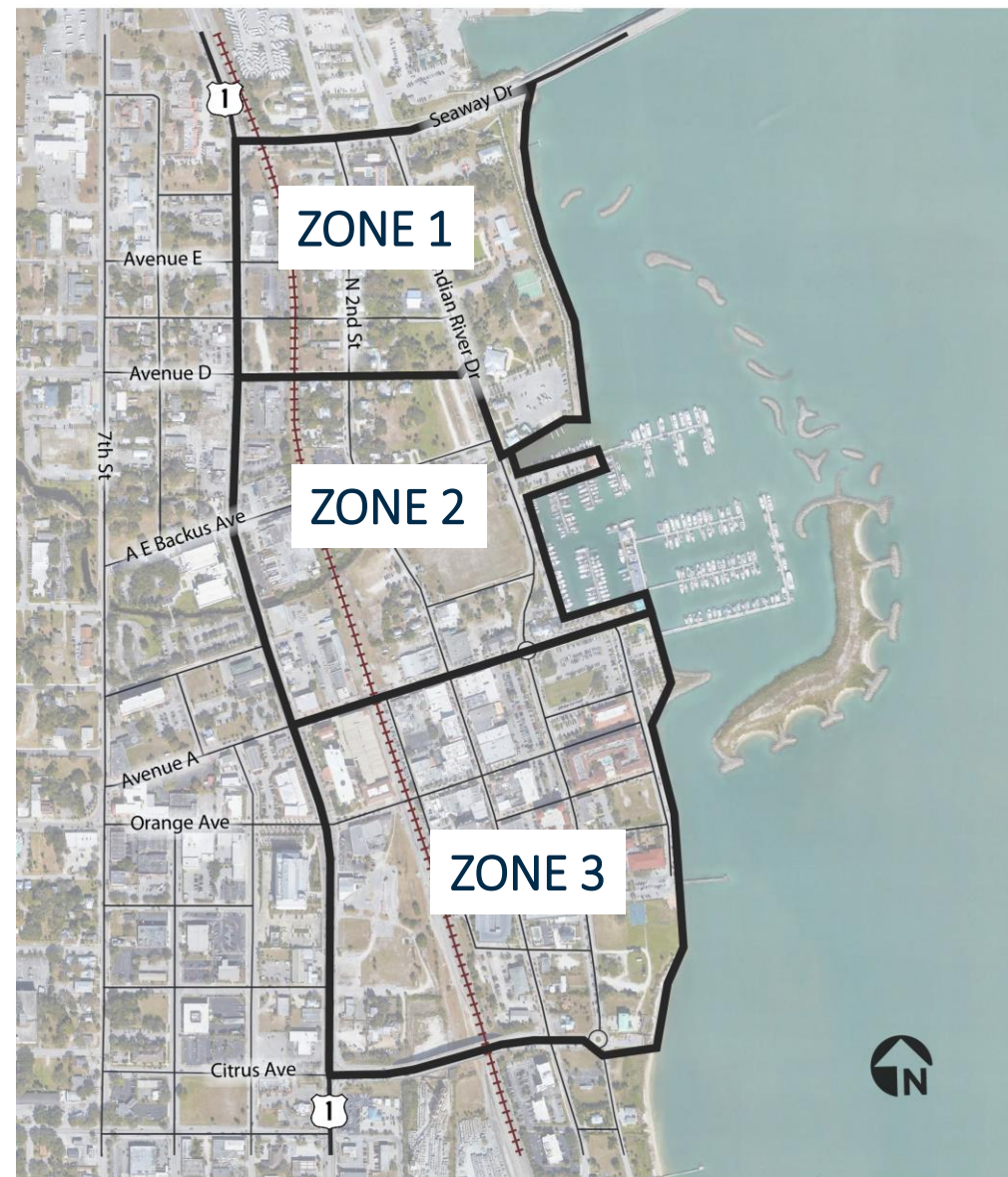
Study Area

The Study Area was divided into three zones based on general features.

Zone 1 is distinguished by its primarily residential nature; however, it also hosts a public park and two museums.

Zone 2 is the future home of the King's Landing development. It is bisected by both Moore Creek and the rail line. As a result, the character of the zone is also mixed. In addition to several industrial parcels, Zone 2 contains some vacant parcels currently used for parking. While the marina itself is in Zone 2, the parking supporting the land use is located to the south (Zone 3).

Zone 3 is the heart of the downtown, and home to both the city and county government services as well as a variety of commercial uses. Like the other zones, the rail line runs north/south bisecting the area, resulting in a real and perceived barrier.





02 | SHARED PARKING METHODOLOGY

Shared Parking Background

The shared parking methodology was developed in the 1980s and has been a widely accepted industry standard for rightsizing parking facilities over the past 30+ years. It is endorsed by the Urban Land Institute (ULI), the American Planning Association (APA), the National Parking Association (NPA), and the International Council of Shopping Centers (ICSC) as an acceptable method of parking planning and management.

It is defined as the ability to use the same parking resource by multiple nearby or adjacent land uses without encroachment. Shared parking considers the parking demand for more than 55 different land uses; the availability and use of alternative modes of transportation; captive market effects; and daily, hourly, and seasonal variations.

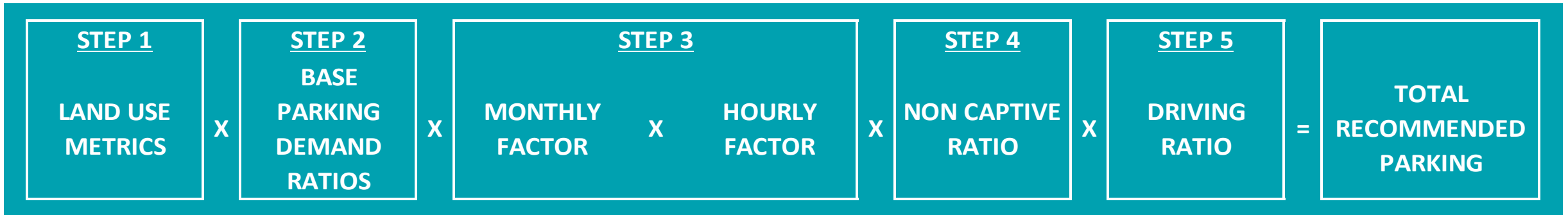
The model generates 494 parking space need calculations and recommends a capacity based on the highest figure generated from these computations. Therefore, the intent is to design for the busiest hour of the year, busiest day of the year, and busiest month of the year, at an 85th percentile level of activity relative to similar properties. The 85th percentile represents a level of activity that occurs frequently enough for which to justify providing spaces.



Shared Parking Methodology

Allows for the sharing of parking spaces among uses in a mixed-use environment without encroachment— in lieu of providing a minimum number of parking spaces for each individual use.

Shared Parking Steps:



01 Identify and Quantify Land Uses
St. Lucie County Land Assessor website

02 Apply ULI published Base Parking Ratios

- Based on the 85th percentile of peak-hour observations
- Significant and high threshold to meet in terms of supplying parking capacity

03 Apply presence factors to account for variations in demand on a daily and annual basis
Complimentary uses such as office and residential

04 Apply adjustment for parkers who visit a second land use during their primary visit

05 Adjust for alternative modes of transportation
Primarily a car-centric commute

Step 1: Identify and Quantify Land Use Components

The first step in projecting parking needs for the Study Area is to understand the **types and quantities** of existing land uses. Walker used data from multiple online sources to determine the mix of commercial and residential development in each zone. The land use assumptions used in the shared parking analysis are shown in the figure to the right.

As a shared parking analysis in a municipal setting, there were several land uses that were unique to the setting.

- City Hall was categorized as Government Office space
- St. Lucie County Courthouse, Office of the Clerk & Comptroller, Law Library and Public Defender’s office was listed as Judicial Complex space
- Museum space includes the AE Backus Museum & Gallery and Manatee Observation and Education Center
- Natalie’s Orchid Island Juice Company was classified as manufacturing space

Land Use	Zone 1	Zone 2	Zone 3	Unit
Retail	19,305	50,672	100,615	SF
Family Restaurant	2,200	20,100	39,658	SF
Fast/ Casual Restaurant	0	6,225	19,858	SF
Bar	0	2,232	0	SF
Theater	0	0	1,200	Seats
Public Park	11	0	0	Acres
Library	0	0	22,523	SF
Museum	13,590	0	0	SF
Hotel/Bed & Breakfast	20	0	0	Keys
Condominium	25	9	38	Dwelling Unit
Townhouse/ Single Family	11	9	2	Dwelling Unit
Office	17,783	12,210	154,456	SF
Government Office	0	0	47,434	SF
Judicial Complex	0	0	168,316	SF
Manufacturing	0	65,572	0	SF
Marina	0	272	0	Slips



Step 2: Apply Standard or Base Parking Generation Ratios

The **base parking ratio** represents how many spaces should be supplied to each use if the spaces are unshared in a suburban context where the driving ratio is at or near 100%. Each land use has a specific metric considered by the parking industry to be a reliable measure of parking demand (i.e., gross leasable area for dining, berths for the marina, and dwelling units for residential).

The ratios are based on an 85th percentile of peak-hour observations, representing parking capacities that will meet or exceed the need of most developments/environments.

The base ratio is informed by thousands of field parking occupancy studies performed by dozens of parking and transportation professionals over decades.

Land Use	Weekday			Weekend			Unit
	Visitor	Employee	Total	Visitor	Employee	Total	
Retail							
Retail	2.10	0.51	2.61	2.33	0.58	2.91	ksf
Food and Beverage							
Family Restaurant	8.27	1.17	9.44	10.77	1.51	12.28	ksf
Fast Casual/Fast Food	9.16	0.75	9.91	8.82	1.39	10.21	ksf
Bar/Lounge/Night Club	15.25	1.25	16.50	17.50	1.50	19.00	ksf
Entertainment and Institutions							
Live Theater	0.30	0.07	0.37	0.33	0.07	0.40	seats
Public Park	4.00	0.40	4.40	5.00	0.50	5.50	acre
Museum/Aquarium	4.00	0.40	4.40	4.50	0.50	5.00	ksf
Public Library	2.00	0.25	2.25	1.90	0.20	2.10	ksf
Hotel and Residential							
Bed & Breakfast	1.00	0.15	1.15	1.00	0.15	1.15	keys
Residential							
Studio Efficiency	0.10	0.85	0.95	0.15	0.85	1.00	units
1 Bedroom	0.10	0.90	1.00	0.15	0.90	1.05	units
2 Bedrooms	0.10	1.65	1.75	0.15	1.65	1.80	units
3+ Bedrooms	0.10	2.50	2.60	0.15	2.50	2.65	units
Office							
Office <25 ksf	0.30	3.50	3.80	0.03	0.35	0.38	ksf
Office =100 ksf	0.25	3.15	3.40	0.03	0.32	0.35	ksf
Office >500 ksf	0.20	2.60	2.80	0.02	0.26	0.28	ksf
Additional Land Uses							
Marina	0.25	0.02	0.27	0.33	0.02	0.35	Berths
Government Office Building	0.30	3.59	3.89	0.03	0.36	0.39	sf GFA
Judicial Complex	0.75	2.27	3.02	0.08	0.23	0.30	sf GFA
Manufacturing	0.30	3.06	3.36	0.03	0.31	0.34	sf GFA



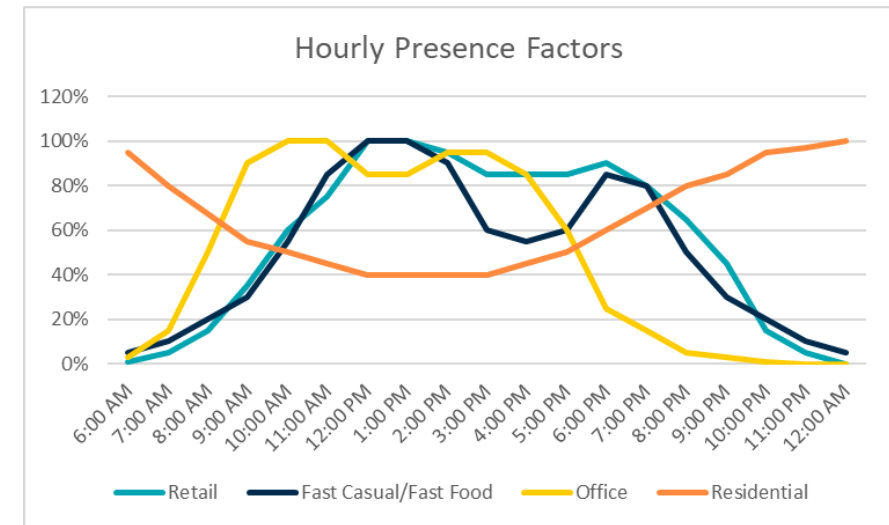
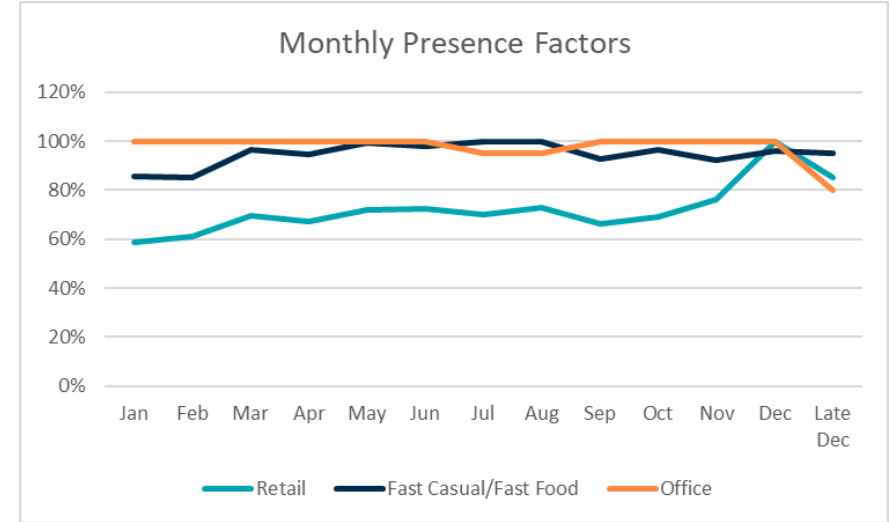
Step 3: Apply Presence Factors

Time-based adjustments, also known as “**presence**” adjustments, are made to account for parking demand variability by hour of day and month of year.

Presence is expressed as a percentage of the peak hour demand on a design day for both time of day and month of the year. The fact that parking demand for each component may peak at different times generally means that fewer parking spaces are needed in the downtown than would be required if each component were a freestanding development.

Seasonally, different land uses experience ebbs and flows in the intensity of their business activity. To account for changes in the last week of December, shared parking assumes a 13-month model. For example, retail peaks in December and is lower throughout the rest of the year while movie theaters peak in July and the last week in December.

The parking demand for any given land use also varies throughout the day. The model evaluates parking demand for each land use from 6 a.m. to 12 midnight on weekdays and weekends for every month of the year.



Step 4: Apply Non-Captive Ratio

“Captive market” is a term borrowed from market researchers to describe people who are already present in the immediate vicinity at certain times of the day. In the shared parking analysis, we use the inverse of captive, or “non-captive,” to reflect the adjustment of parking needs and vehicular trip generation rates due to the interaction among uses in an area.

Generally, **non-captive parking considerations** for any mixed-use environment considers that some visitors to a specific land use may already be parked visiting multiple land uses, such as when an office employee visits a restaurant within the same area (without re-parking). This is referred to as the “effects of a captive market,” as some of the restaurant’s patrons are already parking nearby. Therefore, they **contribute only once to the number of peak hour spaces utilizing the downtown’s parking supply**.

With shared parking, the parking demand ratio for individual land uses can be adjusted downward in proportion to the captive market support of the neighboring land uses.

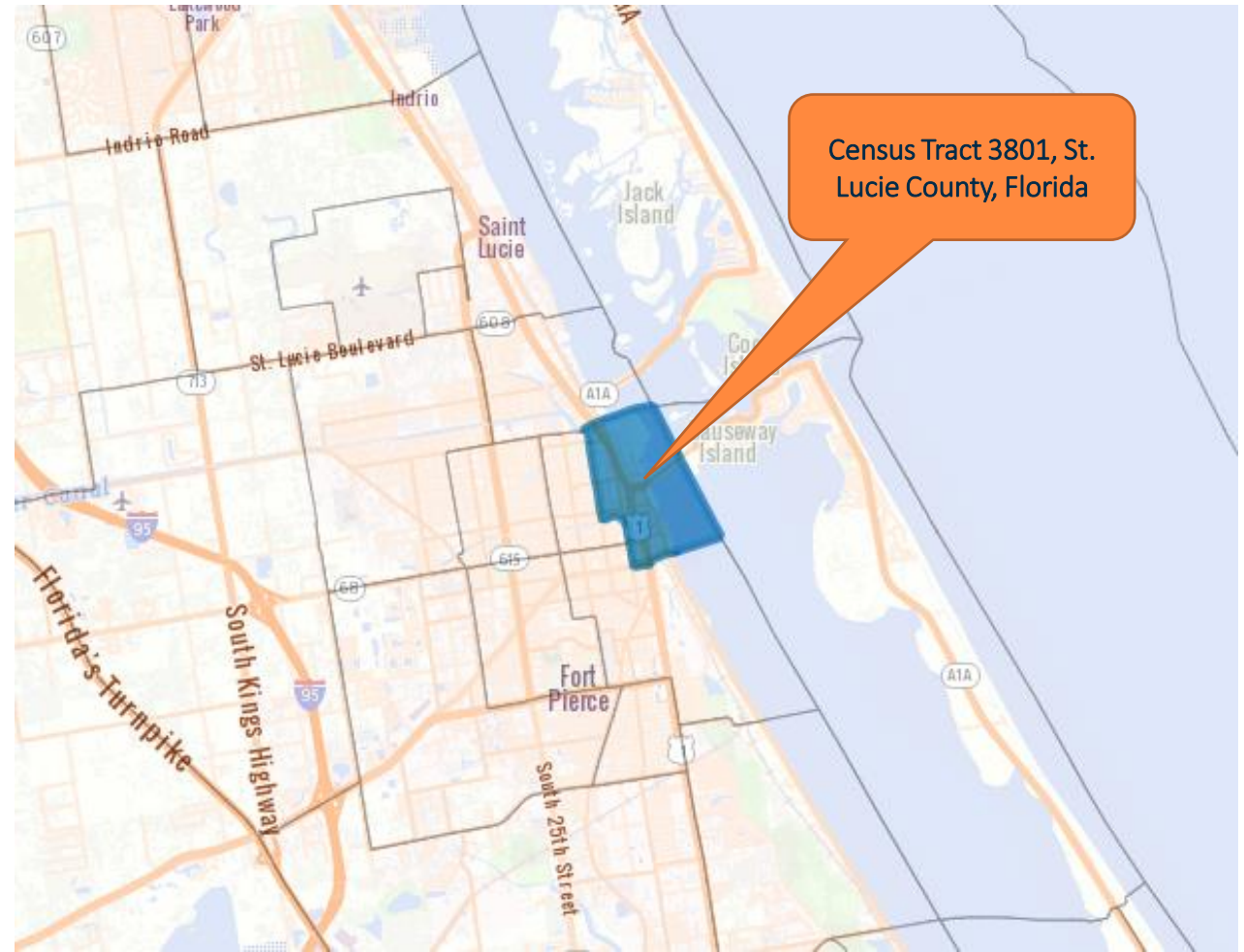


Step 5: Adjust Driving Ratio/Modal Split

The **drive ratio** represents a reduction in anticipated spaces needed to account for employees, guests, and visitors arriving to the site by means other than a single-occupant, motorized vehicle. These other means include mass transit, carpooling/vanpooling, taxi, ride-hailing services, drop offs, bicycling, or walking.

Employee driving adjustments were made based on commute to work data from the American Community Survey. Site specific analysis was also used to confirm that transit is available (or not), and that other means (bicycle and walking) are also feasible.

Driving Adjustments				
	Weekday		Weekend	
	Daytime	Evening	Daytime	Evening
Residents (vehicle ownership)	100%	100%	100%	100%
Service (Non-office) Employees	90%	90%	90%	90%
Office Employees	93%	93%	93%	93%
Retail/Dining & Misc. Customers	100%	100%	100%	100%



Census Tract 3801, St. Lucie County, Florida





03 | Existing Conditions

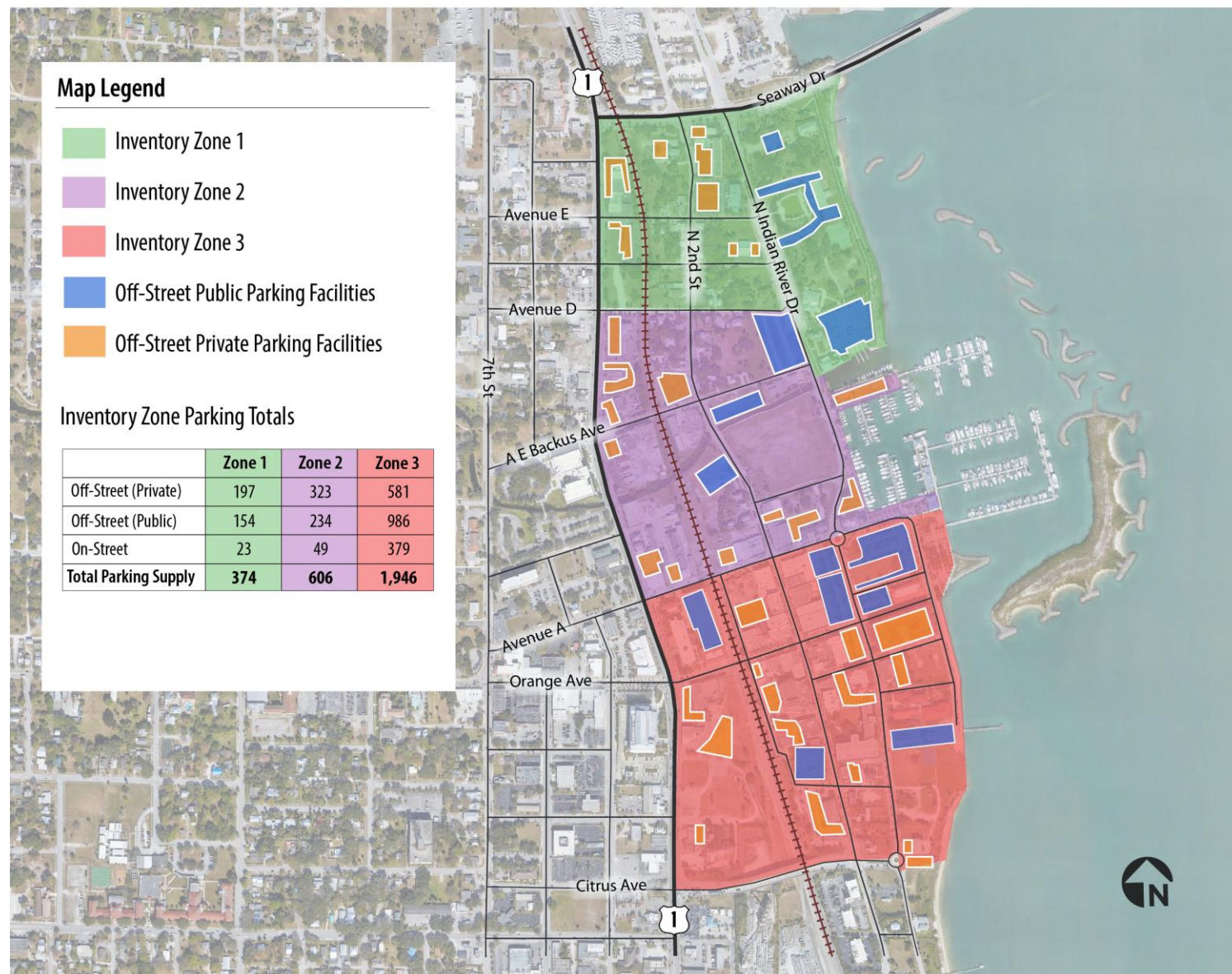
Parking Supply

The Study Area was divided into three zones based on general features.

Parking supply figures were obtained through aerial photographs and City published data. While there are nearly 3,000 spaces in Study Area, approximately 66% of the parking capacity is in Zone 3.

Inventory Zone Parking Totals

	Zone 1	Zone 2	Zone 3
Off-Street (Private)	197	323	581
Off-Street (Public)	154	234	986
On-Street	23	49	379
Total Parking Supply	374	606	1,946



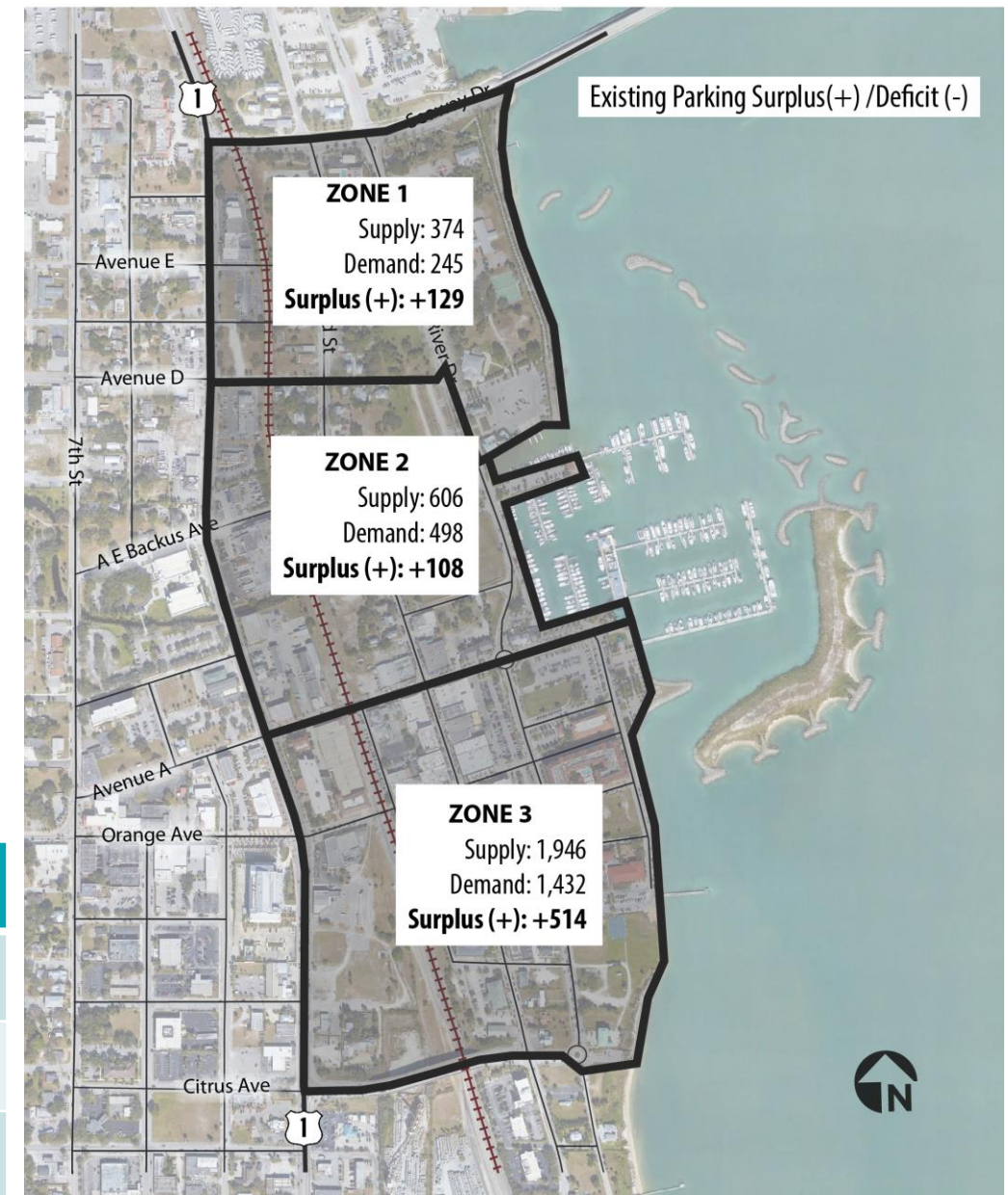
Existing Weekday Conditions

Walker prepared shared parking models for each zone in the study area using land use data available from the County Property Assessor. No onsite occupancy counts were performed as part of this analysis to further refine our findings.

The figure to the right shows peak parking demand in the downtown during weekday conditions. It is important to note that each zone peaks at a slightly different time of day and/or month. As a result, the conditions shown on the map are unlikely to occur simultaneously. For example, Zone 1 is projected to peak around 2 pm in July while Zone 3 peaks at 11 am in December.

While the overall study area is anticipated to have adequate parking to meet peak parking needs, localized shortages in specific lots are likely to occur seasonally and/or during peak hours of activity.

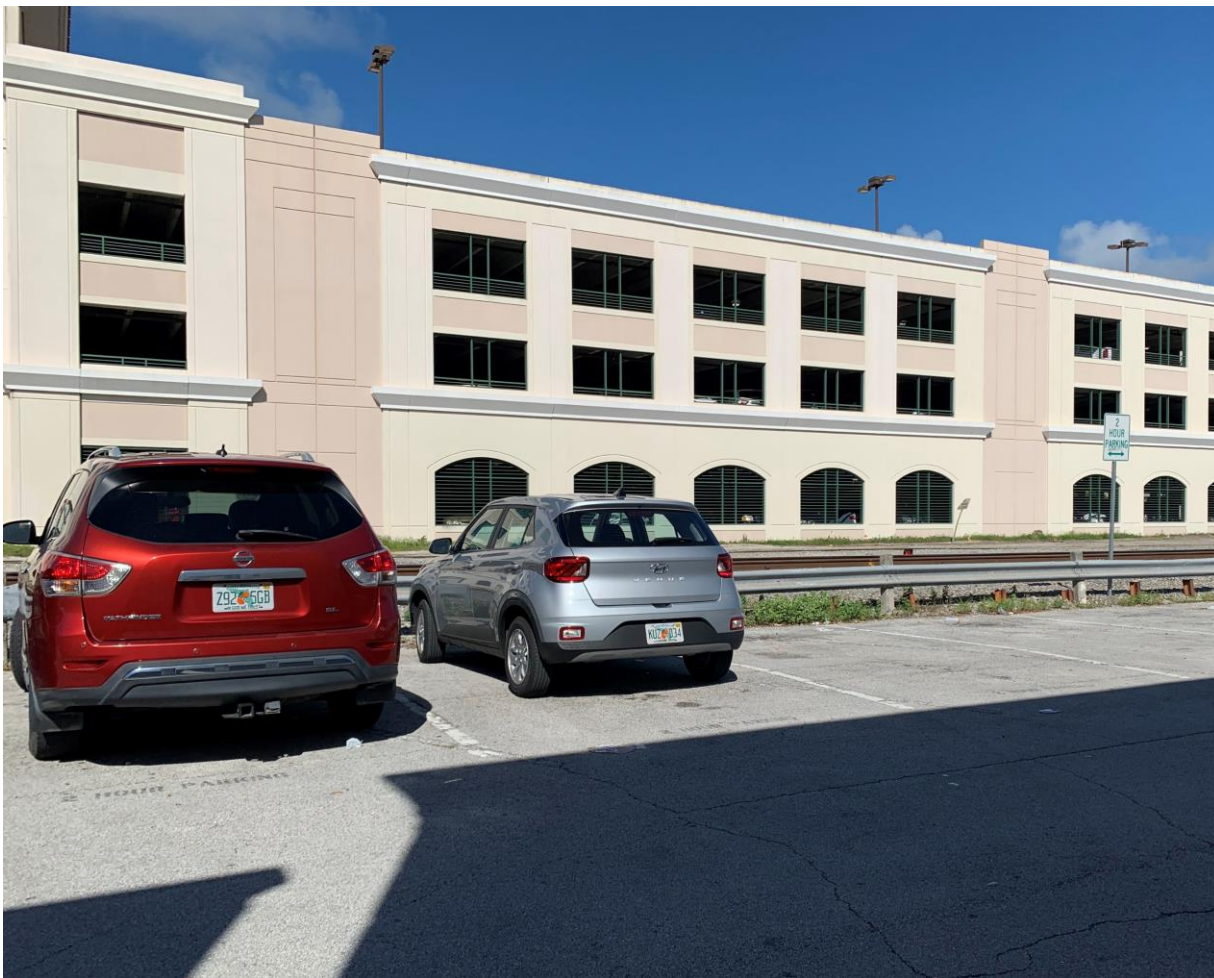
Zone	Supply	Demand	Surplus (+) /Deficit (-)
Zone 1	374	245	+129
Zone 2	606	498	+108
Zone 3	1,946	1,432	+514





04 | Future Conditions

Future Changes to Parking Supply and Demand



Parking Supply

- Addition of three new surface lots
- Demolition of two existing unstriped lots
- New garage and lot associated with King's Landing

Parking Demand

- Backfill of vacant space in existing buildings, primarily in Zone 3
- Development of the King's Landing Mixed-Use development in Zone 2

King's Landing Development Program

17,290 SF Retail

17,543 SF Family Restaurant

17,543 SF Fast/Casual Dining

140-key Hotel

48 Multi-Family Condo Units

27 One-Bedroom

21 Three-Bedroom

8 Townhomes

299 Parking Spaces

129 Surface Spaces

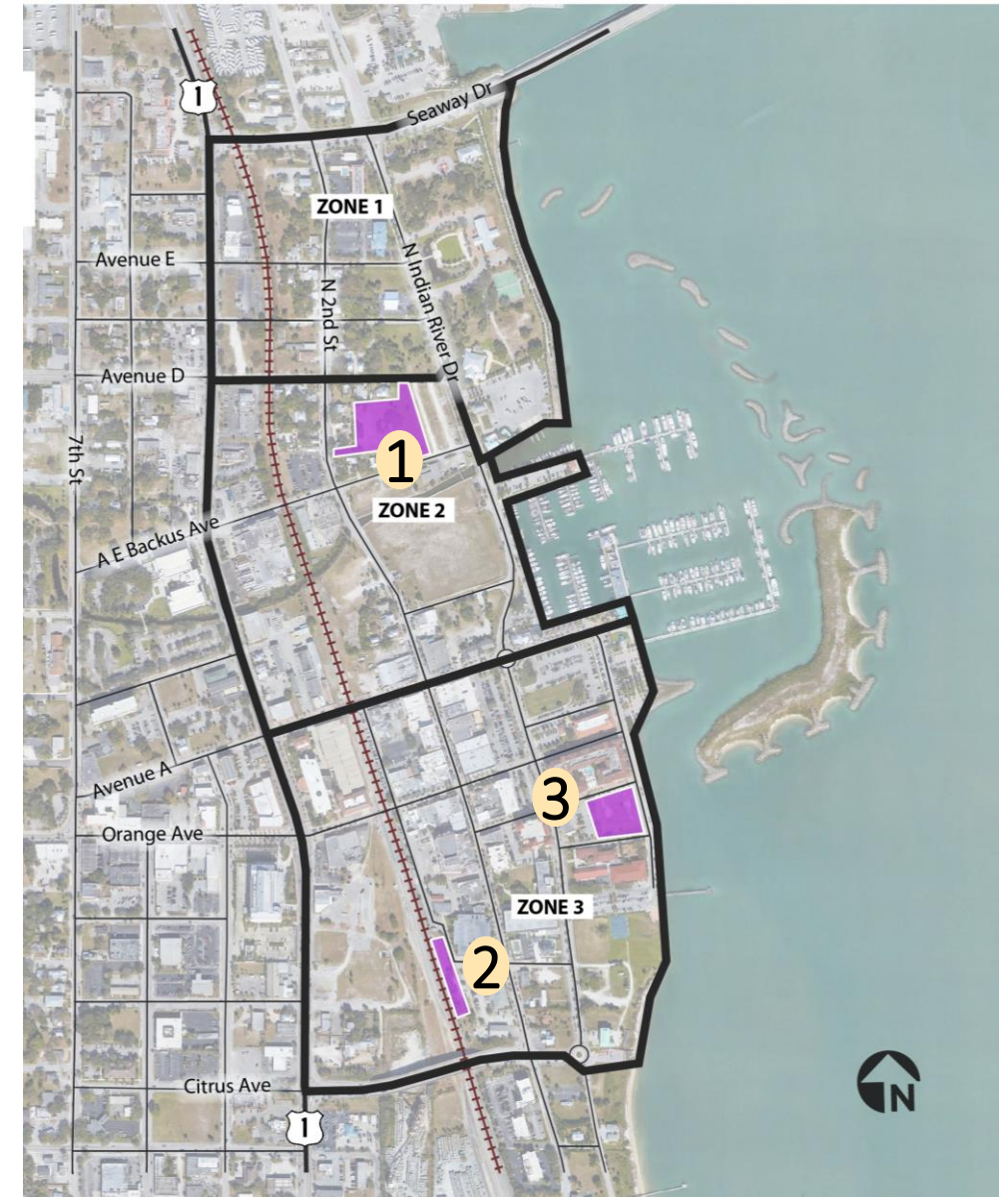
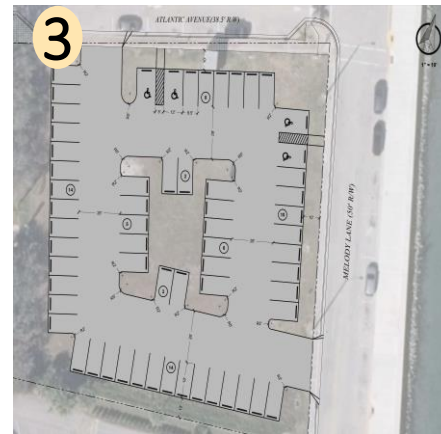
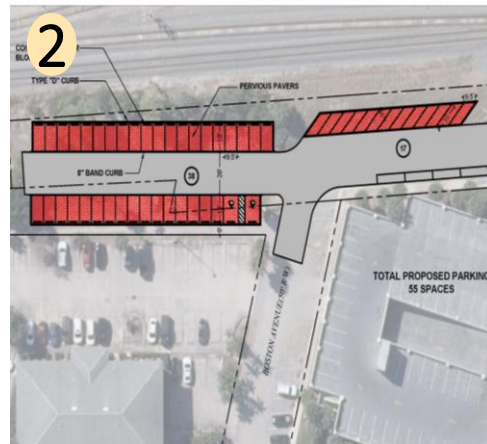
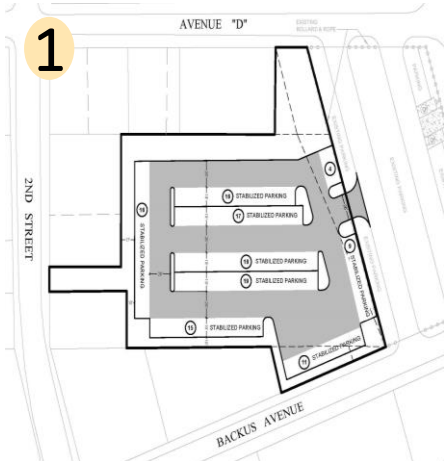
170 Structured Spaces



Proposed Surface Parking Additions

Based on discussions with the City of Fort Pierce, Walker understands conceptual parking layouts have been prepared for three new parking lots/on-street parking locations in the downtown. Walker assumed the plans for additional parking at all three locations would be approved in an analysis of future parking conditions.

1. Backus Avenue And Indian River Drive Lot Expansion
2. Depot Drive And Boston Avenue On-street Extension
3. New Lot At Atlantic Avenue And Melody Lane



Net Change in Parking Supply

A net gain of approximately 352 spaces within the study area is projected, assuming the proposed changes to the parking supply are realized. The most significant changes in projected parking supply are anticipated in Zone 3, where nearly 70% of the new spaces will be located.

Location	Zone	Parking Gain/Loss
Backus Avenue and Indian River Drive Lot Expansion	2	126 Spaces
New Lot at Atlantic Avenue and Melody Lane	3	61 Spaces
Depot Drive and Boston Avenue On-Street Extension	3	51 Spaces
King's Landing Surface Lot and Garage	2	229 Spaces
Loss of two gravel lots due to King's Landing	2	115 Spaces
Net Gain in Parking		352 Spaces

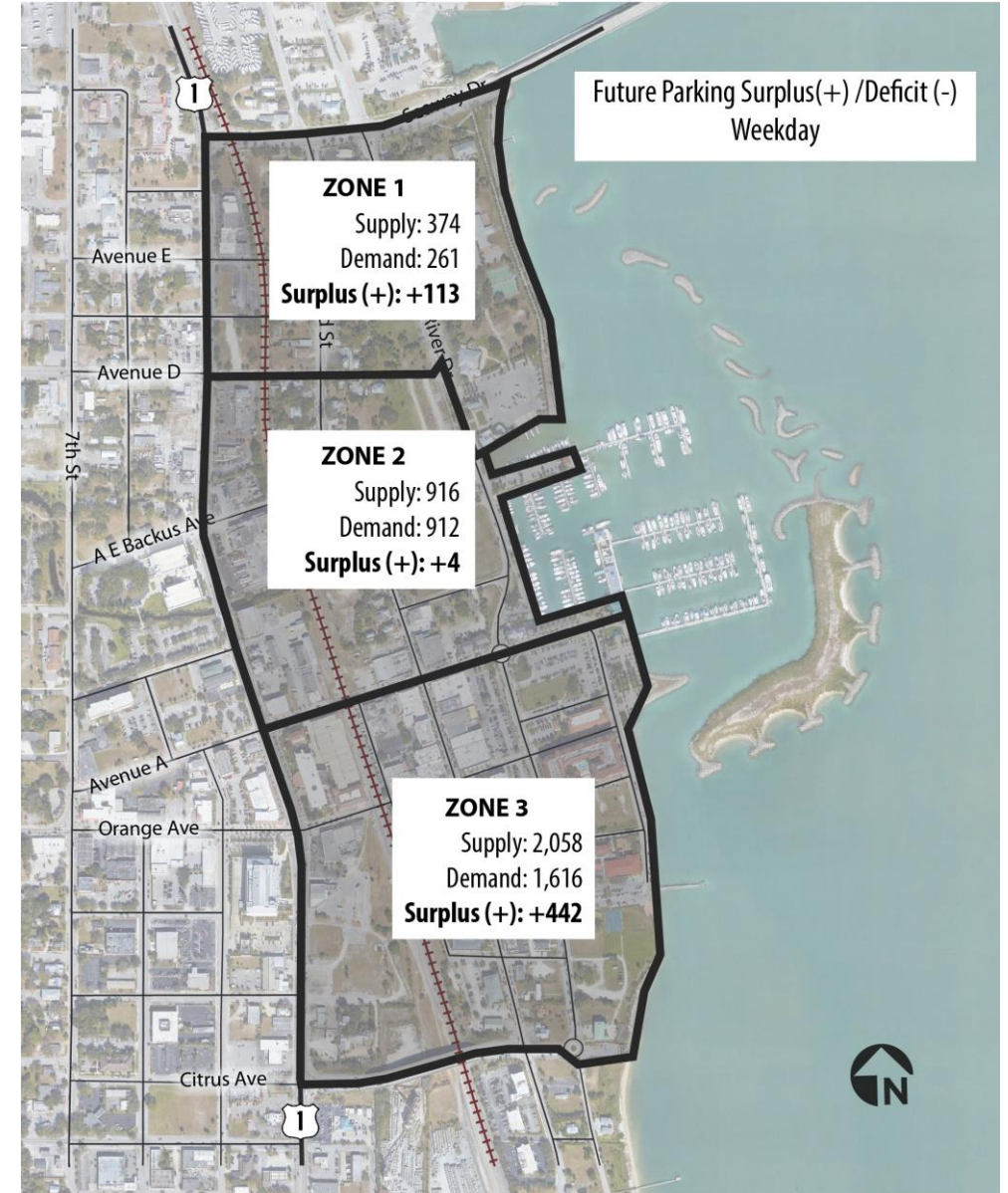
Future Adequacy - Weekday

Using shared parking methodology, Walker modeled future parking demand for the downtown, assuming King’s Landing is fully leased and occupied, as well as any existing vacant property. Based on our analysis, **adequate capacity in all three zones** is projected.

As noted during the existing conditions discussion, each zone is expected to peak at different times of the year. As a result, the conditions shown on the map are unlikely to occur simultaneously. However, if needed, the system is projected to have sufficient capacity to meet the peak projected need in all three zones.

It is also important to remember that Walker’s analysis is designed for planning purposes and is not mean to represent an exact inventory forecast and capacity analysis. Localized shortages within the zone are possible depending on major demand generators.

Zone	Supply	Demand	Surplus (+) /Deficit (-)
Zone 1	374	261	+113
Zone 2	916	912	+4
Zone 3	2,058	1,616	+442



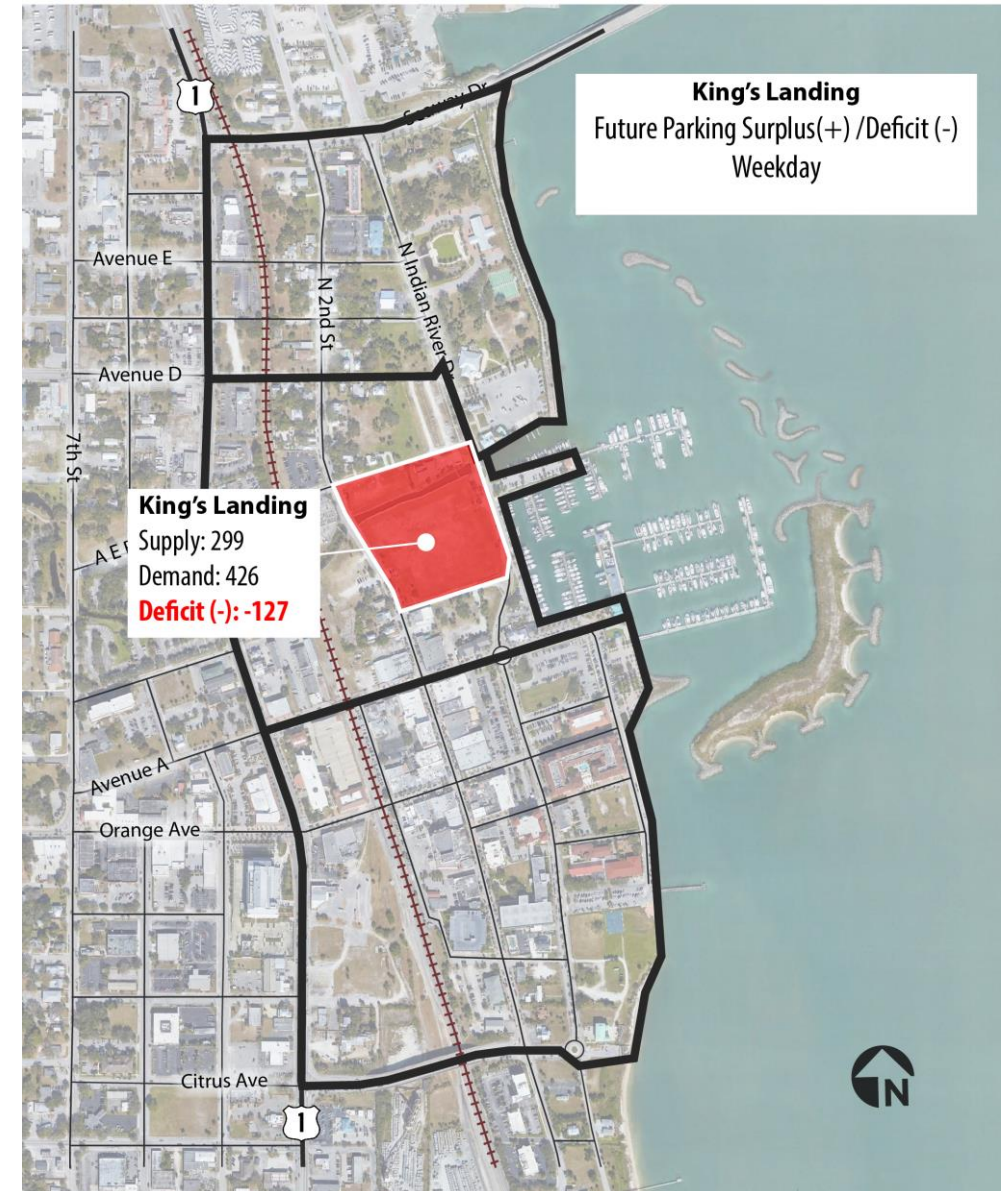
King's Landing Future Adequacy - Weekday

The overall parking capacity in Zone 2 is expected to meet future parking needs, with a small, four-space surplus projected. However, it is also critical to consider the impact of King's Landing as a standalone development.

Once fully operational, the King's Landing project will account for about 47% of future demand and only 33% of the supply. The result is a localized shortage of **127 spaces** at the project site.

It is only the surplus of **public and private spaces** in Zone 2 that provides for the overflow parking associated with King's Landing.

Supply	Demand	Surplus (+) /Deficit (-)
299	426	(127)

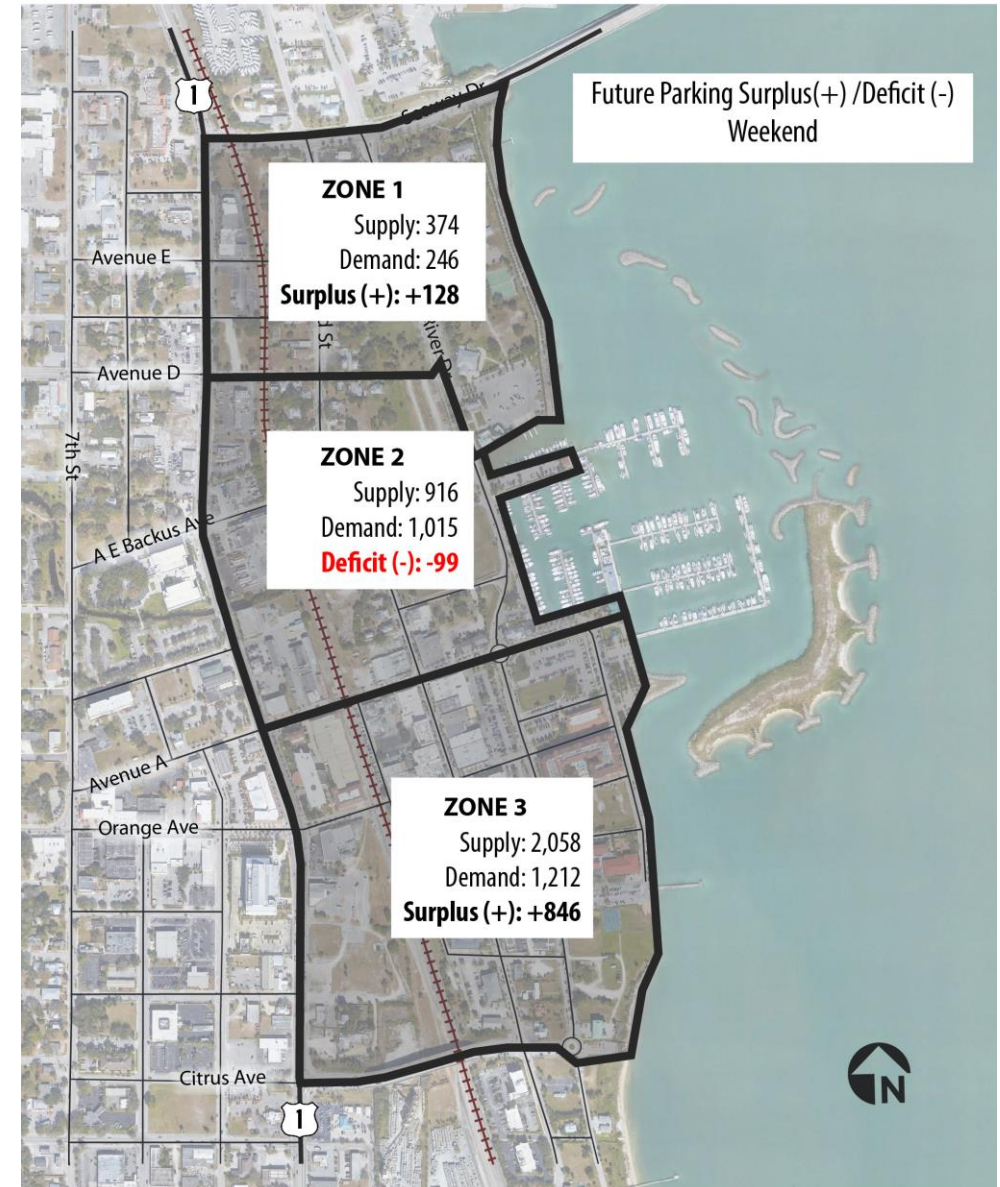


Future Adequacy - Saturday

Walker also modeled future parking demand for the downtown during peak weekend conditions. Based on our analysis, surplus capacity in two zones is projected. The public and private parking capacity in Zones 1 and 3 is expected to adequately meet future parking needs.

There is a **99-space deficit** projected in Zone 2 during peak weekend conditions. While Zone 2 peaks in December due to the increase in retail/restaurant space, a deficit is still anticipated during most months.

Zone	Supply	Demand	Surplus (+) /Deficit (-)
Zone 1	374	246	+128
Zone 2	916	1,015	(99)
Zone 3	2,058	1,212	+846



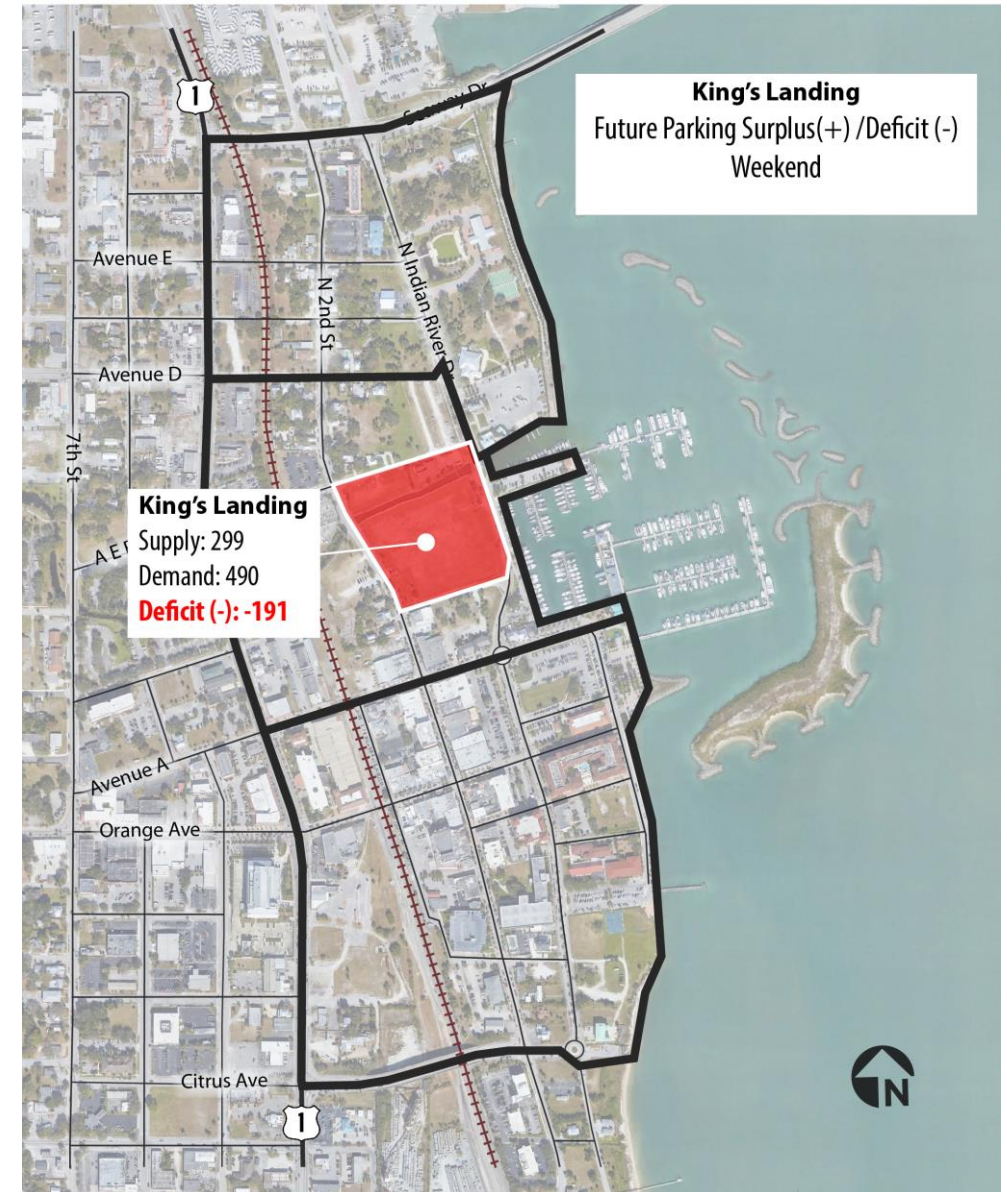
King's Landing Future Adequacy - Saturday

King's Landing is a significant expansion project in downtown Fort Pierce and is expected to greatly impact parking conditions in the future.

Like the weekday analysis, the demand generated by King's Landing is expected to exceed the parking supply built. Once fully operational, the King's Landing project will account for about 48% of future demand and only 33% of the supply. The result is a localized shortage of **191 spaces** at the project site.

By excluding King's Landing from the analysis, Zone 2 is projected to have a surplus of parking spaces during peak weekend conditions.

Supply	Demand	Surplus (+) /Deficit (-)
299	490	(191)





05 | Structured Parking Alternatives

Parking Alternatives

Recognizing the need for additional parking in the downtown, specifically associated with the King's Landing development in Zone 2, Walker worked with the City to identify potential properties where additional parking capacity could be built. Parking already exists and/or is expected to exist on all three parcels identified.

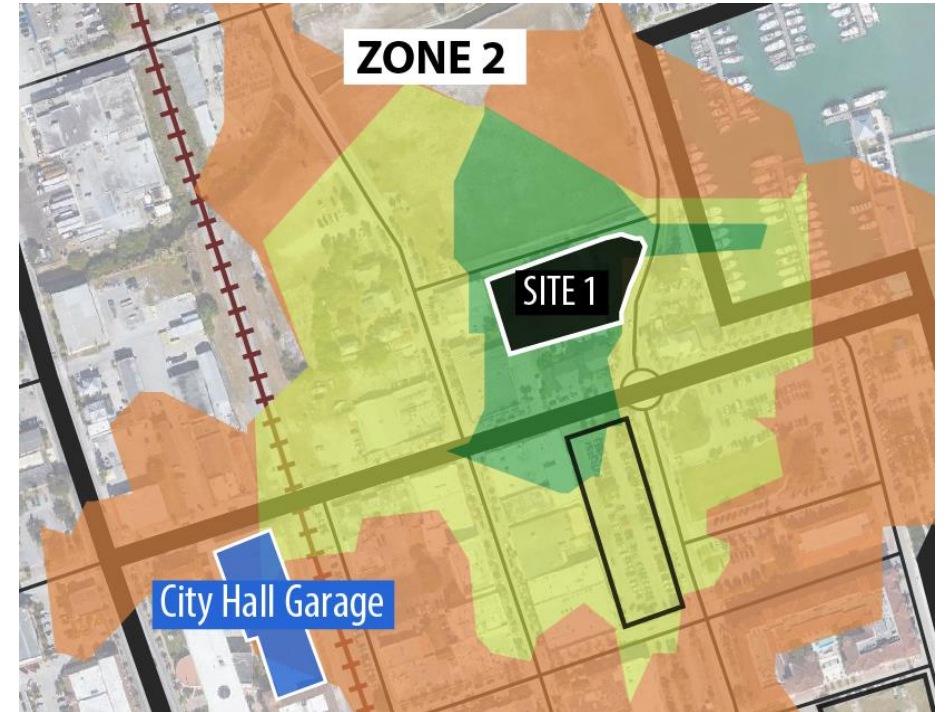
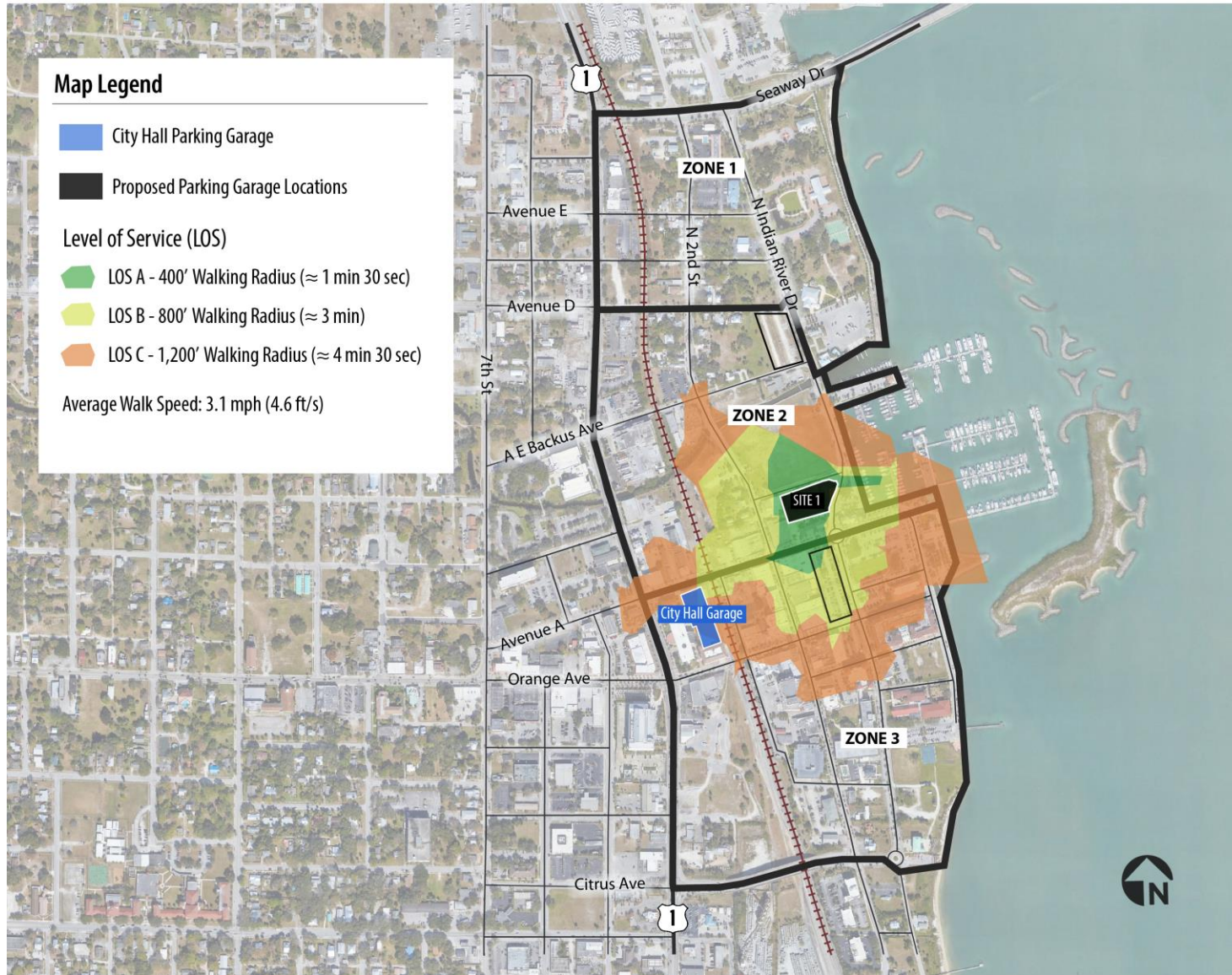
Walker also mapped the walksheds (distances along defined pedestrian pathways) around each location using a three-tiered level of service approach and probable pedestrian routes. For comparison, the existing City Hall Garage is also shown on the map. In most instances, the City Hall Garage is within a 4- or 5-minute walk of the proposed structures.

There are many factors to consider when weighing the potential location of a new parking facility in a downtown area, including, but not limited to:

- Proximity to major demand generators
- Proximity to existing parking facilities
- Net space gain
- Construction cost per space/ net cost per space
- Walkability
- Expansion potential
- Best and highest use of parcel/ lost development opportunity
- Visibility
- Traffic impact
- Zoning restrictions
- Parcel size/efficiency

* Note, the sites were primarily selected based on availability of land and proximity to demand. Walker did not perform a comprehensive alternatives analysis to evaluate the parcels as part of this scope.

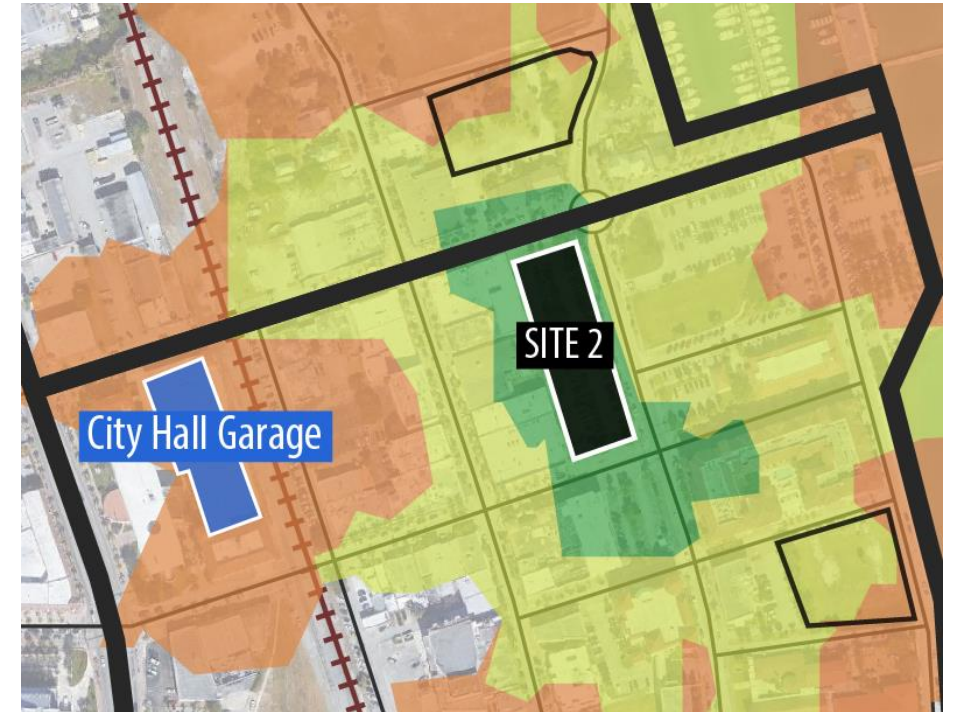
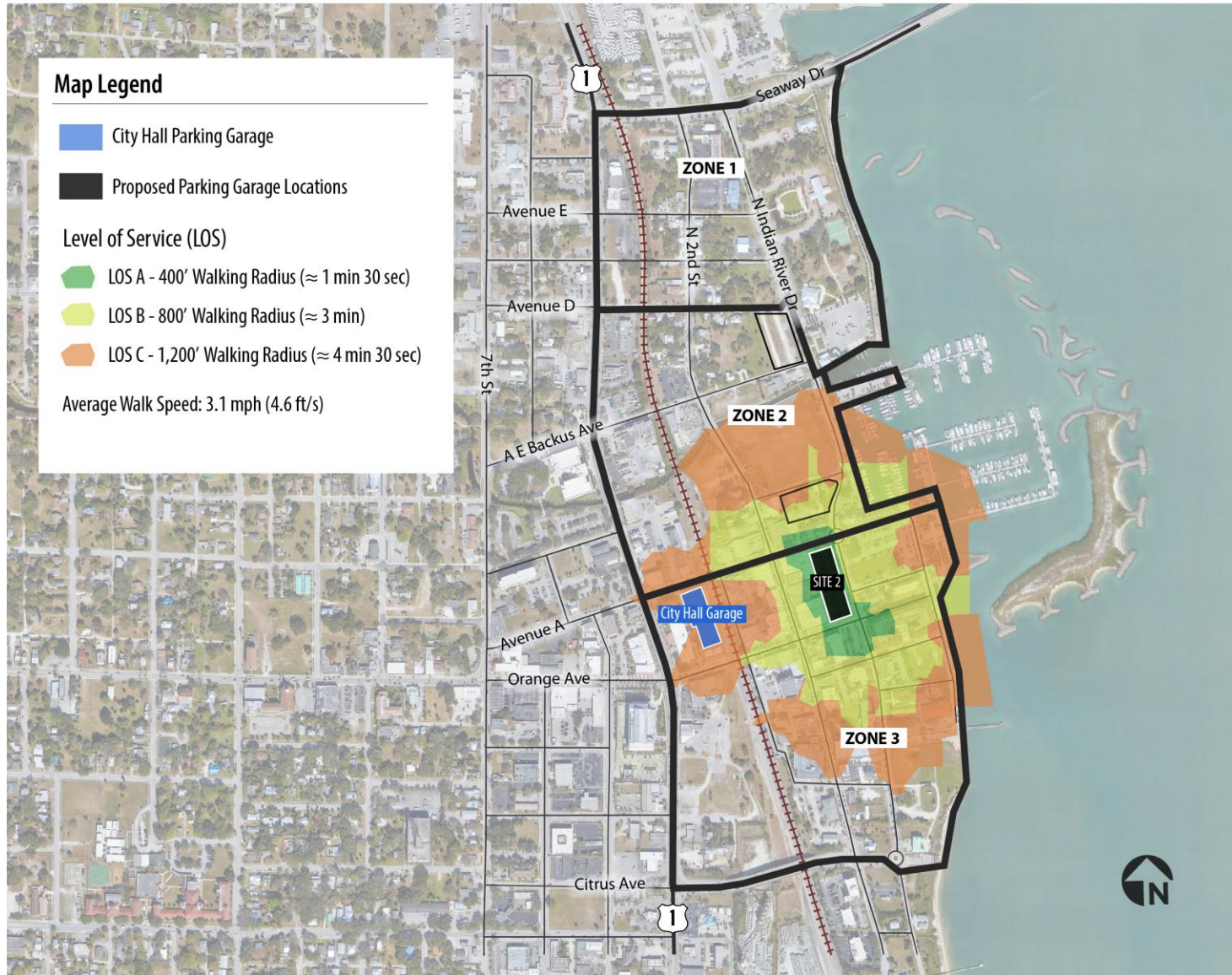
Potential Parking Garage Facilities (Site 1)



Findings:

- City does NOT own the parcel
- Located only two blocks from City Hall Garage
- LOS A walking distance to King's Landing

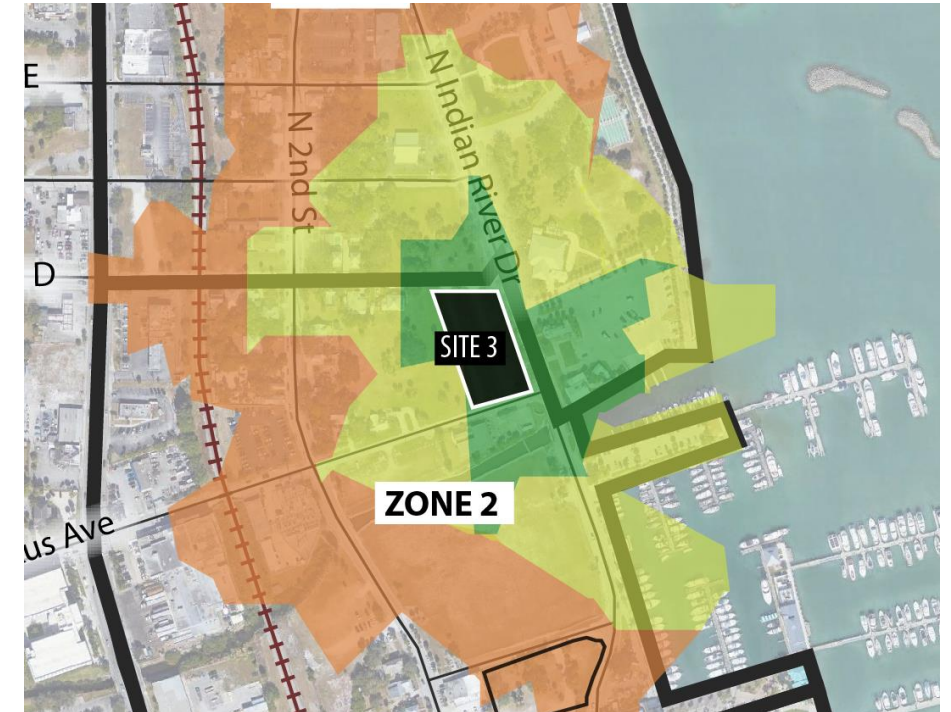
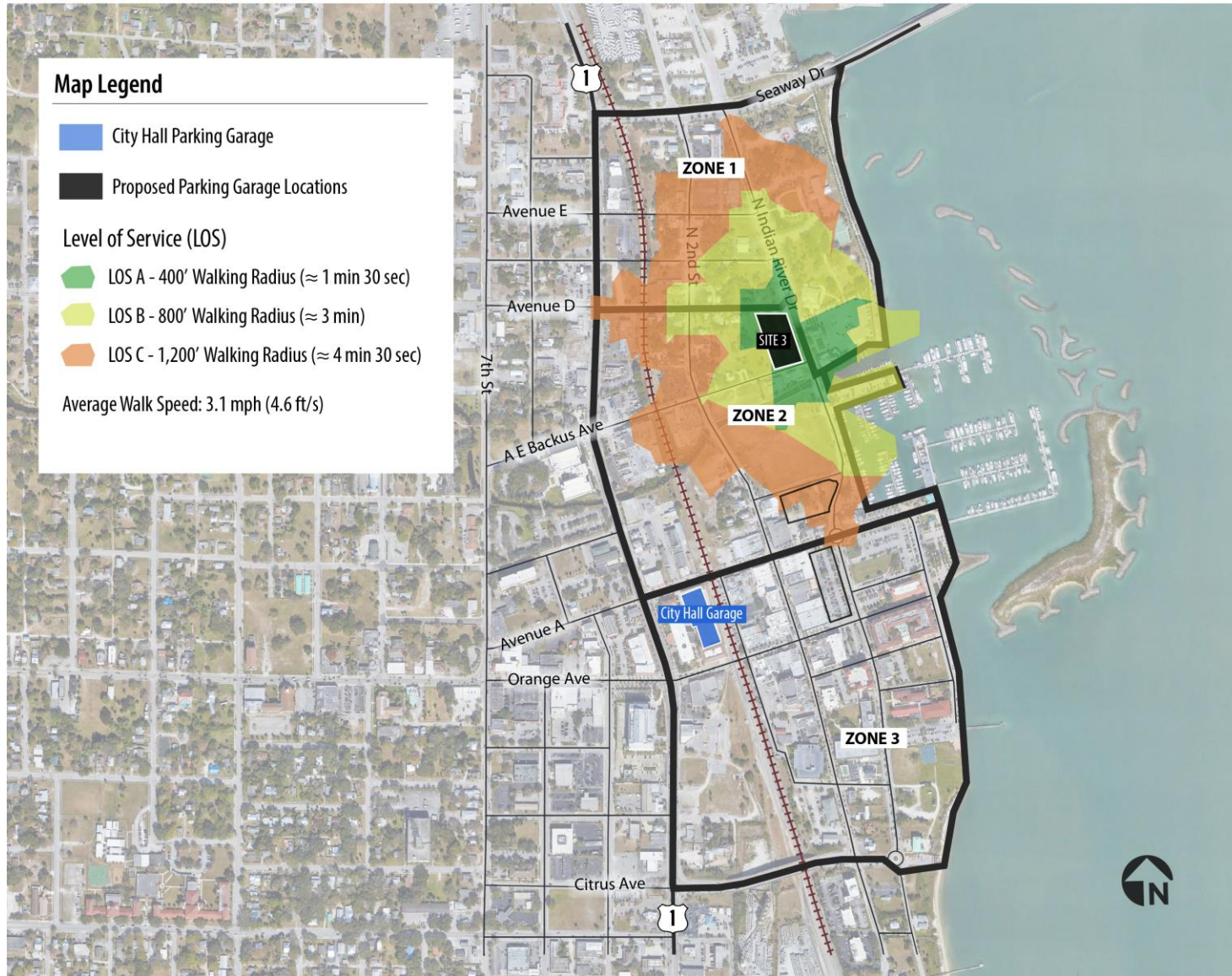
Potential Parking Garage Facilities (Site 2)



Findings:

- City-owned parcel
- LOS C walking distance to King's Landing
- Lost potential to redevelop as mixed-use parcel

Potential Parking Garage Facilities (Site 3)

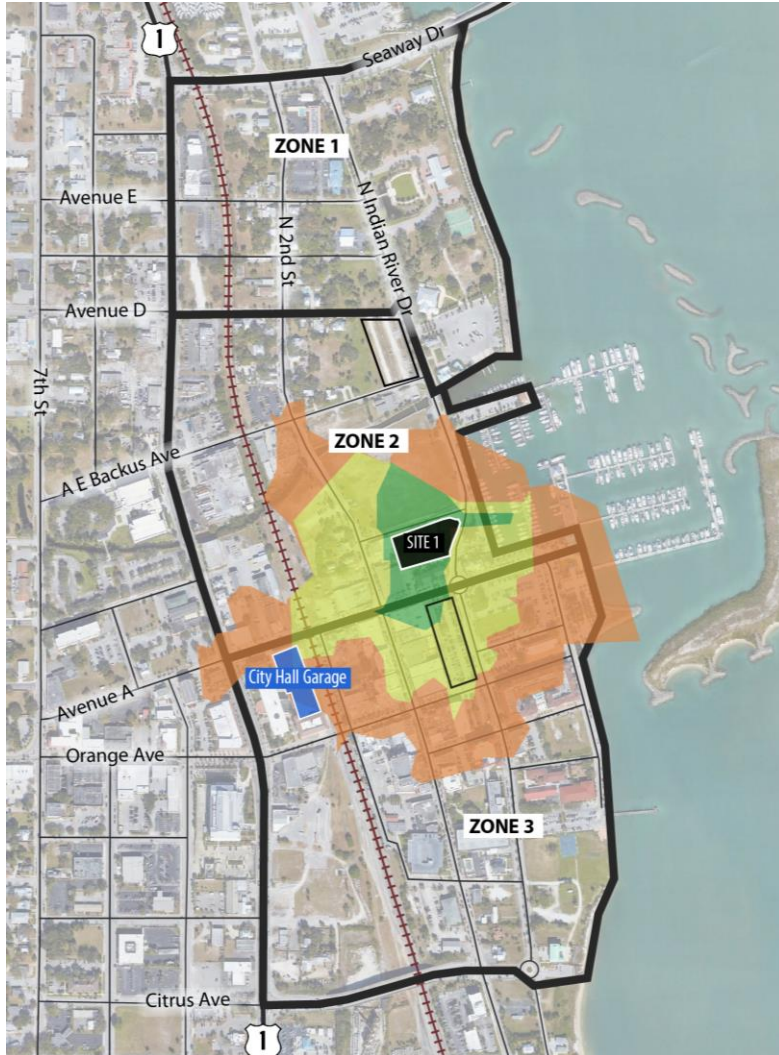


Findings:

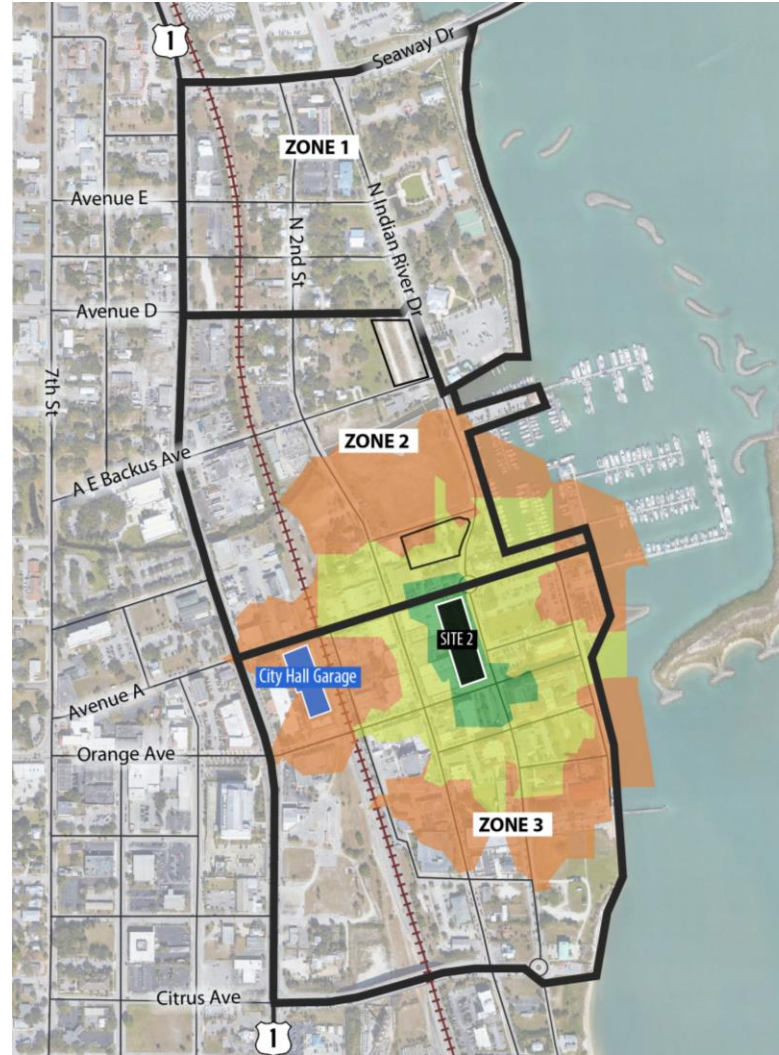
- Close to King's Landing in Zone 2
- Supports additional development in the north part of the study area
- City does NOT own the parcel

Potential Parking Garage Facilities – Walk Shed Comparison

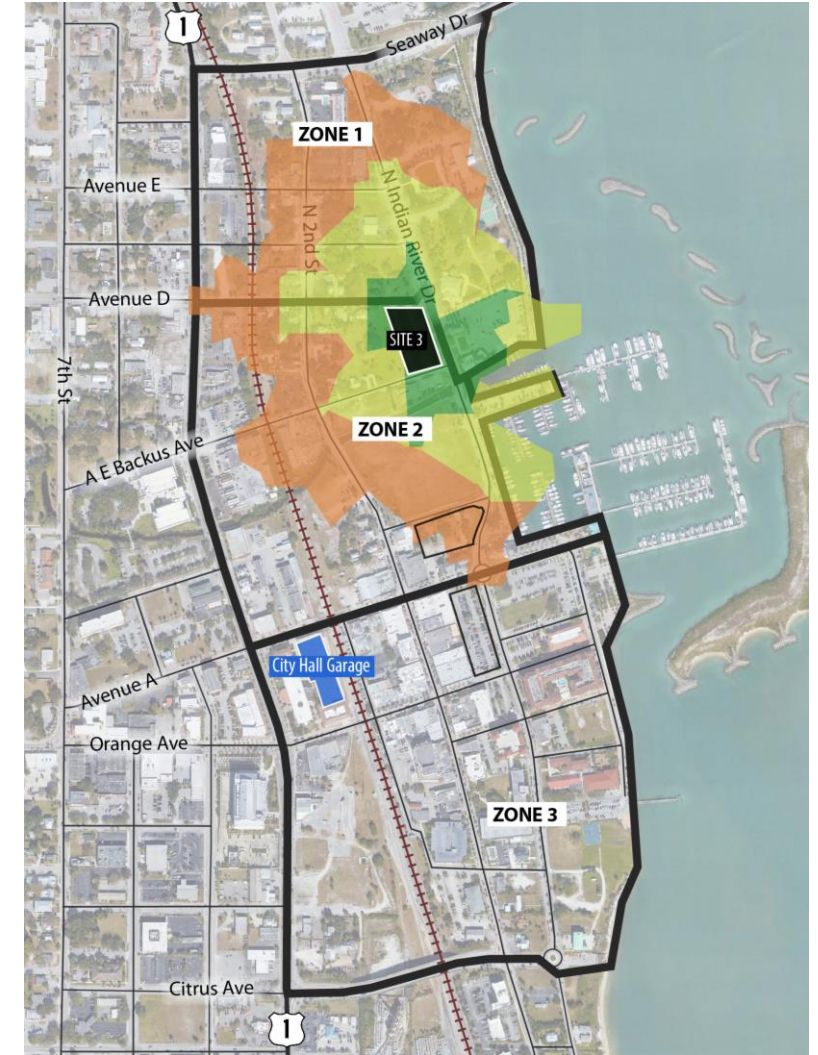
Site 1



Site 2



Site 3



Best Practices & Other Considerations

Connectivity & Multi-Modal Access



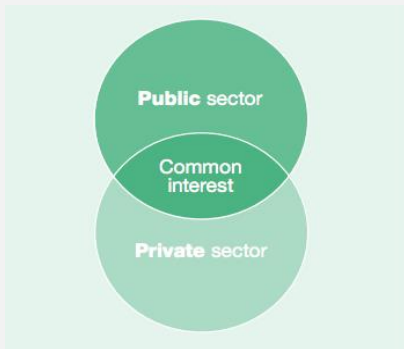
While driving is the most common form of transportation in Fort Pierce, the City should consider opportunities to improve connectivity and foster a ‘park once’ policy through implementation of multi-modal accessibility, such as bikes, scooters, shuttles/trolleys, etc. A parking garage could serve as a node or link in a larger alternative transportation system. For example, a trolley traveling along Avenue D could connect a garage on Site 3 to both the downtown and the Lincoln Park neighborhood.

Walkability & Retail at Grade

Ensuring good pedestrian flow in the downtown starts with placing active commercial uses such as retail and restaurant space at street level. A parking garage with ground floor blank walls creates unattractive environments for walkers. We recommend the City avoid broken street frontages by adding ground floor commercial space in any structured parking solution to engage the public and increase walkability of the downtown.



Public Private Partnership



A Public Private Partnership (P3) is an agreement between a private developer and a government agency for the delivery of a public asset, such as a parking garage. A P3 agreement can take many forms, all typically involving considerations for land and future revenues. It is important to note that the City does not currently have a paid parking program, which will limit opportunities for fostering a P3 agreement. Of the three sites identified by Walker, only Site 2 is owned by the City for use as a P3 agreement incentive. Caution should be given to implementing a parking fee only in a new asset, as this will reduce use of the asset in favor of other options.



06 | Next Steps

Next Steps

Walker's analysis of shared parking needs in the downtown is designed for planning purposes and is not mean to represent an exact inventory forecast and capacity analysis. Parking needs will vary block-by-block and lot-by-lot within the study area. While the overall downtown is projected to have an adequate parking supply to meet future parking needs, localized shortages are likely.

Looking forward, the City has a decision to make regarding future parking supply. One option is to NOT build more parking. Encourage market-based pricing of on- and off-street parking facilities and allow market conditions to redistribute parking supply and demand within the downtown.

Alternatively, the City could develop a new structured public parking asset in Zone 2 or near the new King's Landing development to support future parking needs in the area. As part of our analysis, Walker identified three potential locations such a facility could be built. If a new facility is pursued, Walker recommends further analysis of a structured parking option in order to weigh the pros and cons of each location in more detail.



A

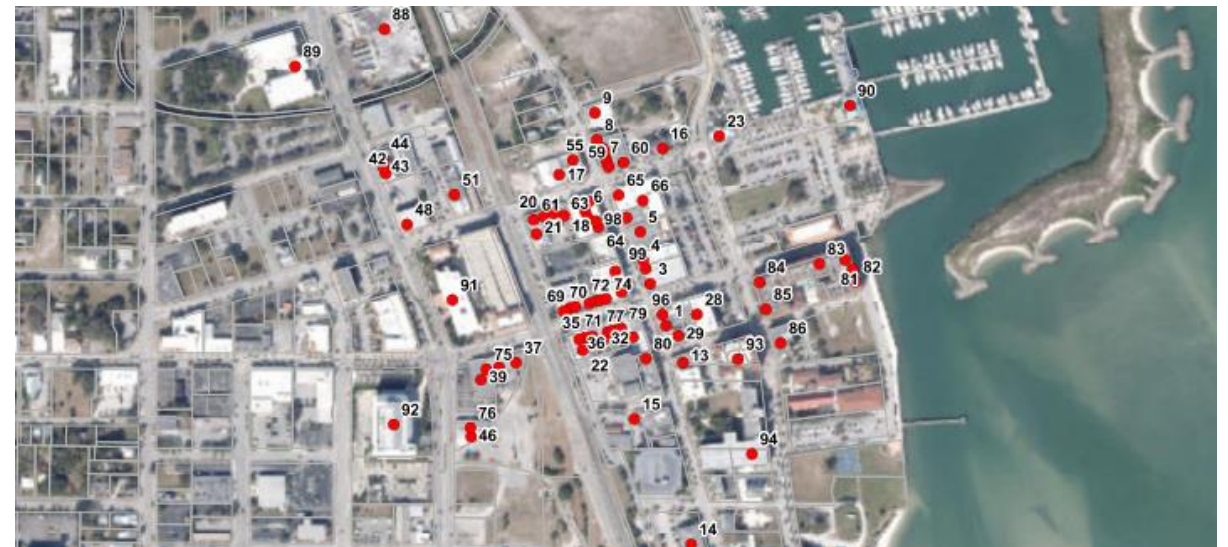
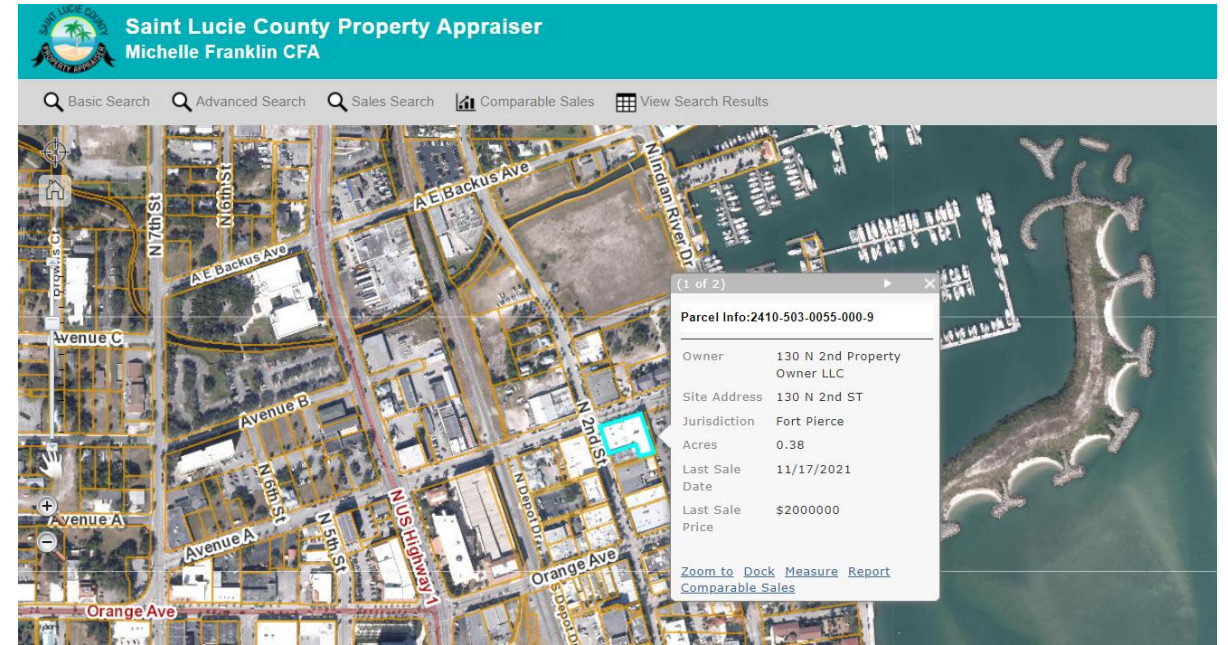
Appendix

Existing Conditions

Detailed Shared Parking Models

Step 1: Source Data

- Saint Lucie County Property Appraiser (<https://www.pasc.gov/map/>)
 - Reviewed for content by the City
- ArcGIS Online Database of Retail Locations (collated by Colliers in conjunction with the City)
- Loopnet, Commercial Café (Vacant Space)



Zone 1 Shared Parking Summary

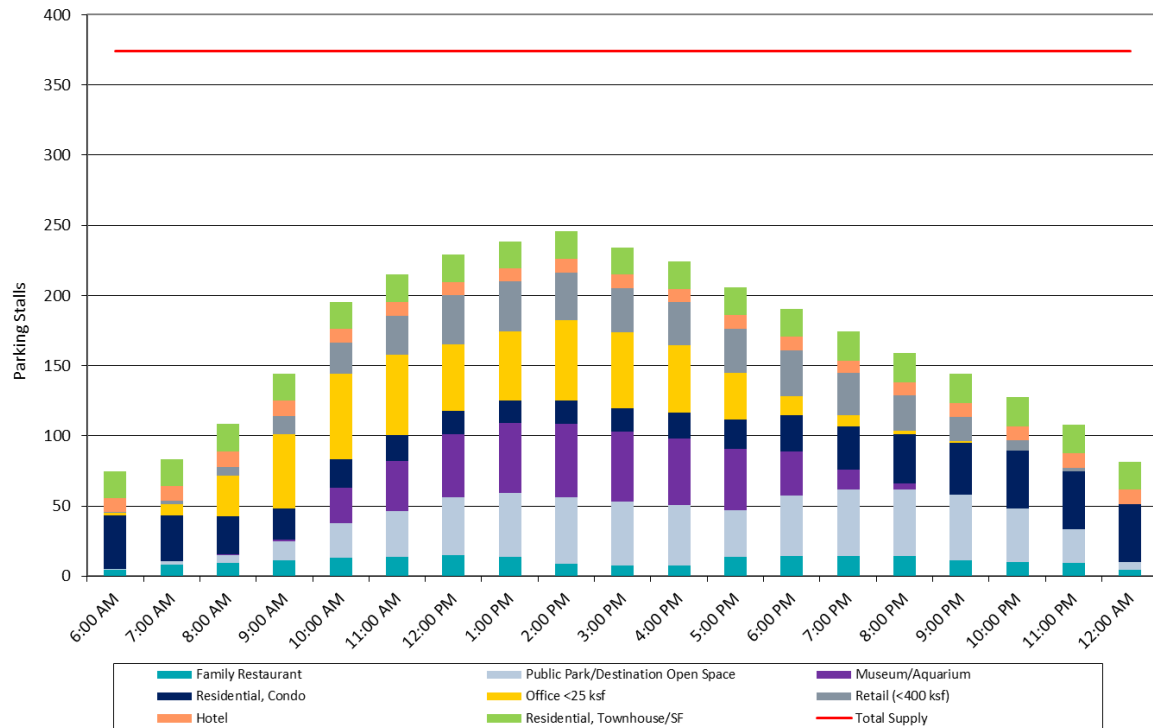
Land Use	Project Data		Weekday					Weekend					Weekday			Weekend		
			Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Peak Hr Adj	Peak Mo Adj	Estimated Parking Need	Peak Hr Adj	Peak Mo Adj	Estimated Parking Need
	Quantity	Unit										2 PM	July		2 PM	April		
Retail																		
Retail (<400 ksf) Employee	19,305	sf GLA	2.10	100%	98%	2.07	ksf GLA	2.33	100%	99%	2.30	ksf GLA	95%	70%	27	100%	67%	30
			0.51	90%	100%	0.46		0.58	90%	100%	0.52		100%	80%	7	100%	77%	8
Food and Beverage																		
Family Restaurant Employee	2,200	sf GLA	8.27	100%	66%	5.48	ksf GLA	10.77	100%	85%	9.13	ksf GLA	50%	96%	6	65%	94%	12
			1.17	90%	100%	1.05		1.51	90%	100%	1.35		100%	100%	3	100%	100%	4
Entertainment and Institutions																		
Public Park/Destination Open Space Employee	11	acre	4.00	100%	98%	3.93	acre	5.00	100%	98%	4.90		100%	100%	43	97%	75%	39
			0.40	90%	100%	0.36		0.50	90%	100%	0.45		100%	100%	4	100%	85%	5
Museum/Aquarium Employee	13,590	sf GLA	4.00	100%	98%	3.93	ksf GLA	4.50	100%	98%	4.41	ksf GLA	100%	87%	47	100%	100%	61
			0.40	90%	100%	0.36		0.50	90%	100%	0.45		100%	97%	5	100%	100%	6
Hotel and Residential																		
Bed & Breakfast Hotel Employees	20	keys	1.00	50%	100%	0.50	key	1.00	50%	100%	0.50	key	70%	100%	7	70%	100%	7
	20	keys	0.15	90%	100%	0.13	key	0.15	90%	100%	0.13	key	100%	100%	3	100%	100%	3
Residential, Condo 2 Bedrooms Visitor	25	units	1.65	100%	100%	1.65	unit	1.65	100%	100%	1.65	unit	40%	95%	16	0%	65%	100%
	25	units	0.10	100%	100%	0.10	unit	0.15	100%	100%	0.15	unit	20%	95%	1	20%	100%	1
Residential, Townhouse/SF Reserved Visitor	100%	res spaces	1.65	100%	100%	1.65	unit	1.65	100%	100%	1.65	unit	100%	100%	19	0%	100%	100%
	11	units	0.10	100%	100%	0.10	unit	0.15	100%	100%	0.15	unit	20%	95%	-	20%	100%	-
Office																		
Office <25 ksf Employee	17,783	sf GFA	0.30	100%	100%	0.30	ksf GFA	0.03	100%	100%	0.03	ksf GFA	95%	95%	5	60%	100%	1
			3.50	93%	98%	3.21		0.35	93%	98%	0.32		95%	95%	52	60%	100%	4

Peak parking need is projected to occur on a weekday in July around 2 pm with 245 spaces occupied.

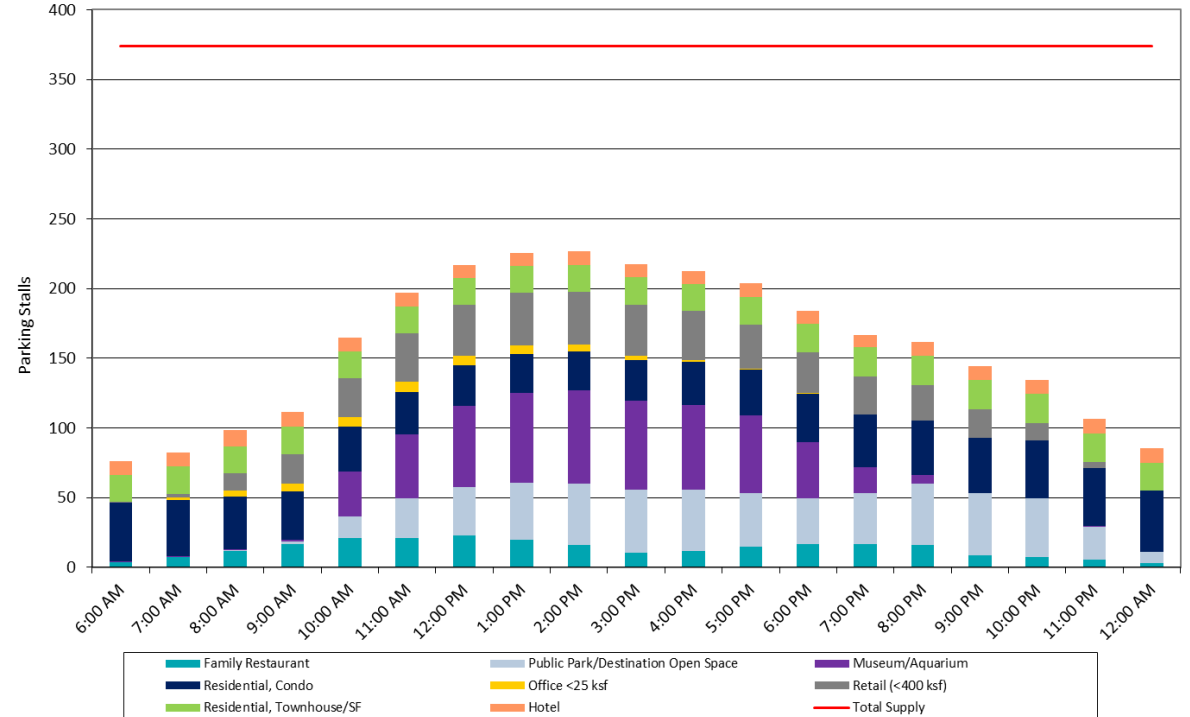
Customer/Visitor	136	Customer/Visitor	151
Employee/Resident	90	Employee/Resident	57
Reserved	19	Reserved	19
Total	245	Total	227

Zone 1 Shared Parking Summary

Daily Parking Need by Hour on a Weekday
During Peak Month (July)



Daily Parking Need by Hour on a Weekend
During Peak Month (April)



In Zone 1, parking needs peak in the early afternoon during both weekday and Saturday conditions.

Overall, an adequate supply of parking is available to meet parking needs.

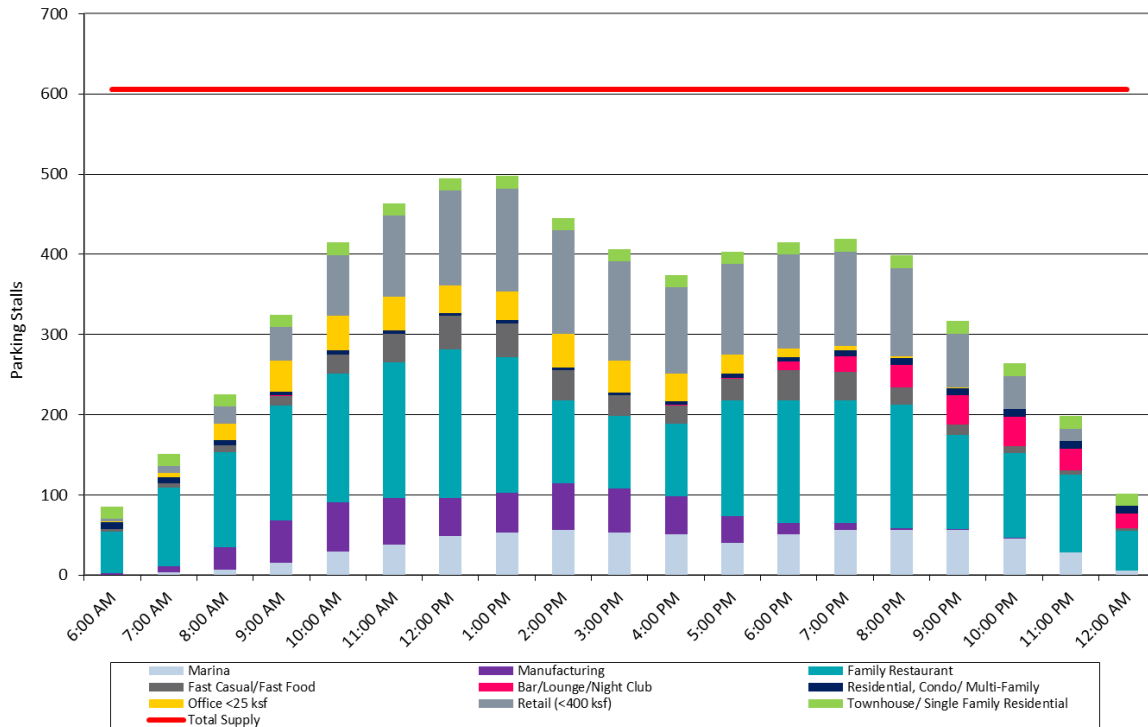
Zone 2 Shared Parking Summary

Land Use	Project Data		Weekday					Weekend					Weekday			Weekend		
			Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Peak Hr Adj	Peak Mo Adj	Estimated Parking Need	Peak Hr Adj	Peak Mo Adj	Estimated Parking Need
	Quantity	Unit											1 PM	December		12 PM	December	
Retail																		
Retail (<400 ksf)	50,672	sf GLA	2.10	100%	99%	2.07	ksf GLA	2.33	100%	98%	2.29	ksf GLA	100%	100%	106	100%	100%	116
Employee			0.51	90%	100%	0.46		0.58	90%	100%	0.52		100%	100%	23	100%	100%	27
Food and Beverage																		
Family Restaurant	20,100	sf GLA	8.27	100%	98%	8.13	ksf GLA	10.77	100%	99%	10.70	ksf GLA	90%	100%	148	100%	100%	216
Employee			1.17	90%	100%	1.05		1.51	90%	100%	1.36		100%	100%	22	100%	100%	28
Fast Casual/Fast Food	6,225	sf GLA	9.16	100%	66%	6.07	ksf GLA	8.82	100%	66%	5.79	ksf GLA	100%	96%	37	100%	96%	35
Employee			0.75	90%	100%	0.68		1.39	90%	100%	1.25		100%	100%	4	100%	100%	8
Bar/Lounge/Night Club	2,232	sf GLA	15.25	100%	98%	14.99	ksf GLA	17.50	100%	99%	17.39	ksf GLA	0%	96%	-	0%	96%	-
Employee			1.25	90%	100%	1.12		1.50	90%	100%	1.35		10%	100%	-	5%	100%	-
Entertainment and Institutions																		
Hotel and Residential																		
Residential, Condo/ Multi-Family																		
1 Bedroom	9	units	0.90	100%	100%	0.90	unit	0.90	100%	100%	0.90	unit	40%	100%	4	68%	100%	6
Visitor	9	units	0.10	100%	100%	0.10	unit	0.15	100%	100%	0.15	unit	20%	100%	-	20%	100%	-
Townhouse/ Single Family Residential																		
Reserved	100%	res spaces	1.65	100%	100%	1.65	unit	1.65	100%	100%	1.65	unit	100%	100%	15	100%	100%	15
Visitor	9	units	0.10	100%	100%	0.10	unit	0.15	100%	100%	0.15	unit	20%	100%	-	20%	100%	-
Office																		
Office <25 ksf	12,210	sf GFA	0.30	100%	100%	0.30	ksf GFA	0.03	100%	100%	0.03	ksf GFA	45%	100%	2	90%	100%	1
Employee			3.50	93%	99%	3.24		0.35	93%	99%	0.32		85%	100%	34	90%	100%	4
Additional Land Uses																		
Marina	272	Berths	0.25	100%	100%	0.25	Berths	0.33	100%	100%	0.33	Berths	95%	75%	48	75%	75%	51
Employee			0.02	100%	100%	0.02		0.02	100%	100%	0.02		100%	85%	5	100%	85%	5
Manufacturing	65,572	sf GFA	0.08	100%	100%	0.08	sf GFA	0.01	100%	100%	0.01	sf GFA	45%	100%	3	90%	100%	1
Employee			0.84	100%	100%	0.84		0.08	100%	100%	0.08		85%	100%	47	90%	100%	5
														Customer/Visitor	344	Customer/Visitor		420
														Employee/Resident	139	Employee/Resident		83
														Reserved	15	Reserved		15
														Total	498	Total		518

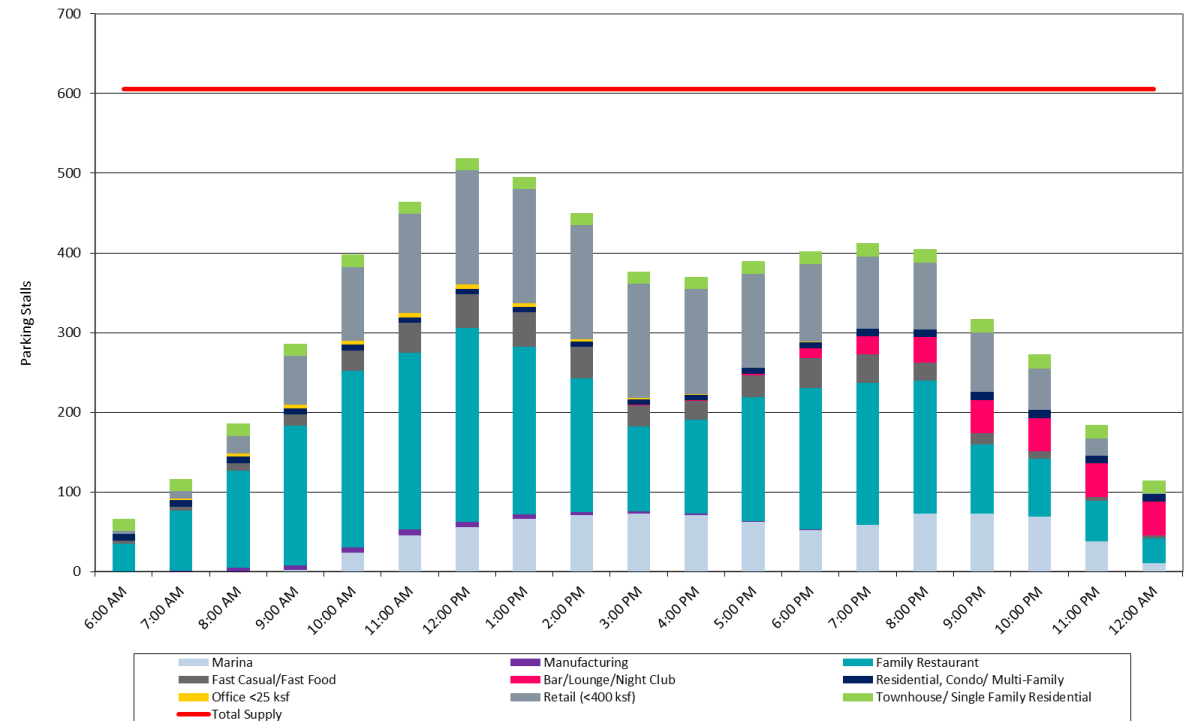
Peak parking need is projected to occur on a Saturday in December around 12 pm with 518 spaces occupied.

Zone 2 Shared Parking Summary

Daily Parking Need by Hour on a Weekday During Peak Month (December)



Daily Parking Need by Hour on a Weekend During Peak Month (December)



In Zone 2, parking needs peak around noon with a smaller secondary peak in the evening (7 pm-8 pm)

Overall, an adequate supply of parking is available to meet parking needs.

Zone 3 Shared Parking Summary

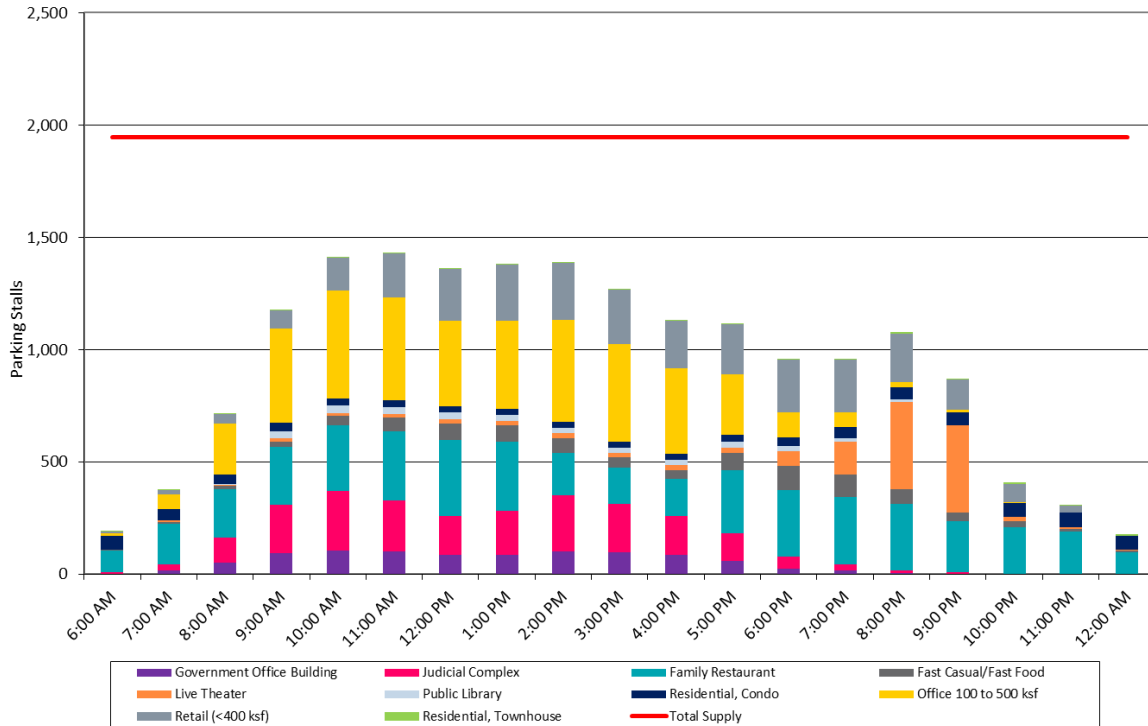
Land Use	Project Data		Weekday					Weekend					Weekday			Weekend		
			Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Peak Hr Adj	Peak Mo Adj	Estimated Parking	Peak Hr Adj	Peak Mo Adj	Estimated Parking
	Quantity	Unit										11 AM	December	Need	2 PM	December	Need	
Retail																		
Retail (<400 ksf)	100,615	sf GLA	2.10	100%	97%	2.04	ksf GLA	2.33	100%	98%	2.28	ksf GLA	75%	100%	154	100%	100%	231
Employee			0.51	90%	100%	0.46		0.58	90%	100%	0.52		95%	100%	44	100%	100%	53
Food and Beverage																		
Family Restaurant	39,658	sf GLA	8.27	100%	90%	7.42	ksf GLA	10.77	100%	99%	10.61	ksf GLA	90%	100%	266	65%	100%	274
Employee			1.17	90%	100%	1.05		1.51	90%	100%	1.36		100%	100%	42	100%	100%	54
Fast Casual/Fast Food	19,858	sf GLA	9.16	100%	34%	3.13	ksf GLA	8.82	100%	64%	5.68	ksf GLA	85%	96%	51	90%	96%	98
Employee			0.75	90%	100%	0.68		1.39	90%	100%	1.25		100%	100%	13	95%	100%	24
Entertainment and Institutions																		
Live Theater	1,200	seats	0.30	100%	10%	0.03	seat	0.33	100%	96%	0.32	seat	1%	100%	-	67%	100%	255
Employee			0.07	90%	100%	0.06		0.07	90%	100%	0.06		20%	85%	13	100%	85%	64
Public Library	22,523	sf GLA	2.00	100%	97%	1.94	ksf GLA	1.90	100%	98%	1.86	ksf GLA	98%	65%	28	50%	65%	14
Employee			0.25	90%	100%	0.22		0.20	90%	100%	0.18		100%	65%	4	100%	65%	3
Hotel and Residential																		
Residential, Condo																		
2 Bedrooms	38	units	1.65	100%	100%	1.65	unit	1.65	100%	100%	1.65	unit	45%	100%	28	65%	100%	41
Visitor	38	units	0.10	100%	100%	0.10	unit	0.15	100%	100%	0.15	unit	20%	100%	1	20%	100%	1
Residential, Townhouse																		
Reserved	100%	res spaces	1.65	100%	100%	1.65	unit	1.65	100%	100%	1.65	unit	100%	100%	4	100%	100%	4
Visitor	2	units	0.10	100%	100%	0.10	unit	0.15	100%	100%	0.15	unit	20%	100%	-	20%	100%	-
Office																		
Office 100 to 500 ksf	154,456	sf GFA	0.24	100%	100%	0.24	ksf GFA	0.03	100%	100%	0.03	ksf GFA	45%	100%	17	60%	100%	3
Employee			3.08	93%	100%	2.86		0.31	93%	100%	0.29		100%	100%	441	60%	100%	27
Additional Land Uses																		
Government Office Building	47,434	sf GFA	0.18	100%	100%	0.18	sf GFA	0.02	100%	100%	0.02	sf GFA	45%	100%	4	60%	100%	1
Employee			2.21	93%	100%	2.05		0.22	93%	100%	0.21		100%	100%	98	60%	100%	6
Judicial Complex	168,316	sf GFA	0.41	100%	100%	0.41	sf GFA	0.04	100%	100%	0.04	sf GFA	45%	100%	31	60%	100%	4
Employee			1.23	93%	100%	1.15		0.12	93%	100%	0.11		100%	100%	193	60%	100%	12

Peak parking need is projected to occur on a weekday in December around 11 am with 1,432 spaces occupied.

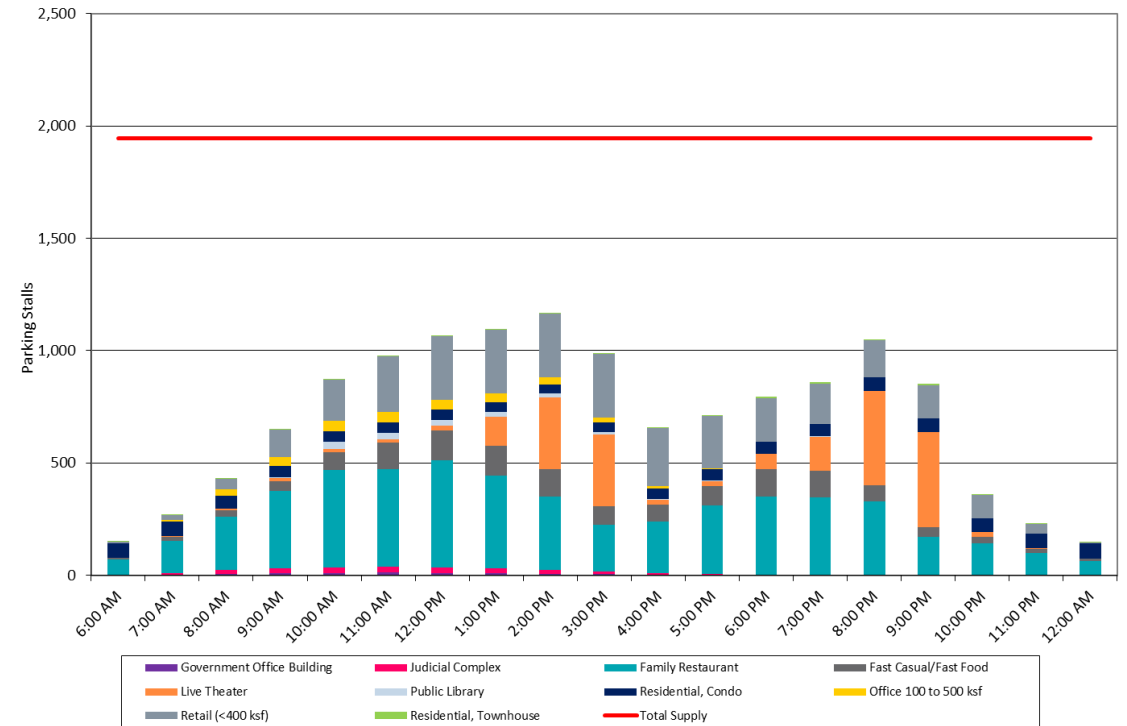
Customer/Visitor	552	Customer/Visitor	881
Employee/Resident	876	Employee/Resident	284
Reserved	4	Reserved	4
Total	1,432	Total	1,169

Zone 3 Shared Parking Summary

Daily Parking Need by Hour on a Weekday During Peak Month (December)



Daily Parking Need by Hour on a Weekend During Peak Month (December)



Weekday parking activity peaks around 11 am, when commercial, city, and county offices are open. While localized shortages are likely, the overall capacity in Zone 3 is sufficient to meet peak parking needs.

Future Conditions

Detailed Shared Parking Models

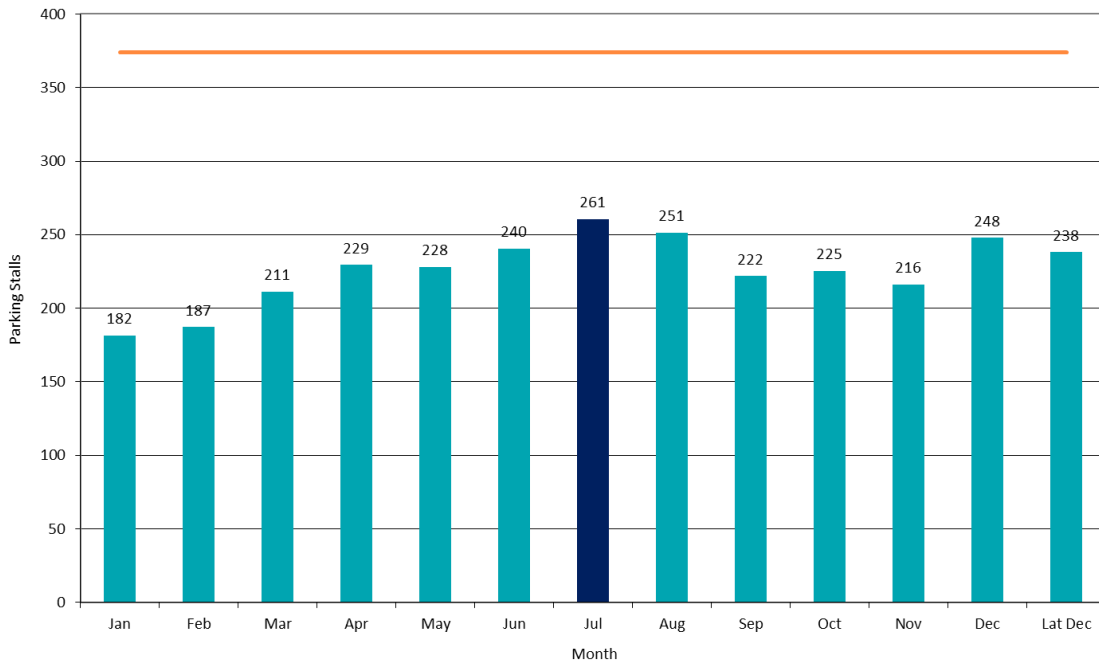
Future Monthly Parking Needs– Zone 1

The figures below show the peak hour parking need in Zone 1 on a monthly basis compared to the available parking supply. No new development is planned in Zone 1; however, Walker assumed about 8,500 SF of vacant retail space would be leased in the future.

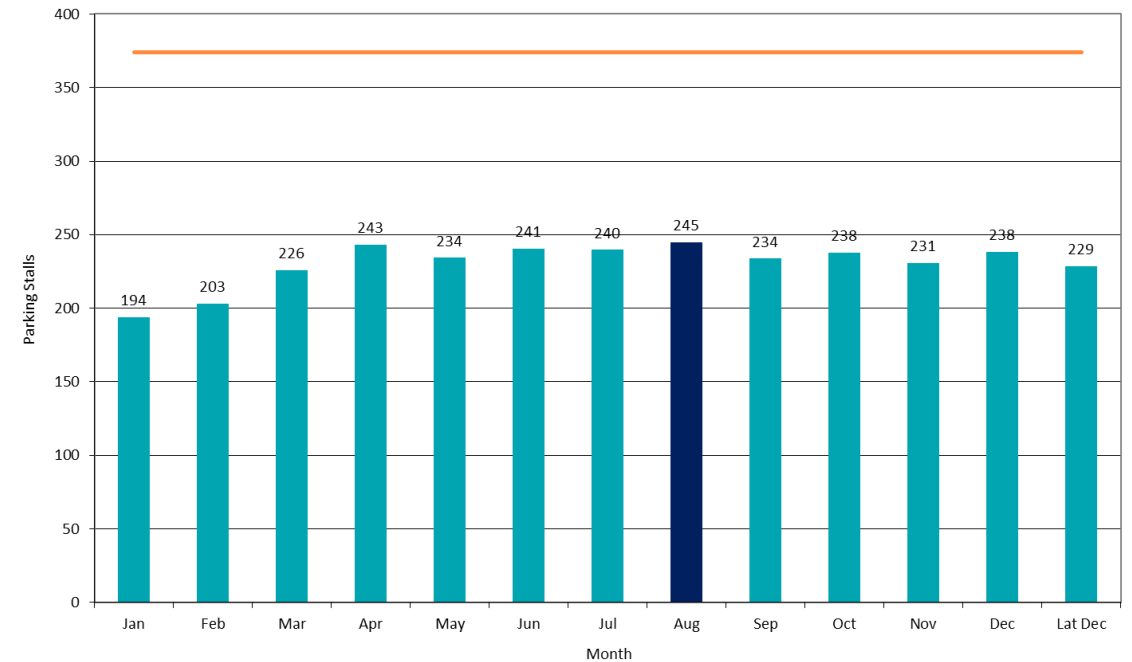
Peak Weekday Need projected to occur in July around 2 pm

Peak Weekend Need projected to occur in August around 2 pm

Weekday Month-by-Month Estimated Parking Need



Weekend Month-by-Month Estimated Parking Need



Future Conditions – Zone 1

Peak Weekday
need is projected
to occur in July
around 2 pm

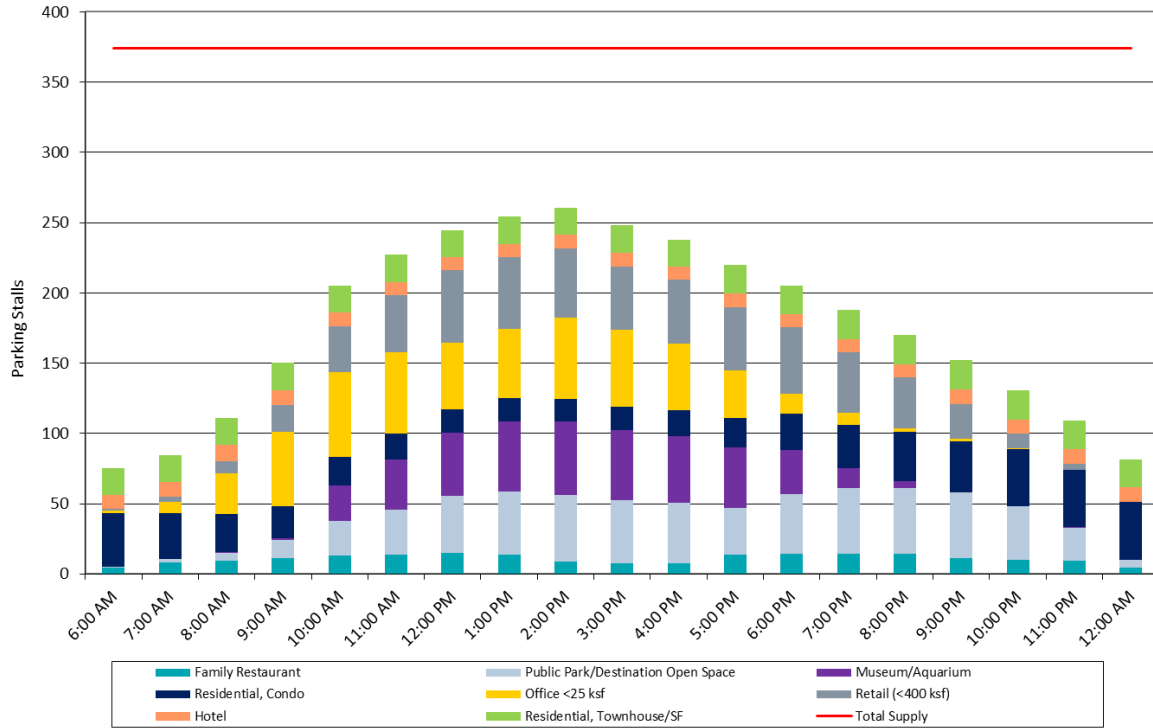
Peak Weekend
need is projected
to occur in August
around 2 pm

Distribution of Weekday Need by Zone				
Land Use	Existing	Vacant	Total	
Retail				
Retail (<400 ksf)	27	12	39	
Employee	8	3	11	
Food and Beverage				
Family Restaurant	6	0	6	
Employee	3	0	3	
Entertainment and Institutions				
Public Park/Destination Open Space	43	0	43	
Employee	4	0	4	
Museum/Aquarium	47	0	47	
Employee	5	0	5	
Hotel and Residential				
Bed & Breakfast	7	0	7	
Hotel Employees	3	0	3	
Residential, Condo				
2 Bedrooms	16	0	16	
Visitor	1	0	1	
Residential, Townhouse/SF				
Reserved	19	0	19	
Visitor	0	0	0	
Office				
Office <25 ksf	5	0	5	
Reserved	0	0	0	
Employee	52	0	52	
Additional Land Uses				
	Existing	Vacant	Total	
Parking Demand	Customer/Visitor	136	12	148
	Employee/Resident	91	3	94
	Reserved	19	0	19
	Total	246	15	261
Parking Supply	Customer/Visitor	235	15	250
	Employee/Resident	100	5	105
	Reserved	19	0	19
	Total	354	20	374
Surplus (+)/Deficit (-)	Customer/Visitor	99	3	102
	Employee/Resident	9	2	11
	Reserved	0	0	0
	Total	108	5	113

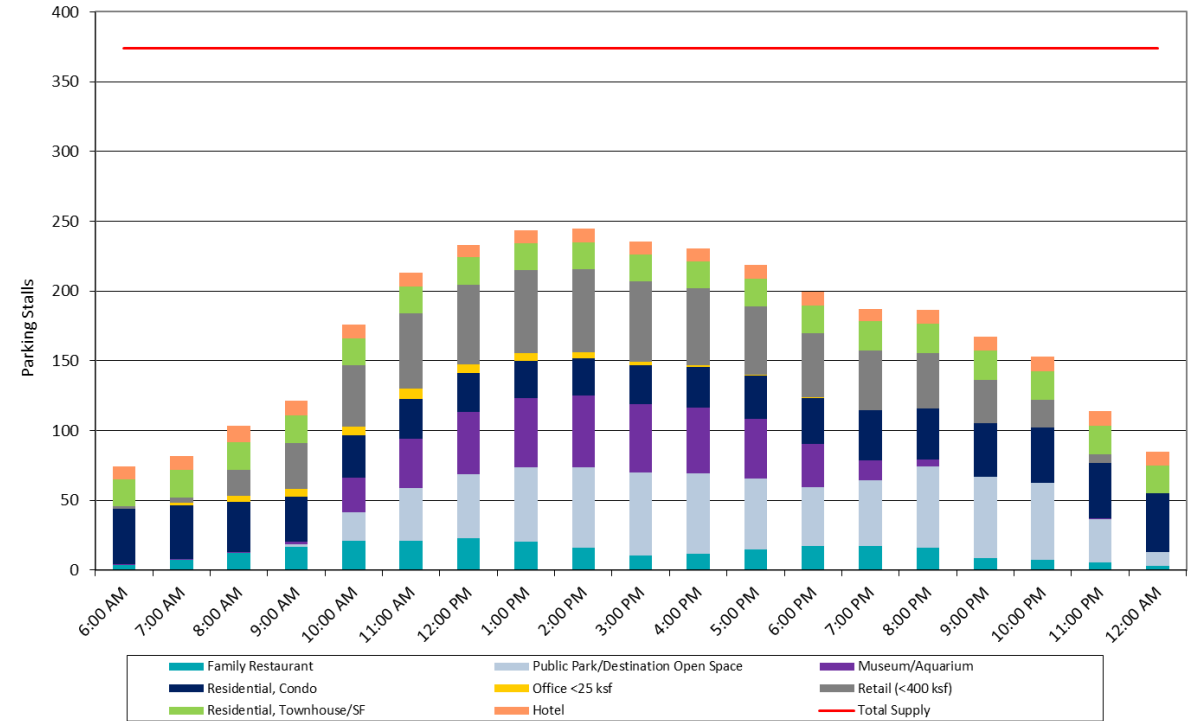
Distribution of Weekend Need by Zone				
Land Use	Existing	Vacant	Total	
Retail				
Retail (<400 ksf)	33	14	47	
Employee	9	4	13	
Food and Beverage				
Family Restaurant	13	0	13	
Employee	4	0	4	
Entertainment and Institutions				
Public Park/Destination Open Space	52	0	52	
Employee	5	0	5	
Museum/Aquarium	46	0	46	
Employee	5	0	5	
Hotel and Residential				
Bed & Breakfast	7	0	7	
Hotel Employees	3	0	3	
Residential, Condo				
2 Bedrooms	26	0	26	
Visitor	1	0	1	
Residential, Townhouse/SF				
Reserved	19	0	19	
Visitor	0	0	0	
Office				
Office <25 ksf	1	0	1	
Reserved	0	0	0	
Employee	4	0	4	
Additional Land Uses				
	Existing	Vacant	Total	
Parking Demand	Customer/Visitor	153	14	167
	Employee/Resident	56	4	60
	Reserved	19	0	19
	Total	228	18	246
Parking Supply	Customer/Visitor	235	15	250
	Employee/Resident	100	5	105
	Reserved	19	0	19
	Total	354	20	374
Surplus (+)/Deficit (-)	Customer/Visitor	82	1	83
	Employee/Resident	44	1	45
	Reserved	0	0	0
	Total	126	2	128

Zone 1 – Future Conditions

Daily Parking Need by Hour on a Weekday
During Peak Month (July)



Daily Parking Need by Hour on a Weekend
During Peak Month (August)



Should the vacant space in Zone 1 be leased, Walker anticipates the parking system will be sufficient to meet future parking needs.

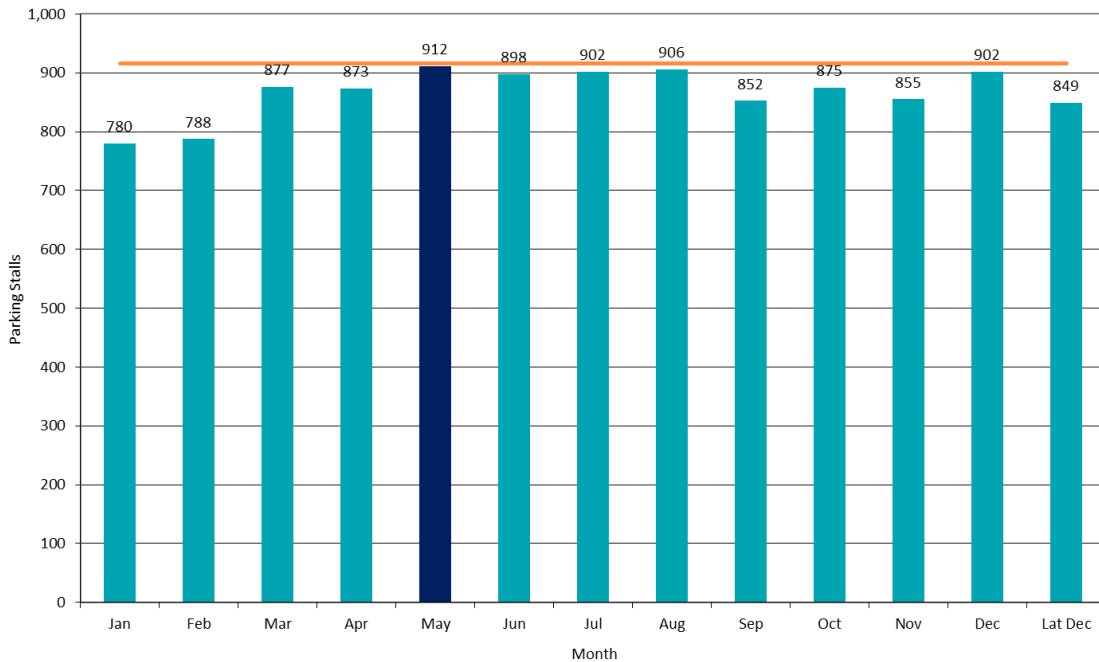
Future Monthly Parking Needs– Zone2

The figures below show the peak hour parking need in Zone 2 on a monthly basis compared to the available parking supply. The King’s Landing Development will be built in Zone 2, introducing new retail, restaurant, residential and hotel space to the area. During weekend conditions, most months are projected to exceed the available capacity in Zone 2 after King’s Landing is developed.

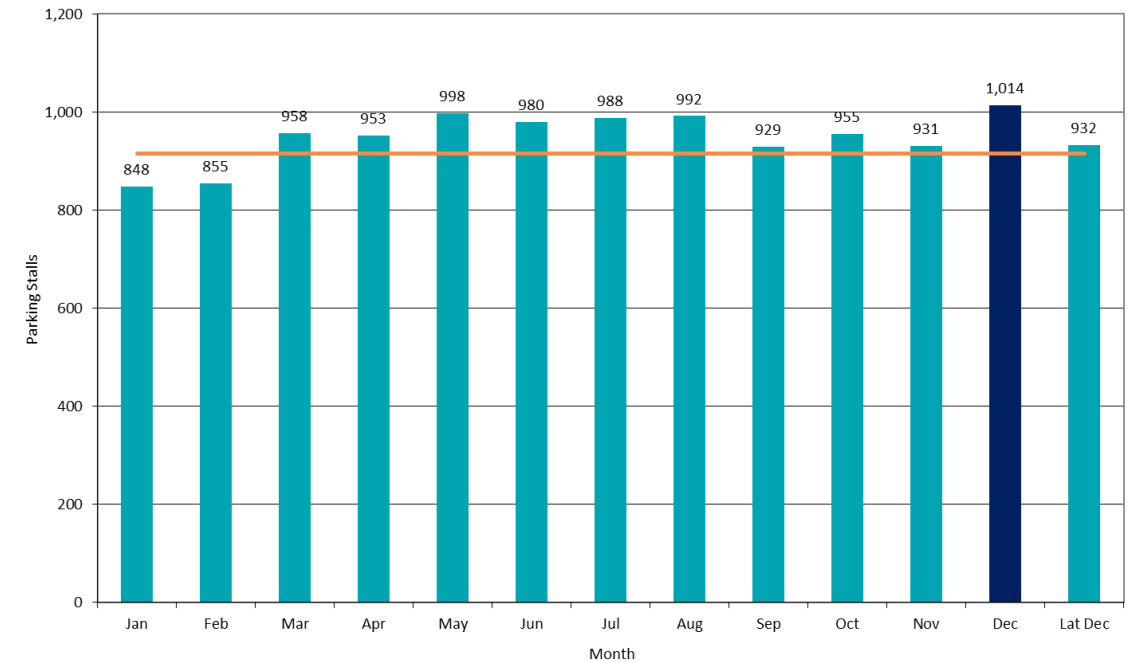
Peak Weekday Need projected to occur in May around 12 pm

Peak Weekend Need projected to occur in December around 12 pm

Weekday Month-by-Month Estimated Parking Need



Zone 2 Weekend Month-by-Month Estimated Parking Need



Future Conditions – Zone 2

Peak Weekday need is projected to occur in May around Noon

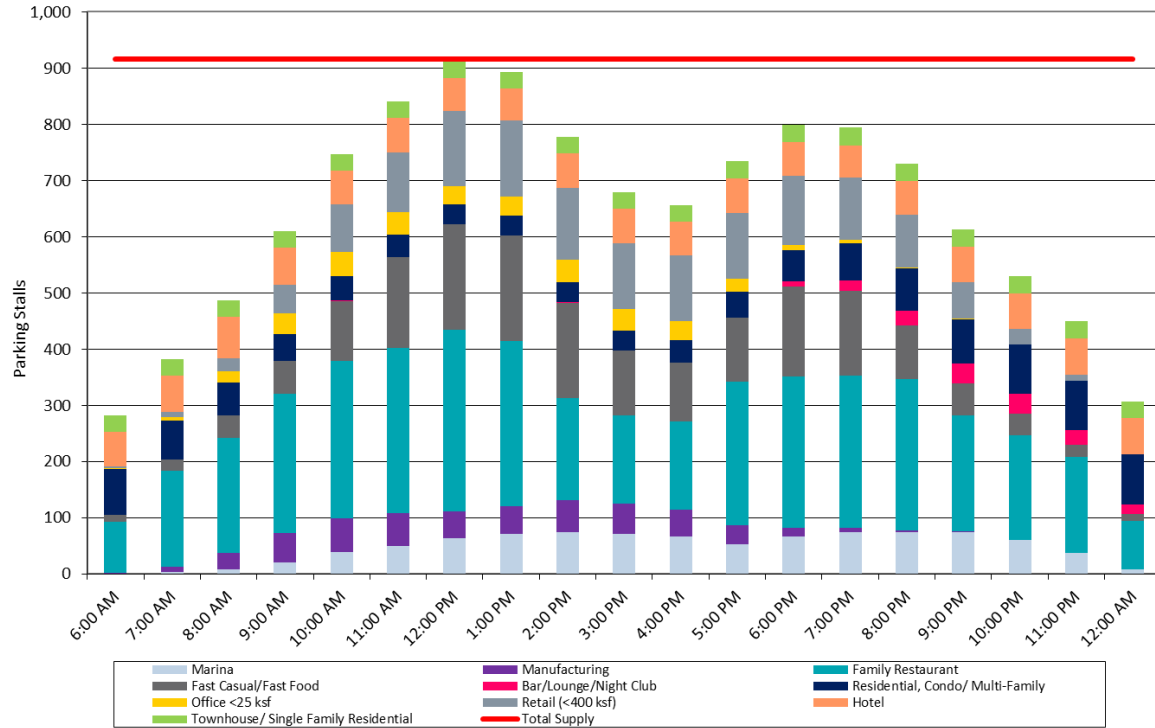
Peak Weekend need is projected to occur in December around Noon

Distribution of Weekday Need by Zone				
Land Use	Existing	Vacant	Kings Landing	Total
Retail				
Retail (<400 ksf)	75	6	26	107
Employee	18	2	7	27
Food and Beverage				
Family Restaurant	151	0	132	283
Employee	22	0	18	40
Fast Casual/Fast Food	45	0	127	172
Employee	4	0	12	16
Entertainment and Institutions				
Hotel and Residential				
Hotel-Business	0	0	0	0
Hotel-Leisure	0	0	41	41
Hotel Employees	0	0	17	17
Residential, Condo/ Multi-Family				
1 Bedroom	3	0	10	13
3+ Bedrooms	0	0	21	21
Visitor	0	0	1	1
Townhouse/ Single Family Residential				
Reserved	15	0	14	29
Visitor	0	0	0	0
Office				
Office <25 ksf	1	0	0	1
Reserved	0	0	0	0
Employee	32	0	0	32
Additional Land Uses				
Marina	58	0	0	58
Employee	6	0	0	6
Manufacturing	1	0	0	1
Employee	47	0	0	47
Parking Demand				
Customer/Visitor	331	6	327	664
Employee/Resident	132	2	85	219
Reserved	15	0	14	29
Total	478	8	426	912
Parking Supply				
Customer/Visitor	419	10	199	628
Employee/Resident	169	5	100	274
Reserved	15	0	0	15
Total	602	15	299	916
Surplus (+)/Deficit (-)				
Customer/Visitor	88	4	(128)	(37)
Employee/Resident	37	3	15	55
Reserved	0	0	(14)	(14)
Total	124	7	(127)	4

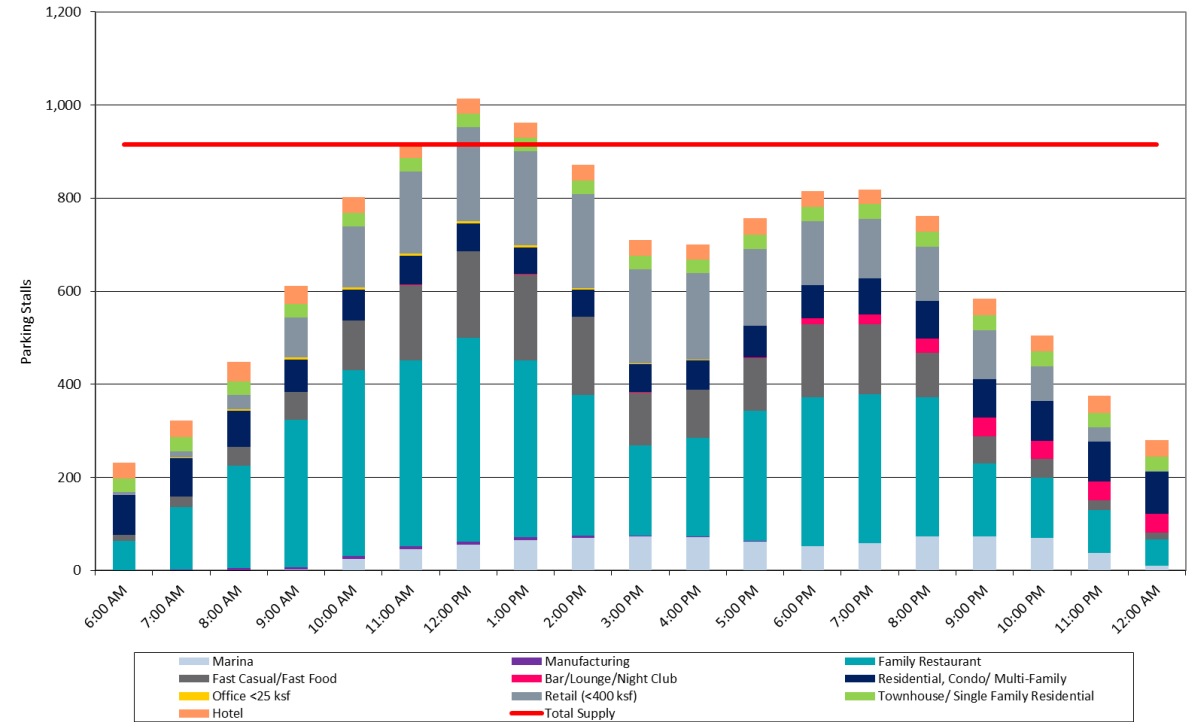
Distribution of Weekend Need by Zone				
Land Use	Existing	Vacant	Kings Landing	Total
Retail				
Retail (<400 ksf)	116	9	39	164
Employee	27	2	9	38
Food and Beverage				
Family Restaurant	207	0	180	387
Employee	27	0	24	51
Fast Casual/Fast Food	41	0	114	155
Employee	8	0	23	31
Entertainment and Institutions				
Hotel and Residential				
Hotel-Business	0	0	0	0
Hotel-Leisure	0	0	23	23
Hotel Employees	0	0	9	9
Residential, Condo/ Multi-Family				
1 Bedroom	5	0	17	22
3+ Bedrooms	0	0	36	36
Visitor	0	0	2	2
Townhouse/ Single Family Residential				
Reserved	15	0	14	29
Visitor	1	0	0	1
Office				
Office <25 ksf	1	0	0	1
Reserved	0	0	0	0
Employee	4	0	0	4
Additional Land Uses				
Marina	51	0	0	51
Employee	5	0	0	5
Manufacturing	1	0	0	1
Employee	5	0	0	5
Parking Demand				
Customer/Visitor	418	9	358	785
Employee/Resident	81	2	118	201
Reserved	15	0	14	29
Total	514	11	490	1,015
Parking Supply				
Customer/Visitor	419	10	199	628
Employee/Resident	169	5	100	274
Reserved	15	0	0	15
Total	602	15	299	916
Surplus (+)/Deficit (-)				
Customer/Visitor	1	1	(159)	(157)
Employee/Resident	87	3	(18)	72
Reserved	0	0	(14)	(14)
Total	88	4	(191)	(99)

Zone 2 Post King's Landing Development

Daily Parking Need by Hour on a Weekday During Peak Month (May)



Daily Parking Need by Hour on a Weekend During Peak Month (December)



Projected deficit during Saturday AM after King's Landing Development is built

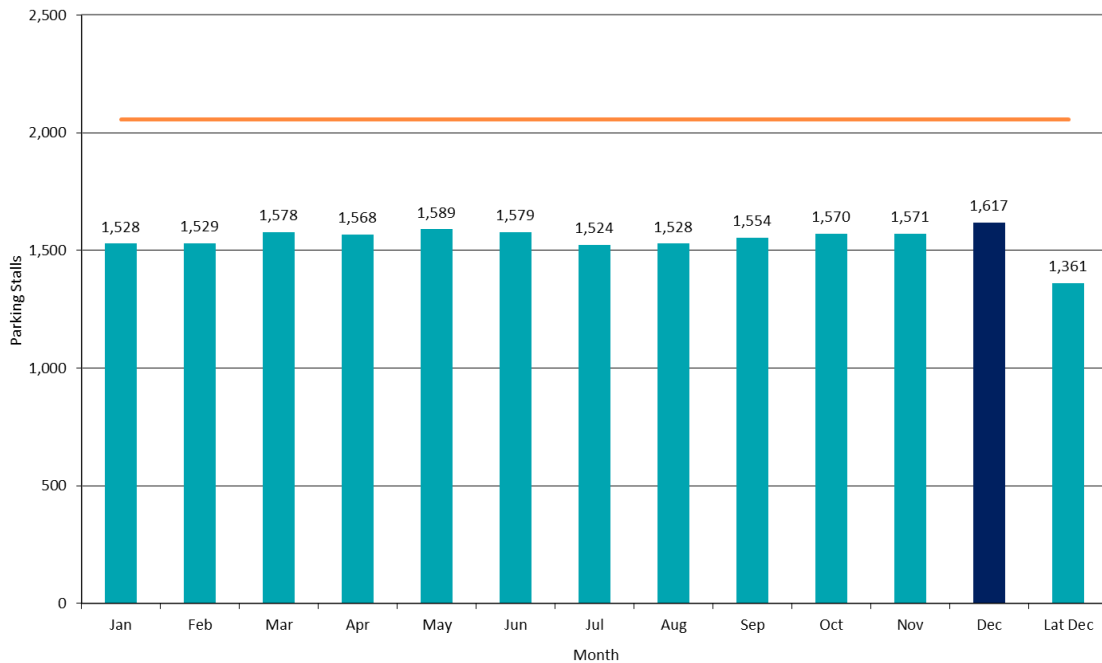
Future Conditions – Zone 3

The figures below show the peak hour parking need in Zone 3 on a monthly basis compared to the available parking supply. No new development is planned in Zone 3; however, Walker assumed vacant office, retail, and residential space would be occupied.

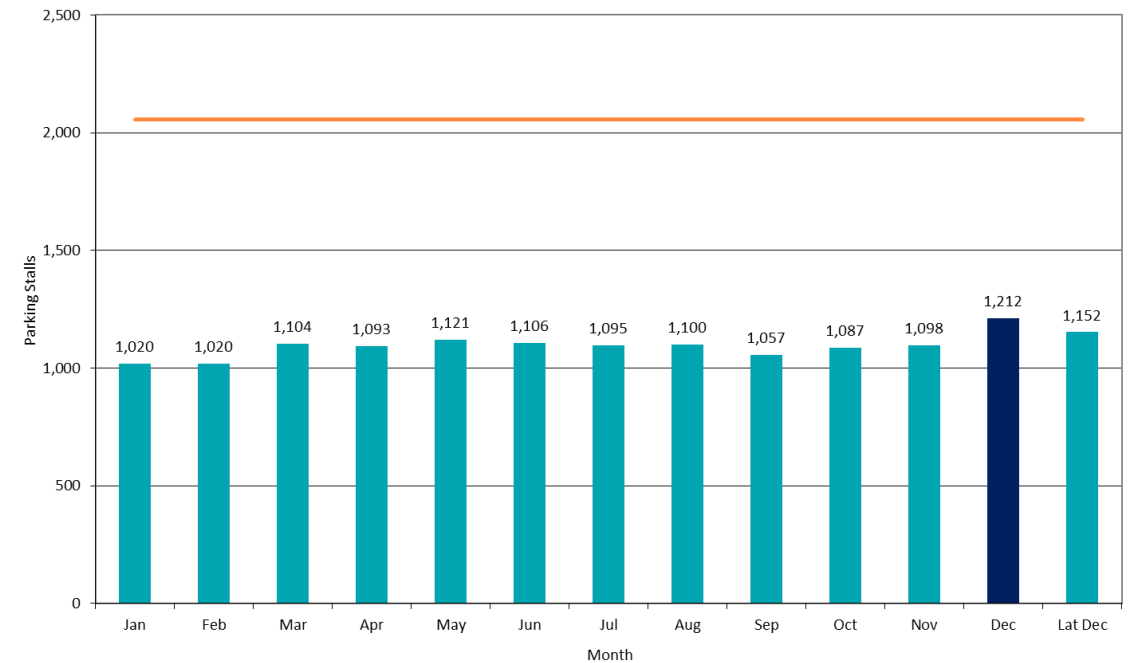
Peak Weekday Conditions projected to occur in December around 11 am

Peak Weekend Conditions projected to occur in December around 2 pm

Weekday Month-by-Month Estimated Parking Need



Weekend Month-by-Month Estimated Parking Need



Future Conditions – Zone 3

Peak Weekday
need is projected
to occur in
December around
11 am

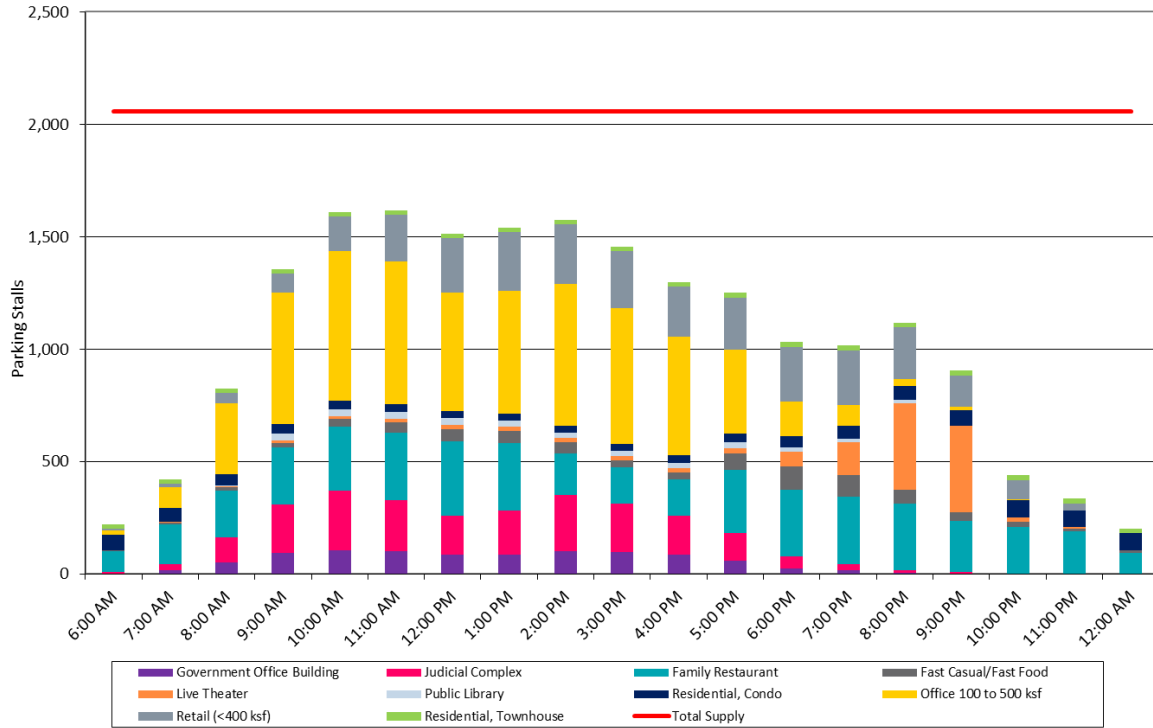
Peak Weekend
need is projected
to occur in
December around
2 pm

Distribution of Weekday Need by Zone				
Land Use	Existing	Vacant	Total	
Retail				
Retail (<400 ksf)	154	8	162	
Employee	44	2	46	
Food and Beverage				
Family Restaurant	259	0	259	
Employee	42	0	42	
Fast Casual/Fast Food	34	0	34	
Employee	13	0	13	
Entertainment and Institutions				
Live Theater	0	0	0	
Employee	13	0	13	
Public Library	28	0	28	
Employee	4	0	4	
Hotel and Residential				
Residential, Condo				
2 Bedrooms	29	4	33	
Visitor	1	0	1	
Residential, Townhouse				
Reserved	3	16	19	
Visitor	0	0	0	
Office				
Office 100 to 500 ksf	16	7	23	
Employee	429	184	613	
Additional Land Uses				
Government Office Building	4	0	4	
Employee	98	0	98	
Judicial Complex	31	0	31	
Employee	193	0	193	
	Existing	Vacant	Total	
Parking Demand				
Customer/Visitor	527	15	542	
Employee/Resident	865	190	1,055	
Reserved	3	16	19	
Total	1395	221	1,616	
Parking Supply				
Customer/Visitor	913	20	933	
Employee/Resident	900	200	1,100	
Reserved	5	20	25	
Total	1818	240	2,058	
Surplus (+)/Deficit (-)				
Customer/Visitor	386	5	391	
Employee/Resident	35	10	45	
Reserved	2	4	6	
Total	423	19	442	

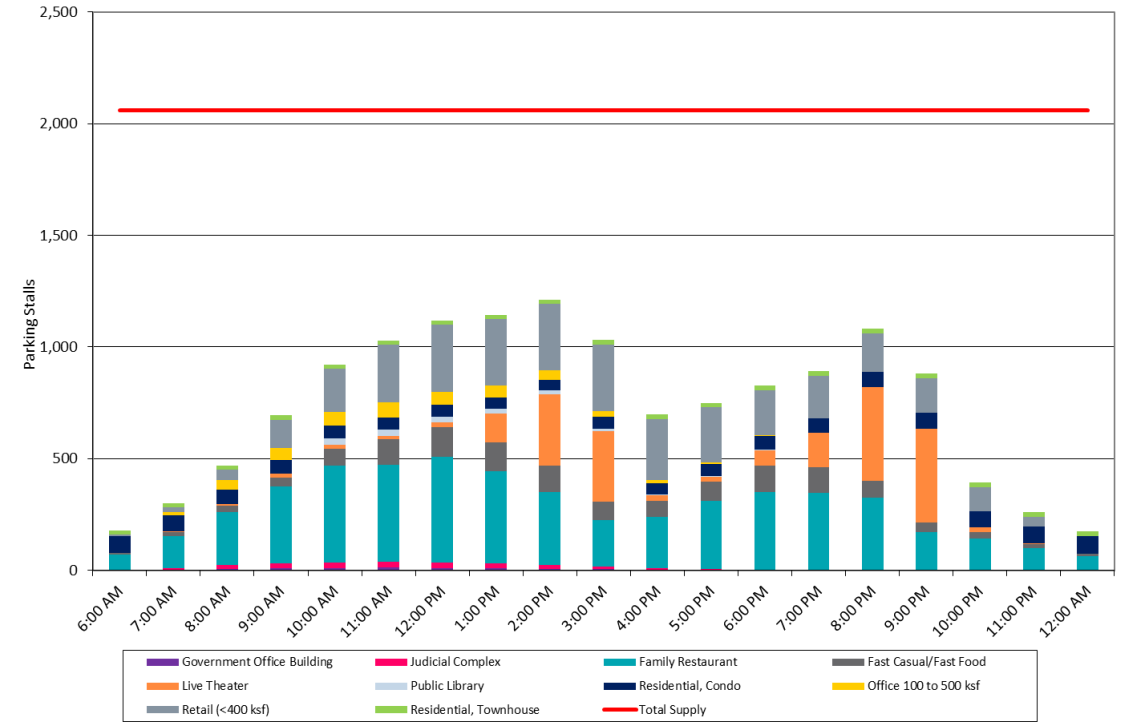
Distribution of Weekend Need by Zone				
Land Use	Existing	Vacant	Total	
Retail				
Retail (<400 ksf)	230	12	242	
Employee	53	3	56	
Food and Beverage				
Family Restaurant	274	0	274	
Employee	54	0	54	
Fast Casual/Fast Food	96	0	96	
Employee	24	0	24	
Entertainment and Institutions				
Live Theater	254	0	254	
Employee	64	0	64	
Public Library	14	0	14	
Employee	3	0	3	
Hotel and Residential				
Residential, Condo				
2 Bedrooms	41	6	47	
Visitor	1	0	1	
Residential, Townhouse				
Reserved	3	16	19	
Visitor	0	0	0	
Office				
Office 100 to 500 ksf	3	1	4	
Employee	26	11	37	
Additional Land Uses				
Government Office Building	1	0	1	
Employee	6	0	6	
Judicial Complex	4	0	4	
Employee	12	0	12	
	Existing	Vacant	Total	
Parking Demand				
Customer/Visitor	877	13	890	
Employee/Resident	283	20	303	
Reserved	3	16	19	
Total	1163	49	1,212	
Parking Supply				
Customer/Visitor	913	20	933	
Employee/Resident	900	200	1,100	
Reserved	5	20	25	
Total	1818	240	2,058	
Surplus (+)/Deficit (-)				
Customer/Visitor	36	7	43	
Employee/Resident	617	180	797	
Reserved	2	4	6	
Total	655	191	846	

Zone 3 – Future Conditions

Daily Parking Need by Hour on a Weekday During Peak Month (December)



Daily Parking Need by Hour on a Weekend During Peak Month (December)



Surplus parking supply is anticipated during peak weekday and weekend conditions in Zone 3.



THE SUNRISE CITY
CITY MANAGER'S OFFICE

FORT PIERCE
Florida

TO : The Honorable Mayor and Members of the City Commission
FROM : Parking Committee
THROUGH : Nicholas C. Mimms, P.E., ICMA-CM, City Manager
RE : Parking Recommendations
DATE : August 3, 2022

The City Commission-appointed Parking Committee has reviewed the Downtown Fort Pierce Parking Analysis and has come to an agreement on the following assessment and recommendations for consideration.

1. The Walker Consultants Parking Analysis of Downtown Fort Pierce addressed all components of the Scope of Work however, there are known needs that were not taken into consideration, and they are:
 - a. Updated parking needs of St. Lucie County
 - b. Regular occurring events, like the Farmer's Market
 - c. Special Events
2. The Commission should request an updated parking analysis within 30 days from St. Lucie County to determine their specific parking needs.
3. The City of Fort Pierce take the lead in engaging St. Lucie County to determine their participation in helping to resolve the parking shortage in Downtown Fort Pierce.
4. The Commission direct the City Manager to reach out to the County Administrator to schedule a meeting to bring to the table proposed parking solutions within the next 90 days.

City Commission Conference Agenda - 9:00 AM

4. c.

Meeting Date: 08/08/2022

Re: Housing Authority Joint Meeting Agenda

Submitted For: Nick Mimms, City Manager, City Manager

SUBJECT:

Discussion on agenda for joint meeting with Housing Authority Board.

Attachments

2022 Strategic Plan - Housing Authority
FPHA Payment in Lieu of Taxes

Form Review

Inbox	Reviewed By	Date
City Manager	Nick Mimms	08/02/2022 04:39 PM
City Manager	Nick Mimms	08/02/2022 04:39 PM
Form Started By: Jennifer Robinson		Started On: 07/15/2022 01:07 PM
Final Approval Date: 08/02/2022		

GOAL 8: Housing Authority Strategy: Key Issues, Direction and City Actions

Key Issues

- ▶ Development Working Relations
- ▶ Goals
- ▶ Partnership
- ▶ Actions
- ▶ Re-Branding
- ▶ City Strategic Plan: Vision, 5-Year Plan and Action Agenda 2022
- ▶ Code Enforcement

Milestones	June 2022 Update
1. JOINT MEETING: Fort Pierce City Commission and Housing Authority Board	8/22 The joint meeting has been scheduled for August 29, 2022.
Responsibility: City Manager	





Interoffice Memorandum
FROM THE OFFICE OF THE
CITY MANAGER

APR 23 2013

TO : Robert V. Schwerer, City Attorney
FROM: Anne Satterlee, Communications & Marketing Manager *AS*
RE : **Payment in Lieu of Taxes – Fort Pierce Housing Authority**
DATE : April 23, 2013
CC : Robert Bradshaw, City Manager; Gloria Johnson, Finance Director; Jon Ward, FPRA Director

At the April 15, 2013 quarterly Fort Pierce Redevelopment Agency Meeting, Commissioner Becht mentioned Payment in Lieu of Taxes regarding the Orange Avenue Apartments.

As noted in the attached minutes, this item will need to be addressed by the City Commission and I am providing you with the most recent copy of a Resolution and Cooperation Agreement (appears to be a standard HUD form) from the Housing Authority the City received for Payment in Lieu of Taxes in the past.

If you have questions, please let me know.

attachment

*CC: sent to
Bradshaw
Gloria*

Commissioner Becht asked will this be a mortgage that is actually prepared and recorded?

Mr. Ward said yes.

Commissioner Becht said real estate taxes, his recollection is the City gets some kind of stipend in lieu of real estate taxes from the Fort Pierce Housing Authority.

Ms. Gloria Johnson, Finance Director, said yes, they do. They get Payment in Lieu of Taxes.

Commissioner Becht asked any ballpark idea of what that is?

Ms. Johnson said annually they get around \$25,000.

Commissioner Becht said these two properties, he doesn't know what they are worth; but he knows the beauty of what they did here to bring them back. If these are worth \$500,000, what is contemplated by Staff - if anything - for that stipend in lieu of real estate taxes? Is that going to go up? Is that a City issue or an FPRA issue?

Mr. Ward said it is a City issue.

Ms. Johnson said the City's General Fund gets the Payment in Lieu of Taxes. There is a percentage formula that is used. She thinks it is about 10% of some value, she can't remember precisely.

Commissioner Becht asked since that is not an FPRA issue, when this agreement is brought before the City, should they address that issue in the agreement, or should they just leave it for Staff to negotiate at a later date?

City Attorney Schwerer said they have an existing agreement with the Housing Authority that anything they own, they pay according to a formula. They can get that master agreement to see if they need to make any changes to it specifically for this property, or whether or not that master agreement is subject to being changed.

Commissioner Becht said before the City approves this, he would like some feedback specific to that from Staff, how they recommend handling it.

EXTRACTS FROM THE MINUTES OF A REGULAR POSTPONED
MEETING OF THE CITY COMMISSION OF THE
CITY OF FORT PIERCE
STATE OF FLORIDA
HELD ON SEPTEMBER 8, 1981

The City Commission of the City of Fort Pierce, Florida, met in regular postponed session in the St. Lucie County Administration Building, Room 101, 2300 Virginia Avenue, in the City of Fort Pierce, Florida, at 7:30 P.M., on September 8, 1981.

The meeting was called to order by Mayor Pro-tem Leslie, and upon roll call, those present and excused were as follows:

Present: Mayor Pro-tem Leslie

Commissioner John D. Browning

Commissioner Havert L. Fenn

Commissioner Gloria Grimyser

Mayor Commissioner Buell L. Brown (Arrived Late)

Excused: None

City Clerk Lowry introduced the following Resolution by title only:

RESOLUTION NO. 81-64

RESOLUTION AUTHORIZING THE EXECUTION OF A
COOPERATION AGREEMENT
114 UNITS OF LOW-INCOME HOUSING

WHEREAS, The Housing Authority of the City of Fort Pierce, Florida, (herein called the "Local Authority") and The City of Fort Pierce, Florida, (herein called the "Municipality"), desire to enter into a Cooperation Agreement in connection with the development of 114 units of low-rent housing, formerly Section 23 Leased Housing Units, pursuant to the United States Housing Act of 1937, as amended.

NOW, THEREFORE, BE IT RESOLVED By the City Commission of the City of Fort Pierce, Florida, that the Local Authority and the Municipality enter into a Cooperation Agreement and the Mayor is hereby authorized to execute the same on behalf of the Municipality and the City Clerk to attest the same and affix thereto the seal of the Municipality, said Cooperation Agreement being in substantially the form attached hereto.

BE IT FURTHER RESOLVED that this Resolution shall become effective immediately upon its adoption.

ADOPTED this 8th day of September, 1981.


MAYOR COMMISSIONER

ATTEST:


CITY CLERK

(CITY SEAL)

STATE OF FLORIDA
ST. LUCIE COUNTY
CITY OF FORT PIERCE

THIS IS TO CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF THE RECORDS ON FILE IN THIS OFFICE.


CITY CLERK

September 9, 1981

(CITY SEAL)

STATE OF FLORIDA
ST. LUCIE COUNTY
CITY OF FORT PIERCE

THIS IS TO CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF
THE RECORDS ON FILE IN THIS OFFICE.


CITY CLERK

APRIL 16, 1982

(CITY SEAL)

Page 1
December 1969

COOPERATION AGREEMENT

This Agreement entered into this 9th day of September, 1969, by and between The Housing Authority of the City of Ft. Pierce (herein called the "Local Authority") and City of Fort Pierce, Fla (herein called the "Municipality"), witnesseth:

In consideration of the mutual covenants hereinafter set forth, the parties hereto do agree as follows:

1. Whenever used in this Agreement:

(a) The term "Project" shall mean any low-rent housing hereafter developed or acquired by the Local Authority with financial assistance of the United States of America acting through the Secretary of Housing and Urban Development (herein called the "Government"); excluding, however, any low-rent housing project covered by any contract for loans and annual contributions entered into between the Local Authority and the Government, or its predecessor agencies, prior to the date of this Agreement.

(b) The term "Taxing Body" shall mean the State or any political subdivision or taxing unit thereof in which a Project is situated and which would have authority to assess or levy real or personal property taxes or to certify such taxes to a taxing body or public officer to be levied for its use and benefit with respect to a Project if it were not exempt from taxation.

(c) The term "Shelter Rent" shall mean the total of all charges to all tenants of a Project for dwelling rents and nondwelling rents (excluding all other income of such Project), less the cost to the Local Authority of all dwelling and nondwelling utilities.

(d) The term "Slum" shall mean any area where dwellings predominate which, by reason of dilapidation, overcrowding, faulty arrangement or design, lack of ventilation, light or sanitation facilities, or any combination of these factors, are detrimental to safety, health, or morals.

2. The Local Authority shall endeavor (a) to secure a contract or contracts with the Government for loans and annual contributions covering one or more Projects

comprising approximately 114 2/ units of low-rent housing and (b) to develop or acquire and administer such Project or Projects, each of which shall be located within the corporate limits of the Municipality. The obligations of the parties hereto shall apply to each such Project.

3. (a) Under the constitution and statutes of the State of Florida, 3/ all Projects are exempt from all real and personal property taxes and special assessments/ 4/ levied or imposed by any Taxing Body. With respect to any Project, so long as either (i) such Project is owned by a public body or governmental agency and is used for low-rent housing purposes, or (ii) any contract between the Local Authority and the Government for loans or annual contributions, or both, in connection with such Project remains in force and effect, or (iii) any bonds issued in connection with such Project or any monies due to the Government in connection with such Project remain unpaid, whichever period is the longest, the Municipality agrees that it will not levy or impose any real or personal property taxes or special assessments/ 4/ upon such Project or upon the Local Authority with respect thereto. During such period, the Local Authority shall make annual payments (herein called

December 1969

"Payments in Lieu of Taxes") in lieu of such taxes and special assessments and in payment for the Public services and facilities furnished from time to time without other cost or charge for or with respect to such Project.

(b) Each such annual Payment in Lieu of Taxes shall be made

after the end of the fiscal year established for such Project, and shall be in an amount equal to either (i) ten percent (10%) of the Shelter Rent actually collected but in no event to exceed ten percent (10%) of the Shelter Rent 8/ charged by the Local Authority in respect to such Project during such fiscal year 5a/

at the time when real property taxes on such Project would be paid if it were subject to taxation, and shall be in an amount equal to either (i) ten percent (10%) of the Shelter Rent actually collected but in no event to exceed ten percent (10%) of the Shelter Rent 8/ charged by the Local Authority in respect to such Project during the 12 months' period ending before such payment is made 5b/

or (ii) the amount permitted to be paid by applicable State law in effect on the date such payment is made, whichever amount is the lower 7

(c) The Municipality shall distribute the Payments in Lieu of Taxes among the Taxing Bodies in the proportion which the real property taxes which would have been paid to each Taxing Body for such year if the Project were not exempt from taxation bears to the total real property taxes which would have been paid to all of the Taxing Bodies for such year if the Project were not exempt from taxation; Provided, however, That no payment for any year shall be made to any Taxing Body in excess of the amount of the real property taxes which would have been paid to such Taxing Body for such year if the Project were not exempt from taxation 7 6a/

(c) No payment for any year shall be made to the Municipality in excess of the amount of the real property taxes which would have been paid to the Municipality for such year if the Project were not exempt from taxation 7 6b/

(d) Upon failure of the Local Authority to make any Payment in Lieu of Taxes, no lien against any Project or assets of the Local Authority shall attach, nor shall any interest or penalties accrue or attach on account thereof.

4. The Municipality agrees that, subsequent to the date of initiation (as defined in the United States Housing Act of 1937) of each Project and within five years after the completion thereof, or such further period as may be approved by the Government and in addition to the number of unsafe or insanitary dwelling units which the Municipality is obligated to eliminate as a part of the low-rent housing project(s) heretofore undertaken by the Local Authority and identified as

Project(s) No.(s) 7 7/ there has been or will be elimination, as certified by the Municipality, by demolition, condemnation, effective closing, or compulsory repair or improvement, of unsafe or insanitary dwelling units situated in the locality or metropolitan area in which such Project is located, substantially equal in number to the number of newly constructed dwelling units provided by such Project; Provided, That, where more than one family is living in an unsafe or insanitary dwelling unit, the elimination of such unit shall count as the elimination of units equal to the number of families accommodated therein; and Provided, further, That this paragraph 4 shall not apply in the case of (i) any Project developed on the site of a Slum cleared subsequent to July 15, 1949, and that the dwelling units eliminated by the clearance of the site of such Project shall not be counted as elimination for any other Project or any other low-rent housing project, or (ii) any Project located in a rural nonfarm or Indian area.

5. During the period commencing with the date of the acquisition of any part of the site or sites of any Project and continuing so long as either (i) such Project is owned by a public body or governmental agency and is used for low-rent housing purposes, or (ii) any contract between the Local Authority and the Government for loans or annual contributions, or both, in connection with such Project remains in force and effect, or (iii) any bonds issued in connection with such Project or any monies due to the Government in connection with such Project remain unpaid, whichever period is the longest, the Municipality without cost or charge to the Local Authority or the tenants of such Project (other than the Payments in Lieu of Taxes) shall:

December 1969

(a) Furnish or cause to be furnished to the Local Authority and the tenants of such Project public services and facilities of the same character and to the same extent as are furnished from time to time without cost or charge to other dwellings and inhabitants in the Municipality;

(b) Vacate such streets, roads, and alleys within the area of such Project as may be necessary in the development thereof, and convey without charge to the Local Authority such interest as the Municipality may have in such vacated areas; and, in so far as it is lawfully able to do so without cost or expense to the Local Authority or to the Municipality, cause to be removed from such vacated areas, in so far as it may be necessary, all public or private utility lines and equipment;

(c) In so far as the Municipality may lawfully do so, (i) grant such deviations from the building code of the Municipality as are reasonable and necessary to promote economy and efficiency in the development and administration of such Project, and at the same time safeguard health and safety, and (ii) make such changes in any zoning of the site and surrounding territory of such Project as are reasonable and necessary for the development and protection of such Project and the surrounding territory;

(d) Accept grants of easements necessary for the development of such Project; and

(e) Cooperate with the Local Authority by such other lawful action or ways as the Municipality and the Local Authority may find necessary in connection with the development and administration of such Project.

6. In respect to any Project the Municipality further agrees that within a reasonable time after receipt of a written request therefor from the Local Authority:

(a) It will accept the dedication of all interior streets, roads, alleys, and adjacent sidewalks within the area of such Project, together with all storm and sanitary sewer mains in such dedicated areas, after the Local Authority, at its own expense, has completed the grading, improvement, paving, and installation thereof in accordance with specifications acceptable to the Municipality;

(b) It will accept necessary dedications of land for, and will grade, improve, pave, and provide sidewalks for, all streets bounding such Project or necessary to provide adequate access thereto (in consideration whereof the Local Authority shall pay to the Municipality such amount as would be assessed against the Project site for such work if such site were privately owned); and

(c) It will provide, or cause to be provided, water mains, and storm and sanitary sewer mains, leading to such Project and serving the bounding streets thereof (in consideration whereof the Local Authority shall pay to the Municipality such amount as would be assessed against the Project site for such work if such site were privately owned).

7. If by reason of the Municipality's failure or refusal to furnish or cause to be furnished any public services or facilities which it has agreed hereunder to furnish or to cause to be furnished to the Local Authority or to the tenants of any Project, the Local Authority incurs any expense to obtain such services or facilities then the Local Authority may deduct the amount of such expense from any Payments in Lieu of Taxes due or to become due to the Municipality in respect to any Project or any other low-rent housing projects owned or operated by the Local Authority.

8. No Cooperation Agreement heretofore entered into between the Municipality and the Local Authority shall be construed to apply to any Project covered by this Agreement.

9. No member of the governing body of the Municipality or any other public official of the Municipality who exercises any responsibilities or functions with respect to any Project during his tenure or for one year thereafter shall have any interest, direct or indirect, in any Project or any property included or planned to be included in any project, or any contracts in connection with such Projects or property. If any such governing body member or such other public official of the Municipality involuntarily acquires or had acquired prior to the beginning of his tenure any such interest, he shall immediately disclose such interest to the Local Authority.

10. So long as any contract between the Local Authority and the Government for loans (including preliminary loans) or annual contributions, or both, in connection with any Project remains in force and effect, or so long as any bonds issued in connection with any Project or any monies due to the Government in connection with any Project remain unpaid, this Agreement shall not be abrogated, changed, or modified without the consent of the Government. The privileges and obligations of the Municipality hereunder shall remain in full force and effect with respect to each Project so long as the beneficial title to such Project is held by the Local Authority or by any other public body or governmental agency, including the Government, authorized by law to engage in the development or administration of low-rent housing projects. If at any time the beneficial title to, or possession of, any Project is held by such other public body or governmental agency, including the Government, the provisions hereof shall inure to the benefit of and may be enforced by, such other public body or governmental agency, including the Government.

IN WITNESS WHEREOF the Municipality and the Local Authority have respectively signed this Agreement and caused their seals to be affixed and attested as of the day and year first above written.

City of Fort Pierce, Fla.
(Corporate Name of Municipality)

(SEAL)

By Bill F. Brown
(Title)
Mayor Commissioner

Attest:

Irving S. Lowry
(Title)
City Clerk

The Housing Authority of the
City of Fort Pierce, Florida
(Corporate Name of Local Authority)

(SEAL)

By Herbert S. Seib
Chairman

Attest:

Harland J. Hummer
(Title)
Secretary

COOPERATION AGREEMENT
PAGE #5

STATE OF FLORIDA
ST. LUCIE COUNTY
CITY OF FORT PIERCE

THIS IS TO CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF
THE RECORDS ON FILE IN THIS OFFICE.



CITY CLERK

APRIL 16, 1982

(CITY SEAL)

Motion was made by Commissioner Browning that Resolution No. 81-64 be adopted, seconded by Commissioner Fenn, and upon roll call the "Ayes" and "Nays" were as follows:

AYES	NAYS
Commissioner Browning	None
Commissioner Fenn	
Commissioner Grimyser	
Commissioner Leslie	
Mayor Commissioner Brown	

The Mayor thereupon declared said motion carried and said Resolution adopted.

There being no further business to come before the meeting upon motion duly made and seconded, the meeting was adjourned.

STATE OF FLORIDA
ST. LUCIE COUNTY
CITY OF FORT PIERCE

THIS IS TO CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF THE RECORDS ON FILE IN THIS OFFICE.


CITY CLERK

September 9, 1981

(CITY SEAL)

STATE OF FLORIDA
ST. LUCIE COUNTY
CITY OF FORT PIERCE

THIS IS TO CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF THE RECORDS ON FILE IN THIS OFFICE.


CITY CLERK

April 16, 1982

(CITY SEAL)

City Commission Conference Agenda - 9:00 AM

4. d.

Meeting Date: 08/08/2022

Re: Safe Streets For All (SS4A) Grant Program

Submitted For: John Andrews, City Engineer, Engineering

SUBJECT:

Staff will present information on the Safe Streets and Roads for All (SS4A) Discretionary Grant to promote the Vision Zero safety plan.

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Attachments

SS4A Action Plan Components

Form Review

Inbox

City Manager

Form Started By: Selena Griffett

Final Approval Date: 08/02/2022

Reviewed By

Nick Mimms

Date

08/02/2022 04:39 PM

Started On: 07/26/2022 02:38 PM

Safe Streets and Roads for All Action Plan Components

This document is not meant to replace the NOFO. Applicants should follow the instructions in the NOFO to correctly apply for a grant. See the SS4A website for more information: <https://www.transportation.gov/SS4A>

Leadership Commitment and Goal Setting



An official public commitment (e.g., resolution, policy, ordinance, etc.) by a high-ranking official and/or governing body (e.g., Mayor, City Council, Tribal Council, MPO Policy Board, etc.) to an eventual goal of zero roadway fatalities and serious injuries. The commitment must include a goal and timeline for eliminating roadway fatalities and serious injuries achieved through one, or both, of the following:

- (1) the target date for achieving zero roadway fatalities and serious injuries, OR
- (2) an ambitious percentage reduction of roadway fatalities and serious injuries by a specific date with an eventual goal of eliminating roadway fatalities and serious injuries.



Planning Structure

A committee, task force, implementation group, or similar body charged with oversight of the Action Plan development, implementation, and monitoring.



Safety Analysis

Analysis of existing conditions and historical trends that provides a baseline level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region. Includes an analysis of locations where there are crashes and the severity of the crashes, as well as contributing factors and crash types by relevant road users (motorists, people walking, transit users, etc.). Analysis of systemic and specific safety needs is also performed, as needed (e.g., high-risk road features, specific safety needs of relevant road users, public health approaches, analysis of the built environment, demographic, and structural issues, etc.). To the extent practical, the analysis should include all roadways within the jurisdiction, without regard for ownership. Based on the analysis performed, a geospatial identification of higher-risk locations is developed (a High-Injury Network or equivalent).

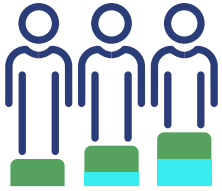


Engagement and Collaboration

Robust engagement with the public and relevant stakeholders, including the private sector and community groups, that allows for both community representation and feedback. Information received from engagement and collaboration is analyzed and incorporated into the Action Plan. Overlapping jurisdictions are included in the process. Plans and processes are coordinated and aligned with other governmental plans and planning processes to the extent practical.



Safe Streets and Roads for All Action Plan Components



Equity Considerations

Plan development using inclusive and representative processes. Underserved communities* are identified through data and other analyses in collaboration with appropriate partners. Analysis includes both population characteristics and initial equity impact assessments of the proposed projects and strategies.



Policy and Process Changes

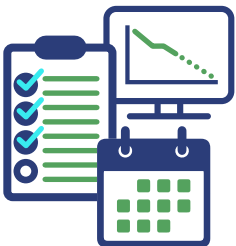
Assessment of current policies, plans, guidelines, and/or standards (e.g., manuals) to identify opportunities to improve how processes prioritize transportation safety. The Action Plan discusses implementation through the adoption of revised or new policies, guidelines, and/or standards, as appropriate.



Strategy and Project Selections

Identification of a comprehensive set of projects and strategies, shaped by data, the best available evidence and noteworthy practices, as well as stakeholder input and equity considerations, that will address the safety problems described in the Action Plan. These strategies and countermeasures focus on a Safe System Approach, effective interventions, and consider multidisciplinary activities. To the extent practical, data limitations are identified and mitigated.

Once identified, the list of projects and strategies is prioritized in a list that provides time ranges for when the strategies and countermeasures will be deployed (e.g., short-, mid-, and long-term timeframes). The list should include specific projects and strategies, or descriptions of programs of projects and strategies, and explains prioritization criteria used. The list should contain interventions focused on infrastructure, behavioral, and/or operational safety.



Progress and Transparency

Method to measure progress over time after an Action Plan is developed or updated, including outcome data. Means to ensure ongoing transparency is established with residents and other relevant stakeholders. Must include, at a minimum, annual public and accessible reporting on progress toward reducing roadway fatalities and serious injuries, and public posting of the Action Plan online.

* An underserved community as defined for this NOFO is consistent with the Office of Management and Budget's Interim Guidance for the Justice40 Initiative <https://www.whitehouse.gov/wp-content/uploads/2021/07/M-21-28.pdf> and the Historically Disadvantaged Community designation, which includes U.S. Census tracts identified in this table <https://datahub.transportation.gov/stories/s/tsyd-k6ij>; any Tribal land; or any territory or possession of the United States.



City Commission Conference Agenda - 9:00 AM

4. e.

Meeting Date: 08/08/2022

Re: Utilities Bill Assistance

Submitted For: Nick Mimms, City Manager, City Manager

SUBJECT:

Discussion of Utilities Bill Assistance

Form Review

Inbox	Reviewed By	Date
City Manager	Nick Mimms	08/02/2022 04:39 PM
City Manager	Nick Mimms	08/02/2022 04:40 PM
Form Started By: Jennifer Robinson		Started On: 08/02/2022 09:50 AM
Final Approval Date: 08/02/2022		