

CITY OF FORT PIERCE - ST. LUCIE COUNTY

JOINT MEETING

Joint Meeting - Tuesday, March 28, 2023 - 1:00 p.m.

Indian River State College, Brown Center for Innovation & Entrepreneurship, Building Y Room 102, 3209 Virginia Avenue Fort Pierce, Florida

1. **Call to Order**

2. **DISCUSSION ITEMS**

- a. Indian Hills Stormwater Project
- b. Downtown Parking
- c. Port of Fort Pierce
 - * Harbour Pointe Conceptual Plan
 - *Exchange Agreement Status
- d. Impact Fees
- e. Annexation
- f. Avenue D Model Block - Interlocal Agreement - RFI

3. **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.

4. **Adjournment**

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.

**Joint Meeting with Fort Pierce and St. Lucie
County -1:00**

2. a.

Meeting Date: 03/28/2023

Re:

SUBJECT:

Indian Hills Stormwater Project

Attachments

Notice of de minimis letter

FDOT Project Update

Form Review

Form Started By: Linda Cox
Final Approval Date: 03/20/2023

Started On: 03/20/2023 10:24 AM



Florida Department of Transportation

RON DESANTIS
GOVERNOR

3400 West Commercial Boulevard
Fort Lauderdale, FL 33309

JARED W. PERDUE, P.E.
SECRETARY

February 23, 2023

Mr. Patrick Dayan
Public Works Division Director
St. Lucie County
3071 Oleander Avenue
Fort Pierce, FL 34982

Subject: Notice of Intent to Pursue *Section 4(f) de minimis*
SR 70/Virginia Avenue Outfall
Financial Management #: 441715-1-52-01
Limits: SR 70/Virginia Avenue from Oleander Boulevard to SR 5/US 1;
Indian Hills Drive from SR 5/US 1 to Indian Hills Recreation Area; and
Gardenia Avenue from Mayflower Canal (Canal 7D) to Virginia Avenue Outfall
Canal (Canal 7G)
St. Lucie County, Florida

Dear Mr. Dayan:

As part of the ongoing Design for the above referenced project, the Florida Department of Transportation (FDOT) District Four has identified your agency as the Official With Jurisdiction (OWJ) over the County's Indian Hills Recreation Area. The Indian Hills Recreation Area qualifies for protection as a *Section 4(f)* resource because it is a publicly owned, recreational resource. FDOT District Four initially contacted you via phone call to explain the project and the *Section 4(f) de minimus* process. The purpose of this correspondence is to provide a detailed narrative of the project regarding work within the Indian Hills Recreation Area, provide exhibits for the work proposed within the Indian Hills Recreation Area, and to notify you of our intent to pursue a *de minimis* finding.

This project proposes a storm drain system running east on Indian Hills Drive from SR 5/US 1. This system will outfall within the Sand Mine Lake located within the Indian Hills Recreation Area. The system will pre-treat water before discharging to the lake by means of exfiltration trenches and a manhole control structure containing an internal weir. The portion of storm drain within the Indian Hills Recreation Area will be a closed system pipe, connecting a manhole and concrete endwall. The estimated excavation trench needed to install the system extends out an estimated 15-feet on either side of the pipe alignment. This footprint of work can be further minimized using trench boxes and/or temporary sheet pile wall during construction. The construction phasing will include perimeter controls, provided with the Erosion Control Plans, to limit disturbance to adjacent areas. Additionally, plan notes will be included to denote environmentally sensitive areas that are to be avoided. **Exhibit 1** shows the location of the proposed outfall in relation to the Indian Hills Recreation Area and Sand Mine Lake. **Exhibit 2** contains pages from the Constructability (60%) Plans that show the proposed drainage map and roadway plans for Indian Hills Drive (including outfall in Sand Mine Lake), drainage structure details for the outfall, and the erosion and

www.fdot.gov

Notice of Intent to Pursue Section 4(f) *de minimis*
SR 70/Virginia Avenue Outfall (FM 441715-1-52-01)
February 23, 2023

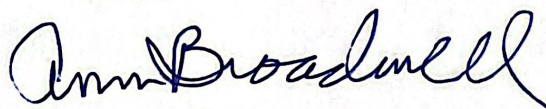
sediment control plan for the outfall construction. This project will result in a net benefit to the City of Fort Pierce by providing an upgraded drainage system to alleviate flooding in the project area.

Phasing for the installation will be configured to expedite the construction activity within the Indian Hills Recreation Area; however, construction methods will drive the time required to complete this portion of construction. A construction time estimate can be provided by the FDOT District Four as the project moves closer to the Final Plans process. As previously discussed with both the City and County stakeholders, a drainage easement will be required by FDOT for the perpetual maintenance of this outfall system. A Sketch and Legal Description for the delineation of this easement is ongoing and will be sent to the County for ultimate approval.

The FDOT District Four will hold a Public Information Workshop in 2023, and the project plans will be available for review and comments by the public. The public comments relating to the outfall within the Indian Hills Recreation Area will be provided to you for review. Upon your review, we will respectfully request a letter of concurrence from your office agreeing to the *de minimis* impact and the minimization and mitigation measures discussed in paragraph two of this letter.

If there are any questions, please feel free to contact me at (954) 777-4325 or Andrew Calhoun at andrew.calhoun@dot.state.fl.us.

Sincerely,



Ann Broadwell
Environmental Administrator
FDOT - District 4

Exhibits:

- Exhibit 1: *Section 4(f)* Resource Map Indian Hills Recreation Area
- Exhibit 2: Pages from Constructability (60%) Plans

Enclosure

cc. Project File

Claudia Vinitskiy-Calvo, P.E. (FDOT Project Manager)

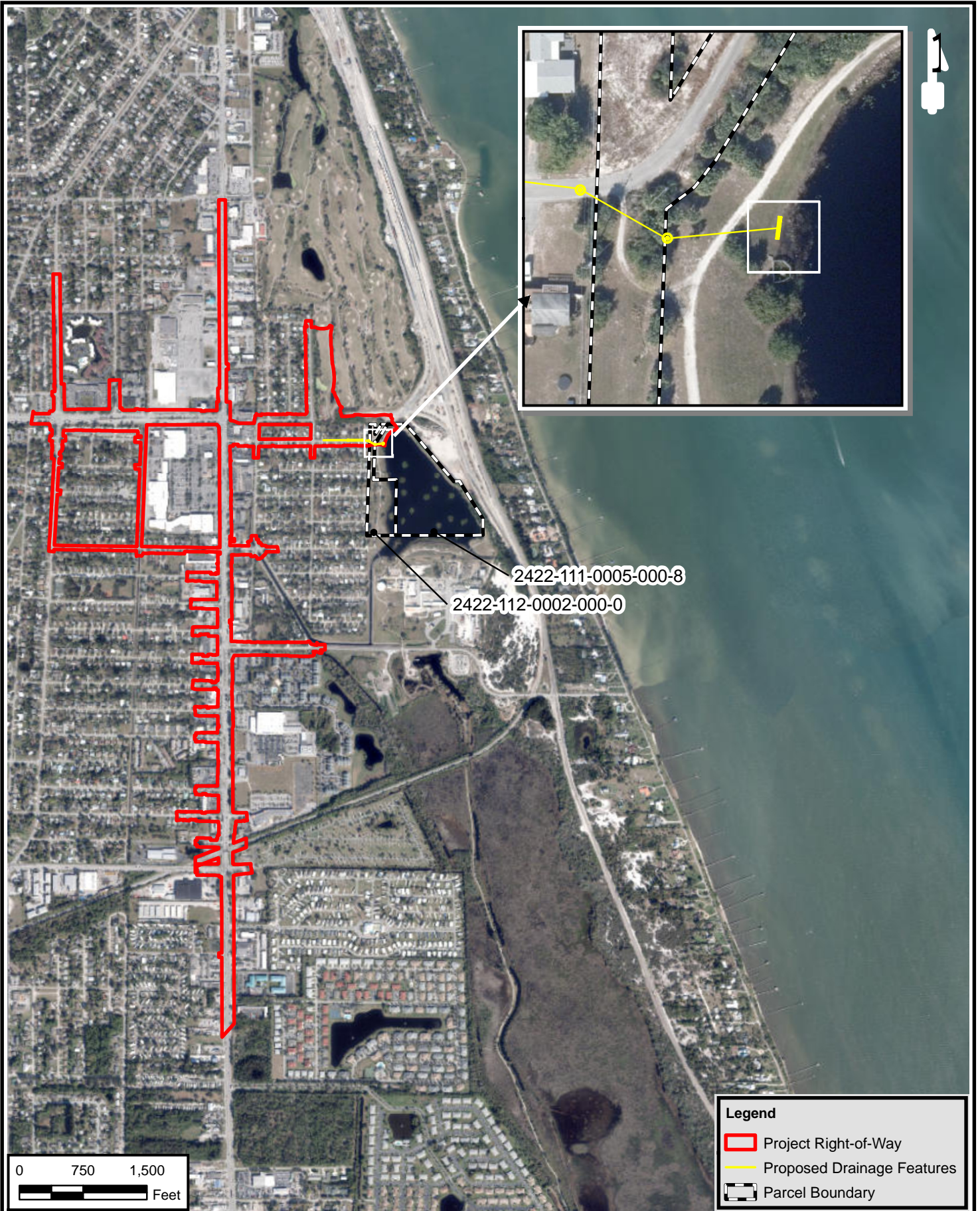
Andrew Calhoun (RES Florid Consulting, LLC)

Christie Pritchard (Pritchard Environmental LLC)

EXHIBITS

EXHIBIT 1
***SECTION 4(f)* LOCATION RESOURCE**
MAP

G:\Projects\2-1186-012\GIS\441714-1_441715-1\Section 4f Resource Map Indian Hills Recreation Area.mxd



**SR 5/US 1
Outfall for SR 70/Virginia Ave**

FM 441715-1-52-01
Fort Pierce, St. Lucie County, Florida

Section 4(f)
Resource Map
Indian Hills
Recreation Area

SCALE:
1"=1,500'

DATE:
10/5/2022

FIGURE

1

EXHIBIT 2
PAGES FROM CONSTRUCTABILITY
(60%) PLANS

CONTRACT PLANS COMPONENTS

ROADWAY PLANS
SIGNING AND PAVEMENT MARKING PLANS
LIGHTING PLANS

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

CONTRACT PLANS

FINANCIAL PROJECT IDS 441715-1-52-01
(FEDERAL FUNDS)
ST. LUCIE COUNTY (94010)
STATE ROAD NO. 70 (VIRGINIA AVENUE)
DRAINAGE IMPROVEMENTS

INDEX OF ROADWAY PLANS

| SHEET NO. | SHEET DESCRIPTION |
|--------------|--------------------------------------|
| 1 | KEY SHEET |
| 2 | SIGNATURE SHEET |
| 3 - 4 | SUMMARY OF PAY ITEMS |
| 5 - 19 | DRAINAGE MAP |
| 20 - 25 | TYPICAL SECTION |
| 26 - 27 | SUMMARY OF DRAINAGE STRUCTURES |
| 28 | OPTIONAL MATERIALS TABULATION |
| 29 - 31 | PROJECT LAYOUT |
| 32 - 35 | PROJECT CONTROL |
| 36 | GENERAL NOTES |
| 37 - 48 | ROADWAY PLAN |
| 49 - 55 | ROADWAY PROFILE |
| 56 - 72 | TURNOUT PROFILE |
| 73 - 87 | DRAINAGE STRUCTURES |
| 88 - 90 | LATERAL DITCH PLAN-PROFILE |
| 91 - 105 | LATERAL DITCH CROSS SECTIONS |
| 106 - 109 | DRAINAGE DETAILS |
| 110 | SPECIAL DETAILS |
| 111 - 158 | CROSS SECTIONS |
| 159 - 160 | STORMWATER POLLUTION PREVENTION PLAN |
| 161 - 174 | EROSION CONTROL PLAN |
| 175 - 198 | TEMPORARY TRAFFIC CONTROL PLANS |
| 199 - 210 | UTILITY ADJUSTMENT PLAN |
| GR-1 - GR-3* | ROADWAY SOIL SURVEY |

* These sheets are included in the Index of Roadway Plans only to indicate that it is part of the Roadway Plans. This sheet is contained in separate digitally signed and sealed documents.

GOVERNING STANDARD PLANS:

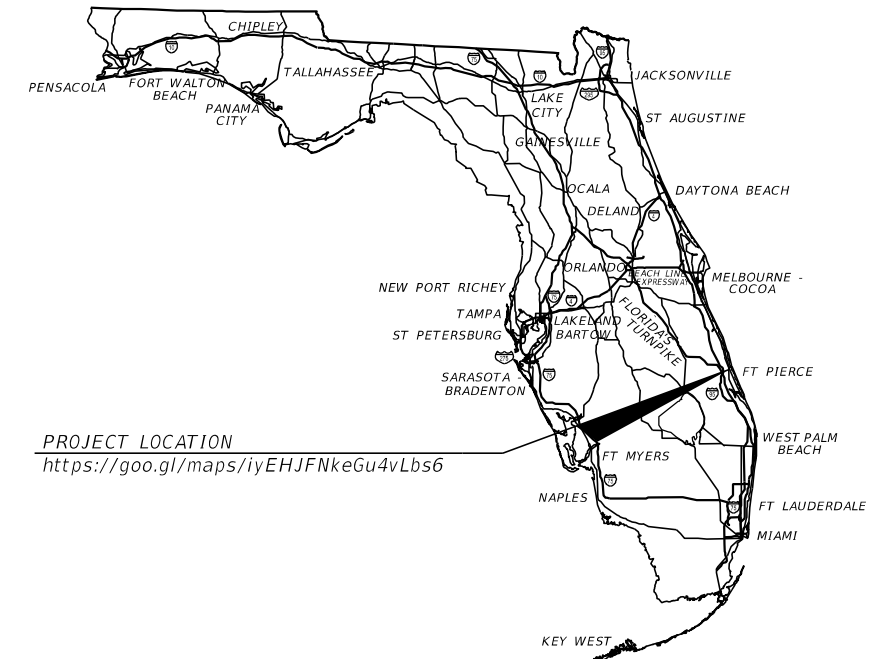
Florida Department of Transportation, FY2022-2023 Standard Plans for Road and Bridge Construction and applicable Interim Revisions (IRs).

Standard Plans for Road Construction and associated IRs are available at the following website: <http://www.fl.dot.gov/design/standardplans>

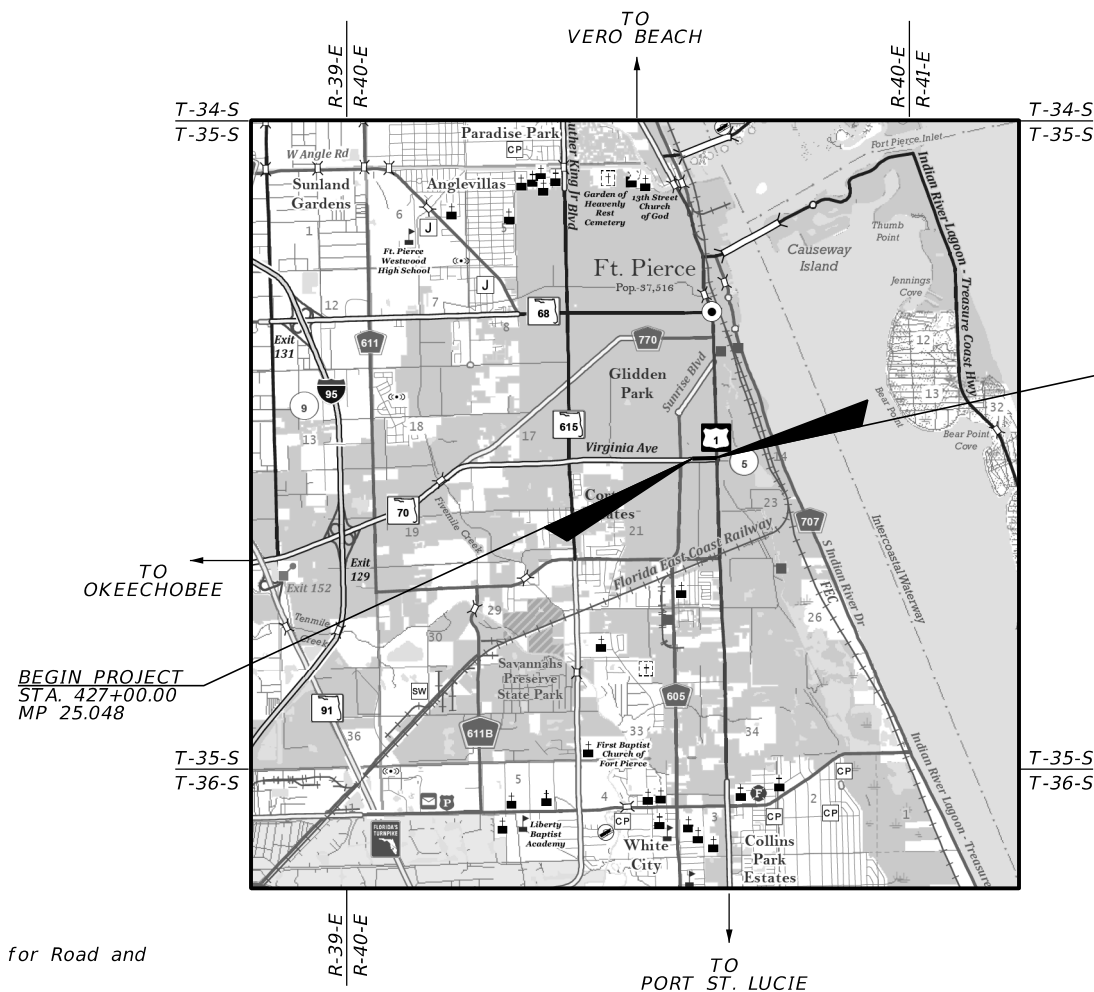
Applicable IRs: IR102-600, IR509-070

GOVERNING STANDARD SPECIFICATIONS

Florida Department of Transportation, July 2022 standard Specifications for Road and Bridge Construction at the following website: <http://www.fl.dot.gov/programmanagement/implemented/SpecBooks>



PROJECT LOCATION
<https://goo.gl/maps/iyEHJFNkeGu4vLbs6>



END PROJECT
STA. 436+50.00
MP 25.225

**ROADWAY PLANS
ENGINEER OF RECORD:**

ALEX PARADIZ, P.E. NO.: 66653
RS&H, INC.
3125 W. COMMERCIAL BLVD., SUITE 130
FORT LAUDERDALE, FL 33309-3451
(954) 474-3005
CONTRACT NO.: CA656
VENDOR NO.: F59-2986466

FDOT PROJECT MANAGER:
CLAUDIA VINITSKIY-CALVO, P.E.

| CONSTRUCTION CONTRACT NO. | FISCAL YEAR | SHEET NO. |
|---------------------------|-------------|-----------|
| | 27 | 1 |

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.

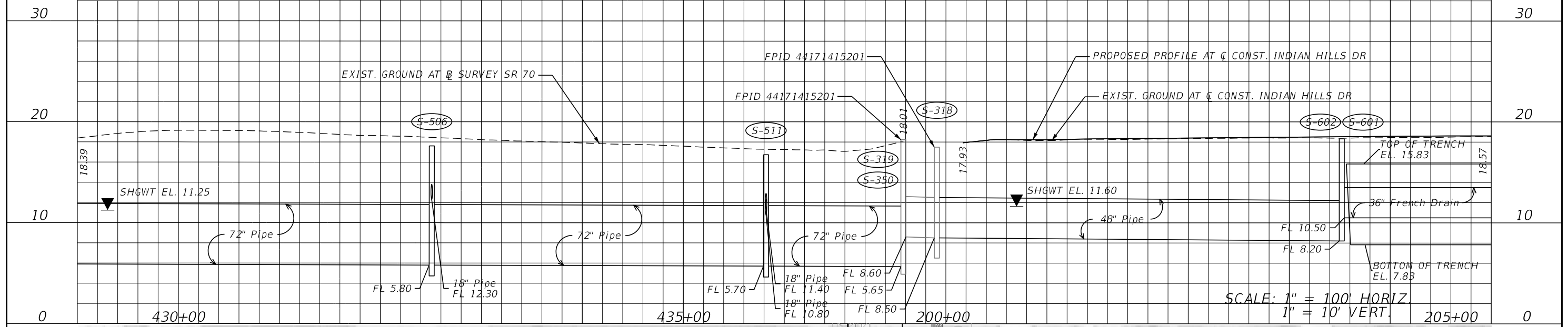
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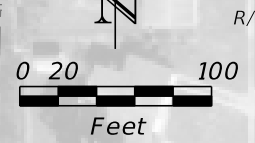
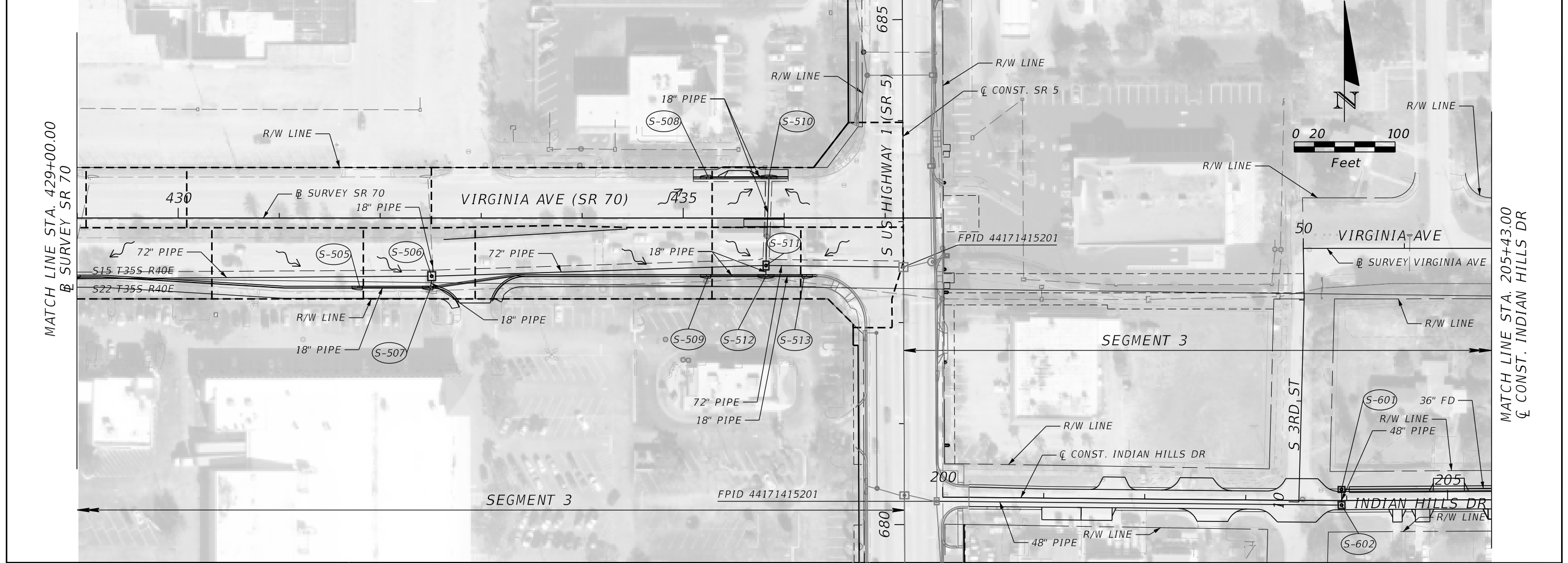
LEGEND

- DRAINAGE BASIN DIVIDE
- ~ FLOW DIRECTION
- (S-XXX) PROP. DRAINAGE STRUCTURE

DO NOT USE THE INFORMATION ON THIS SHEET FOR CONSTRUCTION PURPOSES. THIS SHEET IS IN THE PLANS FOR DOCUMENTATION AND TO ASSIST CONSTRUCTION PERSONNEL WITH DRAINAGE CONCERNS.



SCALE: 1" = 100' HORIZ.
1" = 10' VERT.



| REVISIONS | | | |
|-----------|-------------|------|-------------|
| DATE | DESCRIPTION | DATE | DESCRIPTION |
| | | | |

LINDSEY KOREN, P.E.
 P.E. LICENSE NUMBER 85760
 RS&H, INC.
 3125 W. COMMERCIAL BLVD. SUITE 130
 FORT LAUDERDALE, FL 33309-3451

| STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION | | |
|--|-----------|----------------------|
| ROAD NO. | COUNTY | FINANCIAL PROJECT ID |
| SR 70 | ST. LUCIE | 441715-1-52-01 |

DRAINAGE MAP (10)

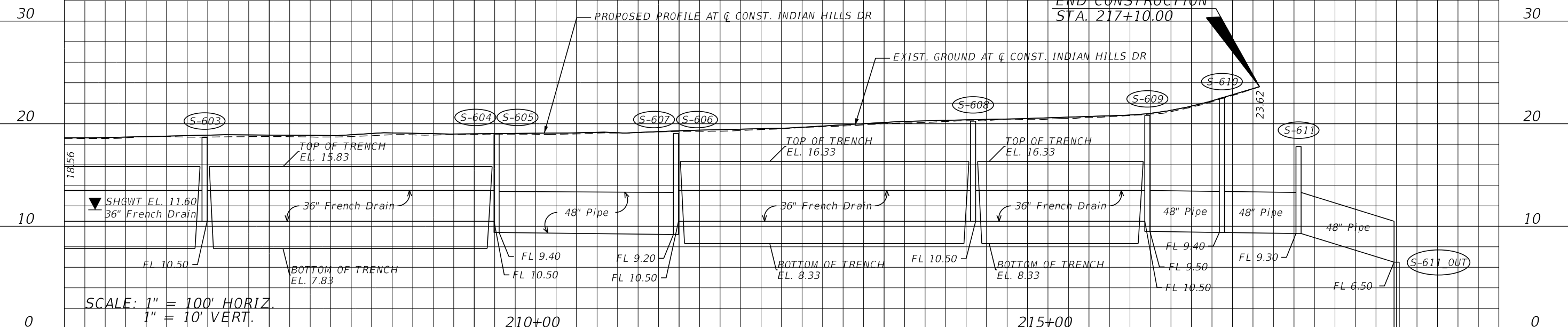
SHEET NO.
14

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NAVD
LEGEND
 --- DRAINAGE BASIN DIVIDE
 ~~~~~ FLOW DIRECTION  
 (S-XXX) PROP. DRAINAGE STRUCTURE

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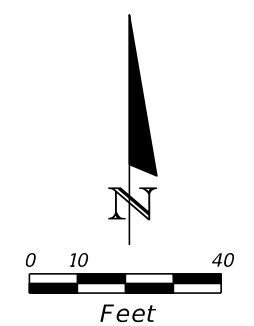
LINDSEY KOREN, P.E.  
 P.E. LICENSE NUMBER 85760  
 RS&H, INC.  
 3125 W. COMMERCIAL BLVD. SUITE 130  
 FORT LAUDERDALE, FL 33309-3451

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| STATE OF FLORIDA<br>DEPARTMENT OF TRANSPORTATION |           |                      |
| ROAD NO.                                         | COUNTY    | FINANCIAL PROJECT ID |
| SR 70                                            | ST. LUCIE | 441715-1-52-01       |

**DRAINAGE MAP (11)**

SHEET NO.  
15

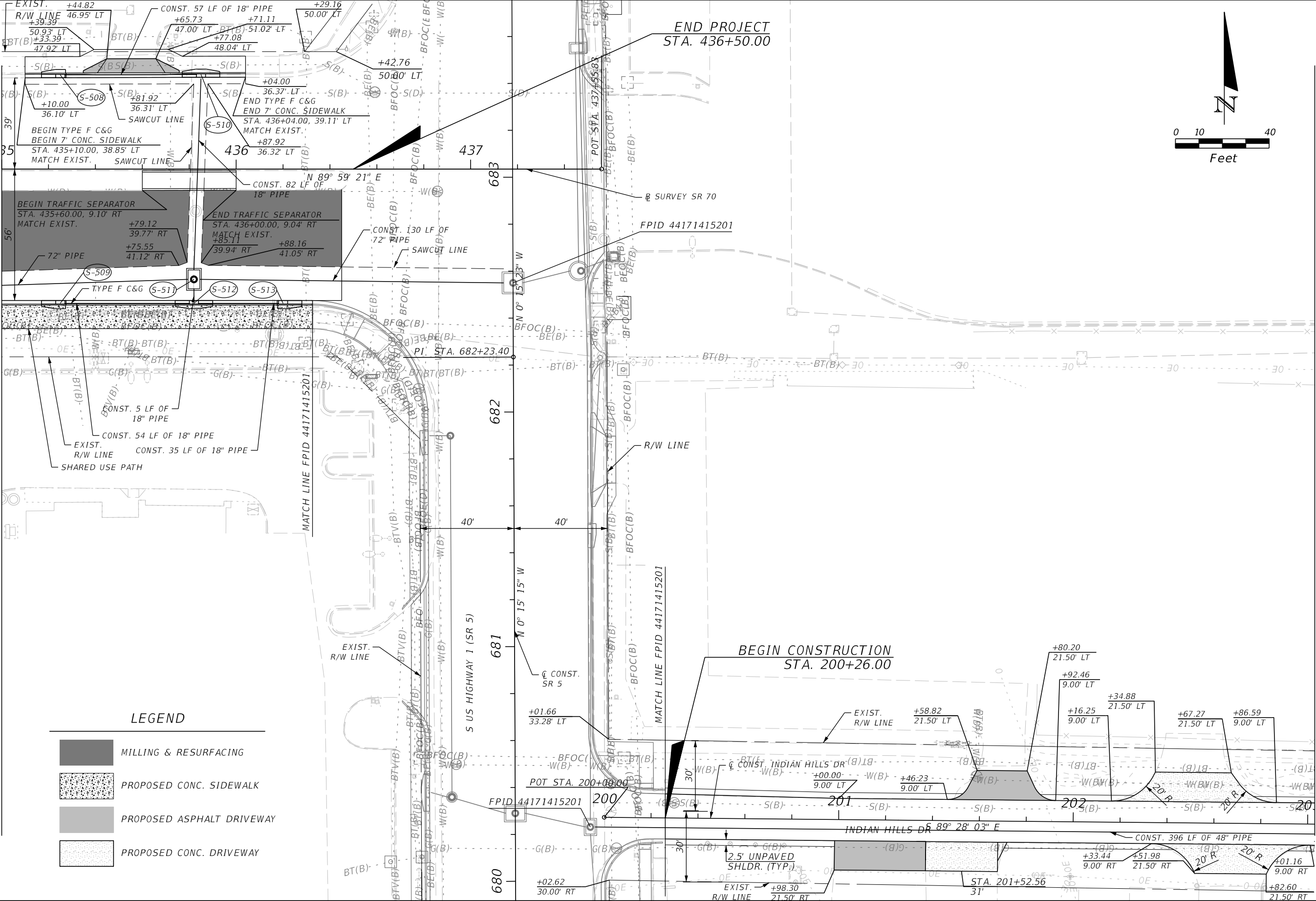
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END PROJECT  
STA. 436+50.00

MATCH LINE STA. 435+00.00

MATCH LINE STA. 203+03.00



**LEGEND**

- MILLING & RESURFACING
- PROPOSED CONC. SIDEWALK
- PROPOSED ASPHALT DRIVEWAY
- PROPOSED CONC. DRIVEWAY

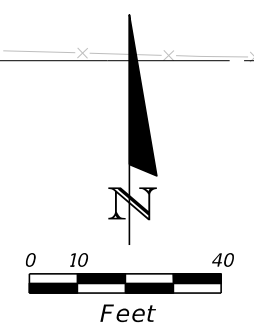
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ALEX PARADIZ, P.E.  
P.E. LICENSE NUMBER 66653  
RS&H, INC.  
3125 W. COMMERCIAL BLVD. SUITE 130  
FORT LAUDERDALE, FL 33309-3451

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| STATE OF FLORIDA<br>DEPARTMENT OF TRANSPORTATION |           |                      |
| ROAD NO.                                         | COUNTY    | FINANCIAL PROJECT ID |
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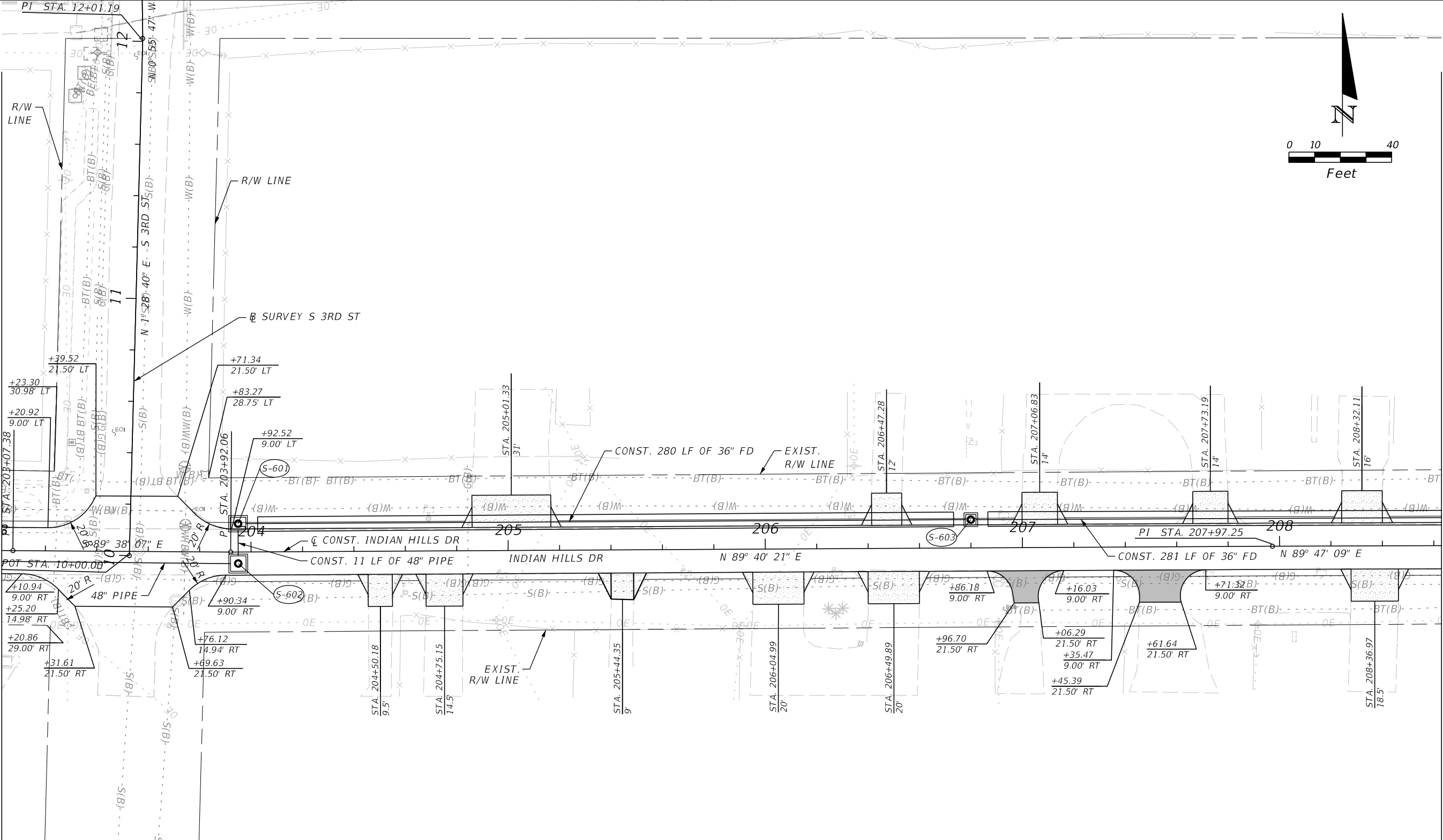
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| <b>ROADWAY PLAN (5)</b> | SHEET<br>NO.<br><br>41 |
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MATCH LINE STA. 203+03.00

MATCH LINE STA. 208+63.00



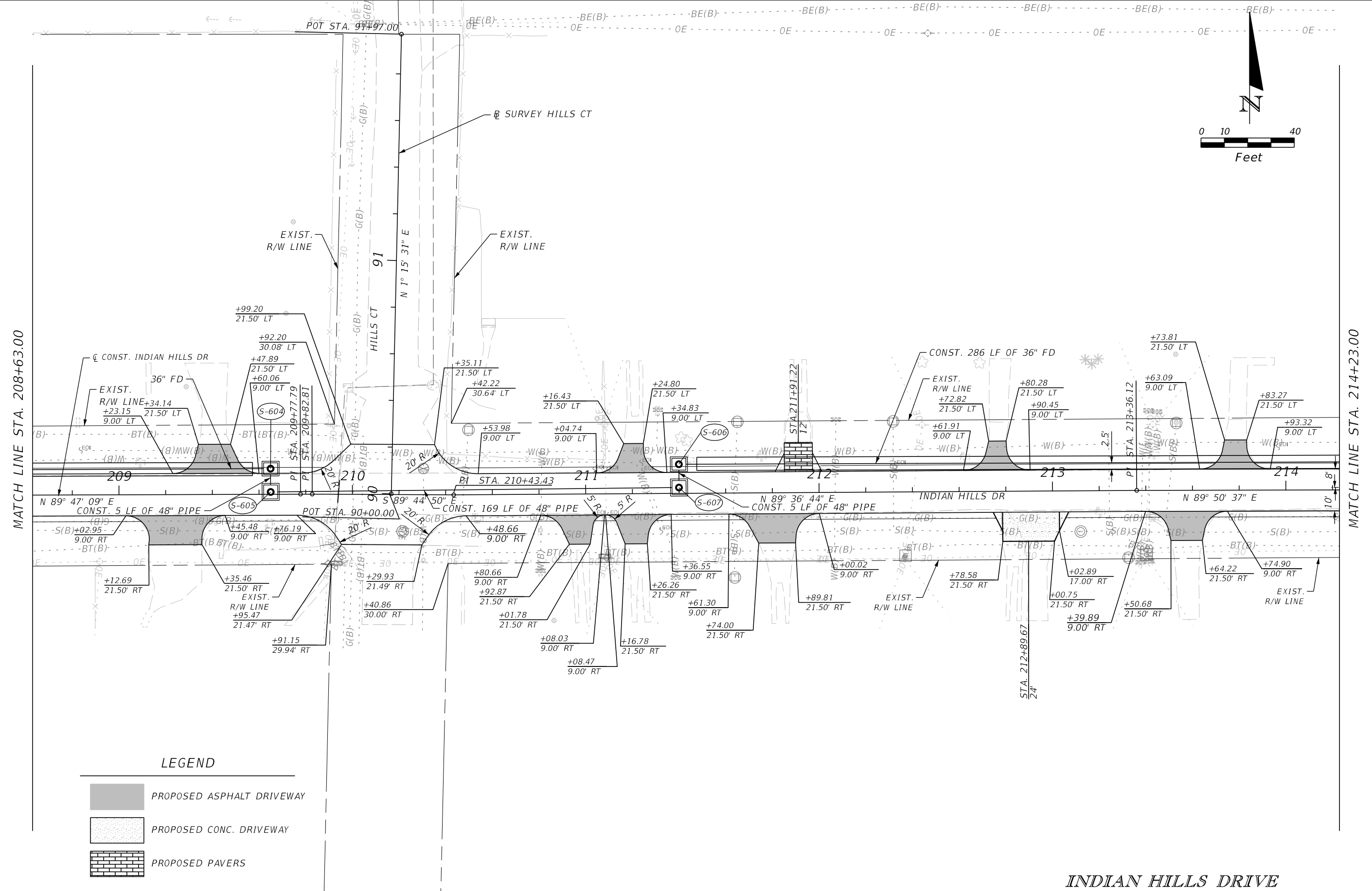
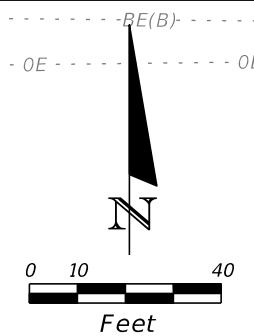
**LEGEND**

- PROPOSED ASPHALT DRIVEWAY
- PROPOSED CONC. DRIVEWAY

**INDIAN HILLS DRIVE**

| REVISIONS |             | ALEX PARADIZ, P.E.<br>P.E. LICENSE NUMBER 66653<br>RS&H, INC.<br>3125 W. COMMERCIAL BLVD. SUITE 130<br>FORT LAUDERDALE, FL 33309-3451 | STATE OF FLORIDA<br>DEPARTMENT OF TRANSPORTATION |           | <b>ROADWAY PLAN (6)</b> | SHEET<br>NO.<br><br>42 |
|-----------|-------------|---------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------|-----------|-------------------------|------------------------|
| DATE      | DESCRIPTION |                                                                                                                                       | ROAD NO.                                         | COUNTY    |                         |                        |
|           |             |                                                                                                                                       | SR 70                                            | ST. LUCIE | 441715-1-52-01          |                        |

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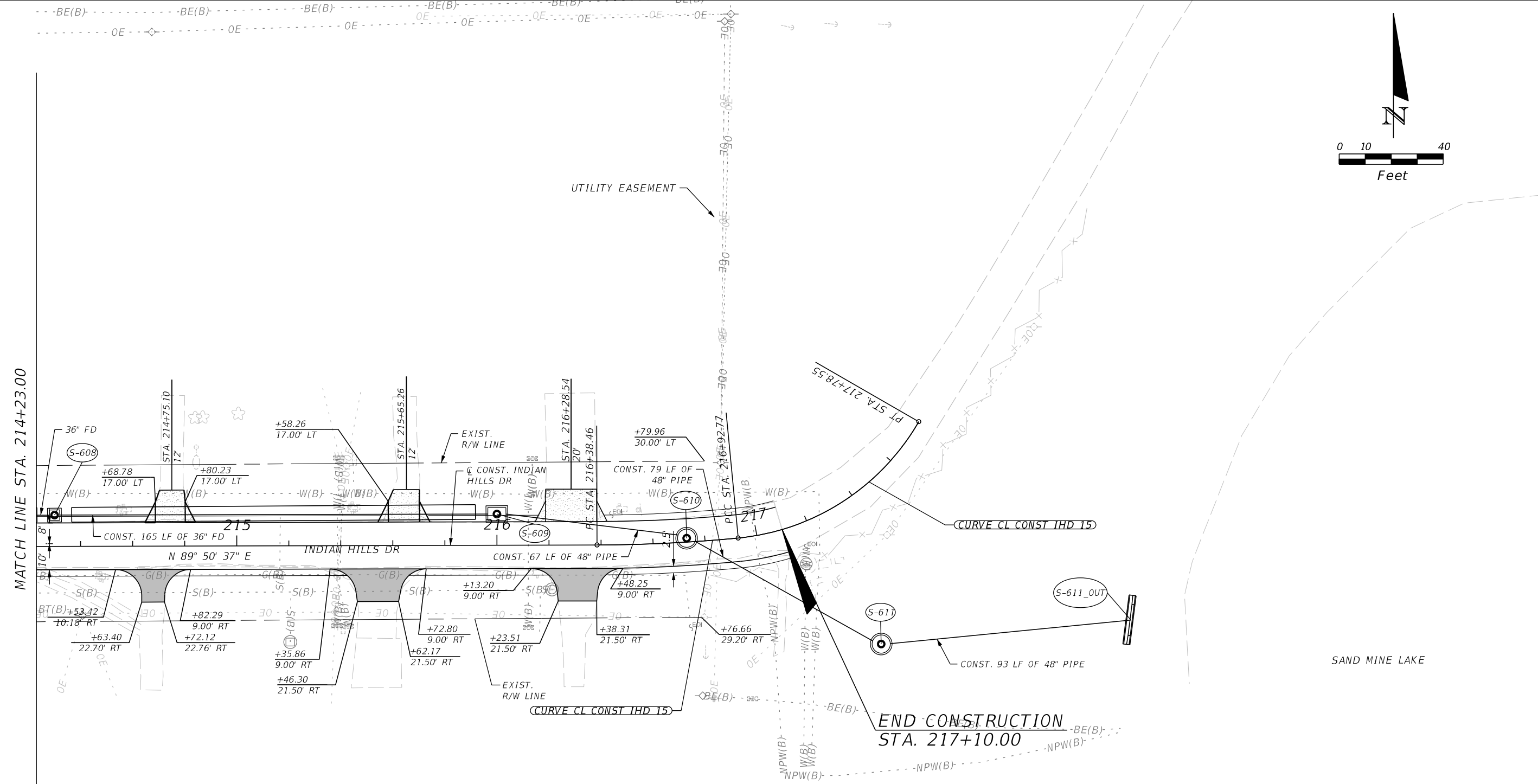
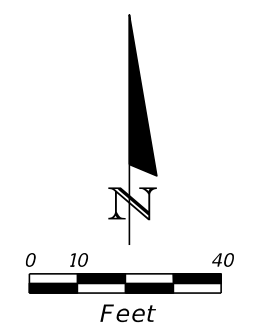


**LEGEND**

- PROPOSED ASPHALT DRIVEWAY
- PROPOSED CONC. DRIVEWAY
- PROPOSED PAVERS

**INDIAN HILLS DRIVE**

| REVISIONS |             |      |             | ALEX PARADIZ, P.E.<br>P.E. LICENSE NUMBER 66653<br>RS&H, INC.<br>3125 W. COMMERCIAL BLVD. SUITE 130<br>FORT LAUDERDALE, FL 33309-3451 | STATE OF FLORIDA<br>DEPARTMENT OF TRANSPORTATION |           |                      | <b>ROADWAY PLAN (7)</b> | SHEET NO. |
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| DATE      | DESCRIPTION | DATE | DESCRIPTION |                                                                                                                                       | ROAD NO.                                         | COUNTY    | FINANCIAL PROJECT ID |                         | 43        |
|           |             |      |             |                                                                                                                                       | SR 70                                            | ST. LUCIE | 441715-1-52-01       |                         |           |



**LEGEND**

- PROPOSED ASPHALT DRIVEWAY
- PROPOSED CONC. DRIVEWAY

CURVE DATA CL\_CONST\_IHD\_15  
 PI STA. = 216+65.64  
 $\Delta$  = 5° 20' 59" (LT)  
 D = 9° 50' 58"  
 T = 27.18  
 L = 54.32  
 R = 581.72  
 PC STA. = 216+38.46  
 PCC STA. = 216+92.77

CURVE DATA CL\_CONST\_IHD\_16  
 PI STA. = 217+39.24  
 $\Delta$  = 54° 36' 35" (LT)  
 D = 63° 39' 43"  
 T = 46.46  
 L = 85.78  
 R = 90.00  
 PCC STA. = 216+92.77  
 PT STA. = 217+78.55

**INDIAN HILLS DRIVE**

| REVISIONS |             |      |             | ALEX PARADIZ, P.E.<br>P.E. LICENSE NUMBER 66653<br>RS&H, INC.<br>3125 W. COMMERCIAL BLVD. SUITE 130<br>FORT LAUDERDALE, FL 33309-3451 | STATE OF FLORIDA<br>DEPARTMENT OF TRANSPORTATION |           |                      | <b>ROADWAY PLAN (8)</b> | SHEET NO. |
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| DATE      | DESCRIPTION | DATE | DESCRIPTION |                                                                                                                                       | ROAD NO.                                         | COUNTY    | FINANCIAL PROJECT ID |                         | 44        |
|           |             |      |             |                                                                                                                                       | SR 70                                            | ST. LUCIE | 441715-1-52-01       |                         |           |

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Q CONST. INDIAN HILLS DRIVE



S-611 OUT  
 STA. 217+67.00 (110.00' RT)  
 STRAIGHT CONCRETE ENDWALL  
 INDEX 430-030  
 ELEV. 6.50' FL

FROM S-611  
 48" PIPE

SAND MINE LAKE

EL. 6.50

S-611 OUT  
 217+67.00

SCALE:  
 1" = 20' Horizontal  
 1" = 10' Vertical

INDIAN HILLS DRIVE

140 120 100 80 60 40 20 0 20 40 60 80 100 120

| REVISIONS |             |      |             |
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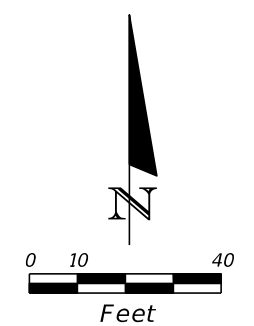
LINDSEY KOREN, P.E.  
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 RS&H, INC.  
 3125 W. COMMERCIAL BLVD. SUITE 130  
 FORT LAUDERDALE, FL 33309-3451

| STATE OF FLORIDA<br>DEPARTMENT OF TRANSPORTATION |           |                      |
|--------------------------------------------------|-----------|----------------------|
| ROAD NO.                                         | COUNTY    | FINANCIAL PROJECT ID |
| SR 70                                            | ST. LUCIE | 441715-1-52-01       |

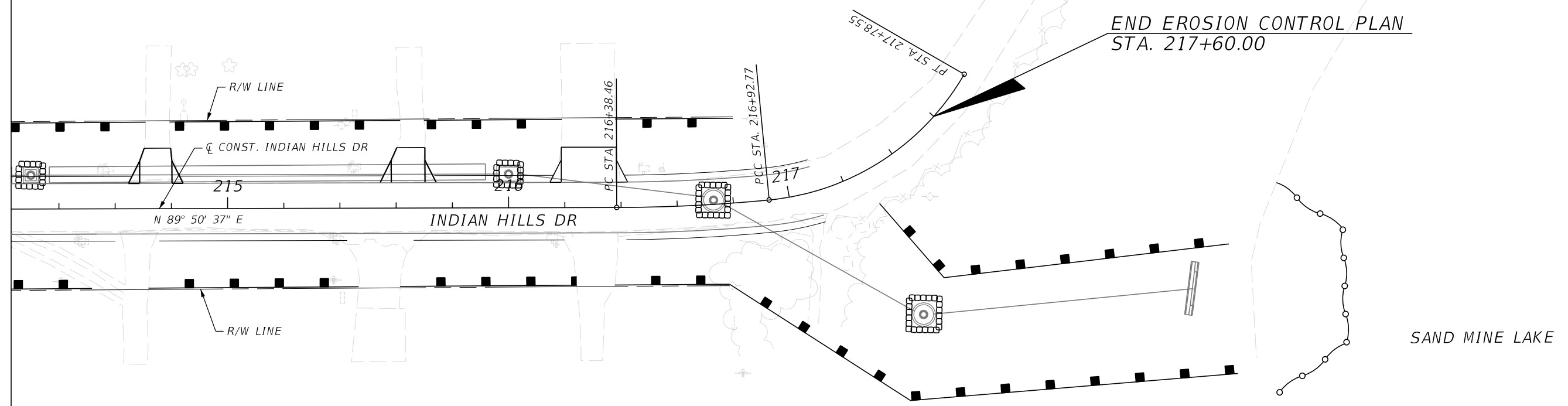
**DRAINAGE STRUCTURES**

SHEET NO.  
81



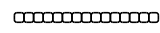
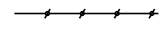
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MATCH LINE STA. 214+23.00



**LEGEND**

-  SEDIMENT BARRIER
-  FLOATING TURBIDITY BARRIER
-  INLET PROTECTION SYSTEM
-  STAKED TURBIDITY BARRIER

**INDIAN HILLS DRIVE**

| REVISIONS |             |      |             | LINDSEY KOREN, P.E.<br>P.E. LICENSE NUMBER 85760<br>RS&H, INC.<br>3125 W. COMMERCIAL BLVD. SUITE 130<br>FORT LAUDERDALE, FL 33309-3451 | STATE OF FLORIDA<br>DEPARTMENT OF TRANSPORTATION |           |                      | <b>EROSION CONTROL PLAN (8)</b> | SHEET NO. |
|-----------|-------------|------|-------------|----------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------|-----------|----------------------|---------------------------------|-----------|
| DATE      | DESCRIPTION | DATE | DESCRIPTION |                                                                                                                                        | ROAD NO.                                         | COUNTY    | FINANCIAL PROJECT ID |                                 | 168       |
|           |             |      |             |                                                                                                                                        | SR 70                                            | ST. LUCIE | 441715-1-52-01       |                                 |           |

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# *FDOT Project Update*

*441714-1: Drainage Improvements for US-1*

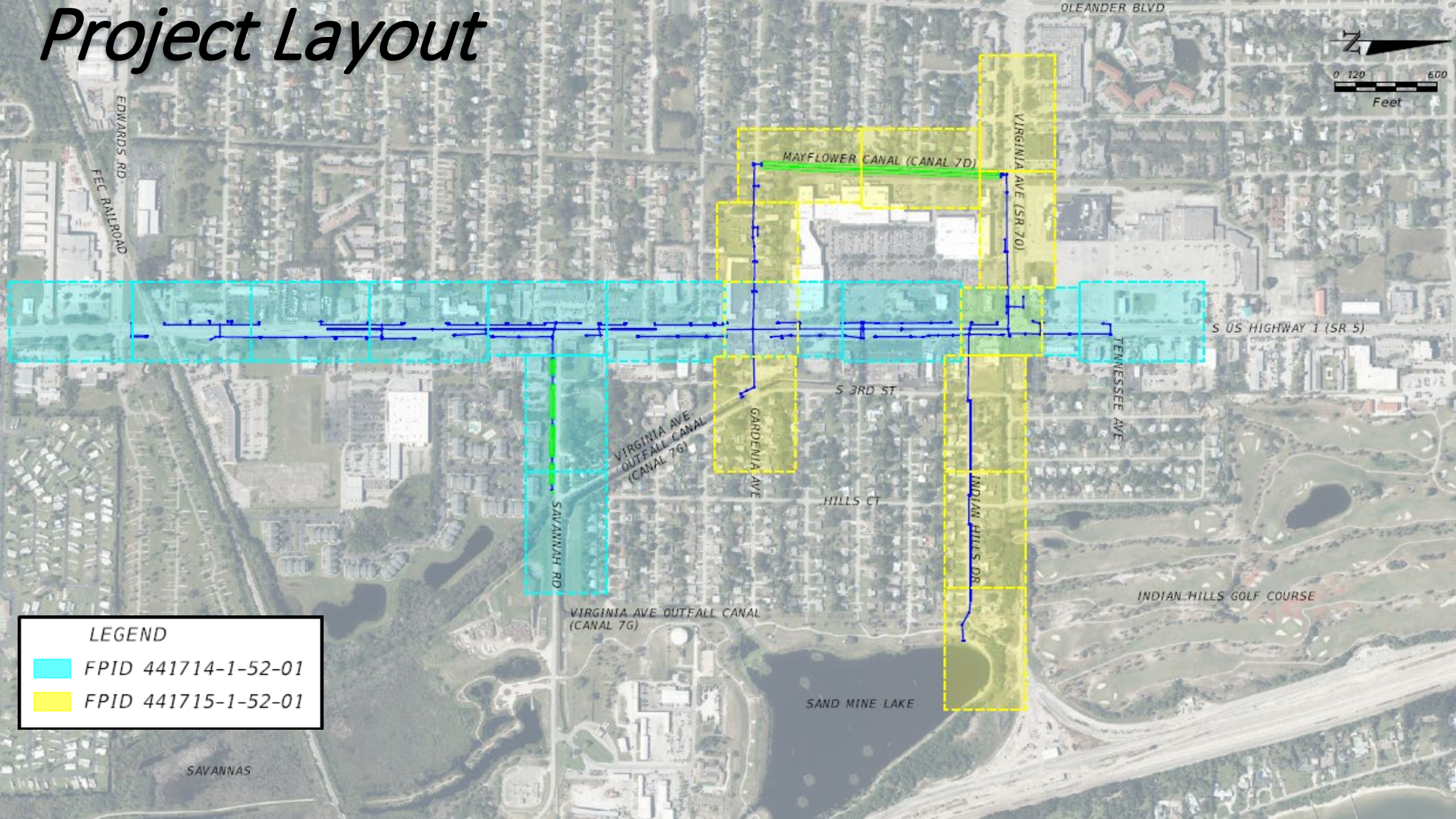
*441715-1: Outfall for Virginia Avenue*

*March 28, 2023*

# Project Overview

- FPID 441714-1-52-01 : Drainage Improvements for US-1
  - Improve chronic flooding issues along US-1 (SR 5) between Edwards Road and Tennessee Avenue.
    - Replace and supplement existing drainage system along US-1.
    - Dredge and replace side drains along the Savannah Road outfall ditch.
  - Project includes Resurfacing, Restoration and Rehabilitation (RRR) upgrades.
- FPID 441715-1-52-01 : Outfall for Virginia Avenue
  - Improve chronic flooding issues along Virginia Avenue (SR 70) from Oleander Blvd to US-1, caused by high peak water stages in the Mayflower Canal.
    - Fix adverse grading of the Mayflower Canal.
    - Interconnect the Mayflower and Virginia Ave Outfall canals with a proposed pipe along Gardenia Avenue.
    - Construct an outfall to Sand Mine Lake, along Indian Hills Drive.

# Project Layout



**LEGEND**

- FPID 441714-1-52-01
- FPID 441715-1-52-01

# Design Schedule

- 60% Plans – COMPLETE (*May 2022*)
- 90% Plans – August 2024 (*may be submitted early*)
- 100% Plans – December 2024
- Let for Construction – July 2026
- Construction NTP – November 2026

**Joint Meeting with Fort Pierce and St. Lucie  
County -1:00**

**2. b.**

**Meeting Date:** 03/28/2023

**Re:**

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**SUBJECT:**

Downtown Parking

---

**Attachments**

Proposed Parking Layout – Depot Drive South

Fort Pierce Downtown Parking Analysis Presentation May 26, 2022

Joint Meeting Request to Discuss Downtown Parking

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**Form Review**

Form Started By: Linda Cox

Started On: 03/20/2023 10:24 AM

Final Approval Date: 03/20/2023



**PROPOSED PARKING  
DEPOT DRIVE - SOUTH**

**JOINT MEETING  
CITY OF FORT PIERCE COMMISSION / ST.  
LUCIE COUNTY BOARD OF COMMISSIONERS  
MARCH 28, 2023**



# LOCATION MAP



# PROPERTY OWNERSHIP



Depot Drive R/W

Market Street R/W

CEBAD Investments

Citrus Avenue R/W



**Cost Estimate:**

- General Conditions/ Demolition - 837,428
- Paving / Drainage - \$294,547
- Lighting - 833,000
- Landscaping/Hardscape - \$16,760
- Contingency (10%) - 838,173
- Total Project Cost 8419,903**

63 Total Parking Spaces



**Proposed Parking - Depot Drive - South**

Proposed Layout

| REVISIONS |         |
|-----------|---------|
| NO.       | DATE    |
| 1         | 1/24/25 |
|           |         |
|           |         |
|           |         |
|           |         |

01  
A



Proposed Area of Acquisition = 4,744.87 SF



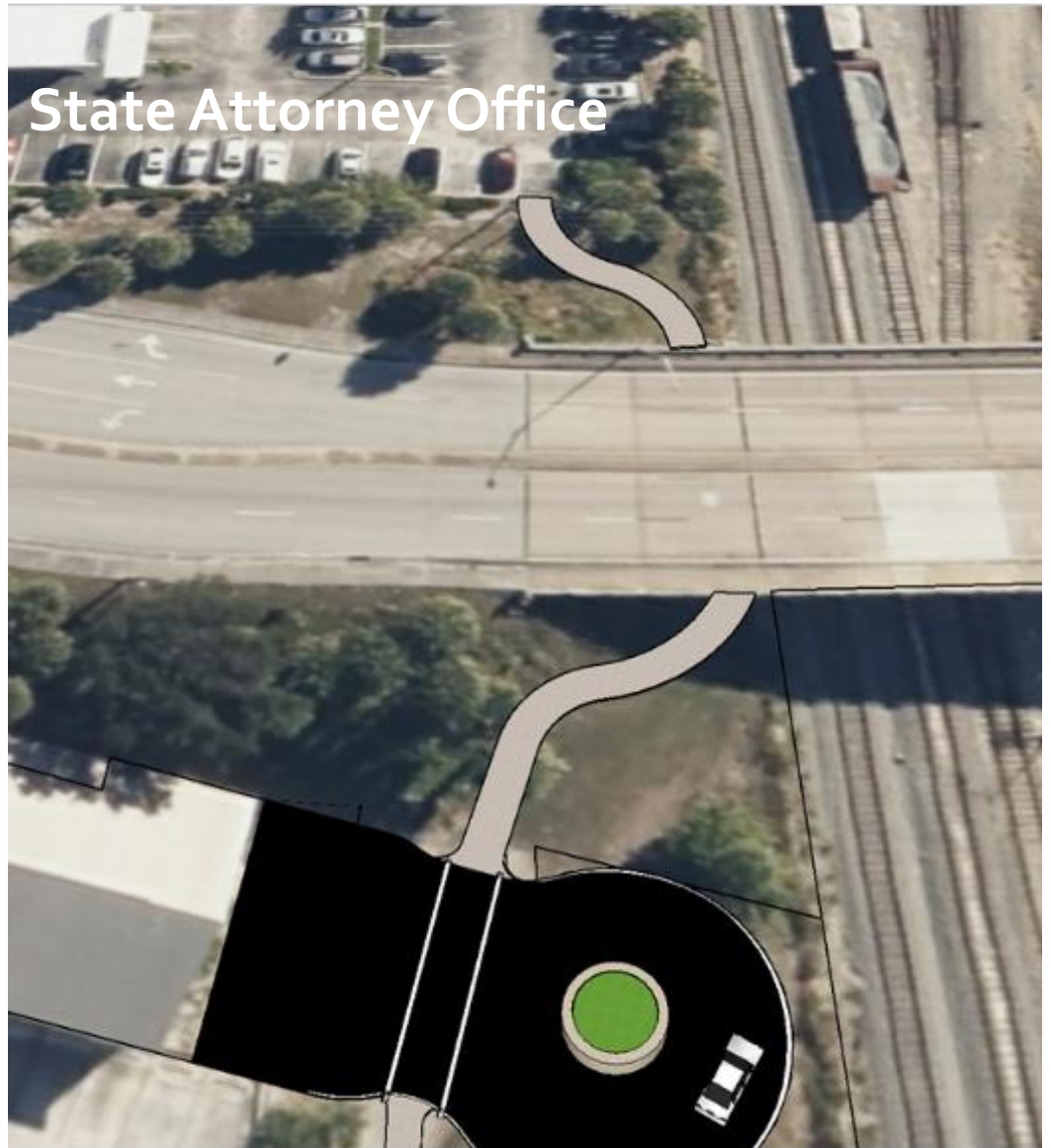
**Proposed Parking - Depot Drive - South**

Detail - Proposed Property Acquisition

| REVISIONS |             |
|-----------|-------------|
| NO.       | DESCRIPTION |
|           |             |
|           |             |
|           |             |

A 02

# PEDESTRIAN CONNECTION



# PEDESTRIAN CONNECTION



# PRELIMINARY COST ESTIMATE

## PARKING

|                                         |                  |
|-----------------------------------------|------------------|
| <b>General Conditions/ Demolition -</b> | <b>\$37,423</b>  |
| <b>Paving / Drainage -</b>              | <b>\$294,547</b> |
| <b>Lighting -</b>                       | <b>\$33,000</b>  |
| <b>Landscaping/Hardscape -</b>          | <b>\$16,760</b>  |
| <b>Contingency (10%) -</b>              | <b>\$38,173</b>  |
| <b>Parking Project Cost</b>             | <b>\$419,903</b> |

# PRELIMINARY COST ESTIMATE

## PEDESTRIAN CONNECTION

|                                         |                 |
|-----------------------------------------|-----------------|
| <b>General Conditions/ Demolition -</b> | <b>\$7,105</b>  |
| <b>Paving / Drainage -</b>              | <b>\$22,797</b> |
| <b>Lighting -</b>                       | <b>\$9,000</b>  |
| <b>Landscaping/Hardscape -</b>          | <b>\$7,200</b>  |
| <b>Contingency (10%) -</b>              | <b>\$4,610</b>  |
| <b>Pedestrian Connection Cost</b>       | <b>\$50,712</b> |



## Proposed Parking - Depot Drive -South

Conceptual Plan

### REVISIONS

| NO. | DATE | DESCRIPTION |
|-----|------|-------------|
|     |      |             |
|     |      |             |
|     |      |             |
|     |      |             |

A 03



**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



**WALKER**  
CONSULTANTS



# 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



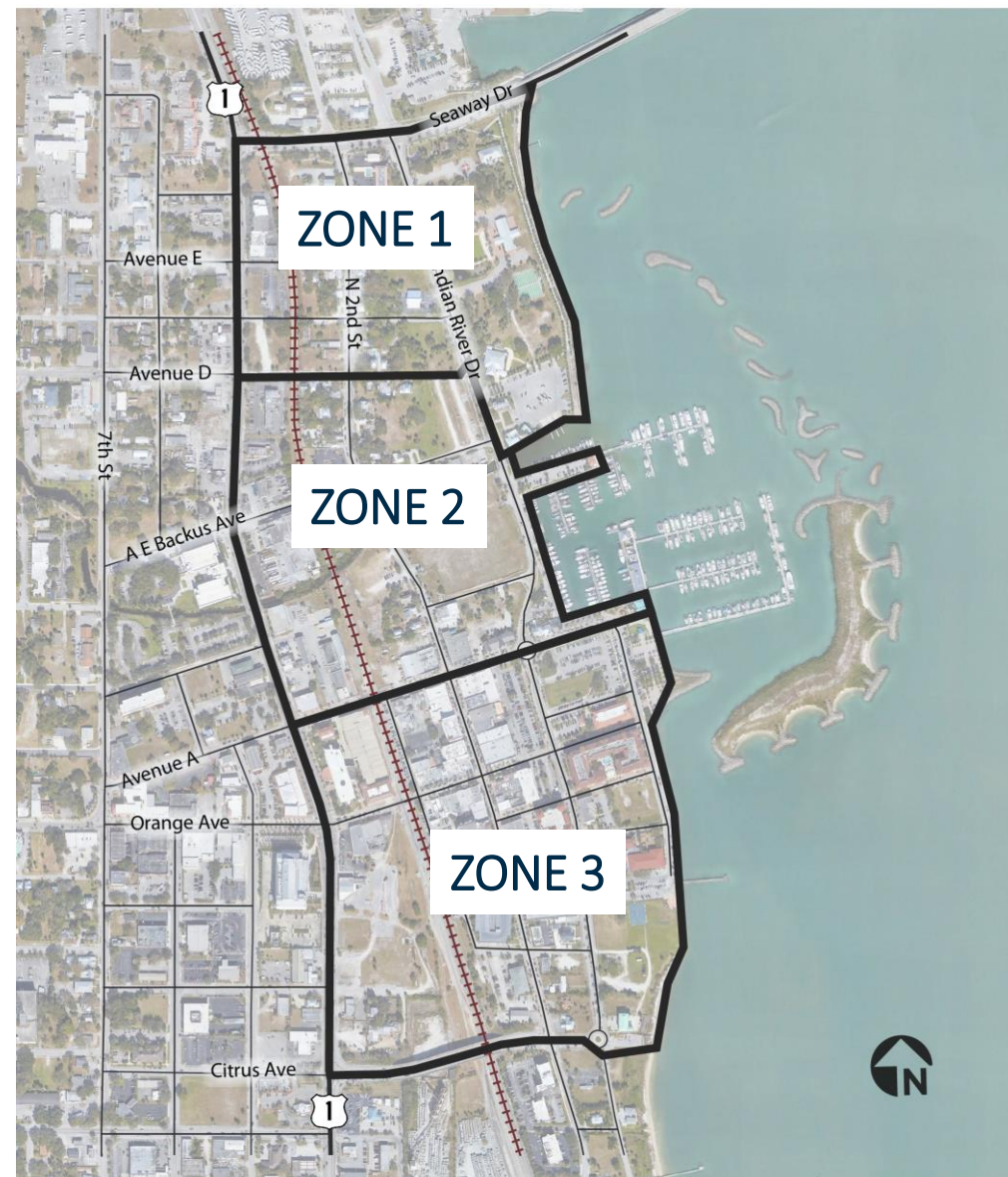
## Study Area

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.

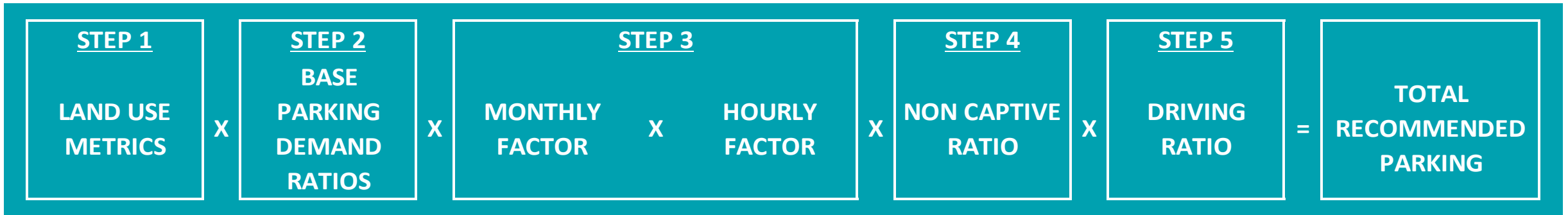
The model generates 494 parking space need calculations and recommends a capacity based on the highest figure generated from these computations. Therefore, the intent is to design for the busiest hour of the year, busiest day of the year, and busiest month of the year, at an 85th percentile level of activity relative to similar properties. The 85<sup>th</sup> 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 85<sup>th</sup> 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 85<sup>th</sup> 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 |



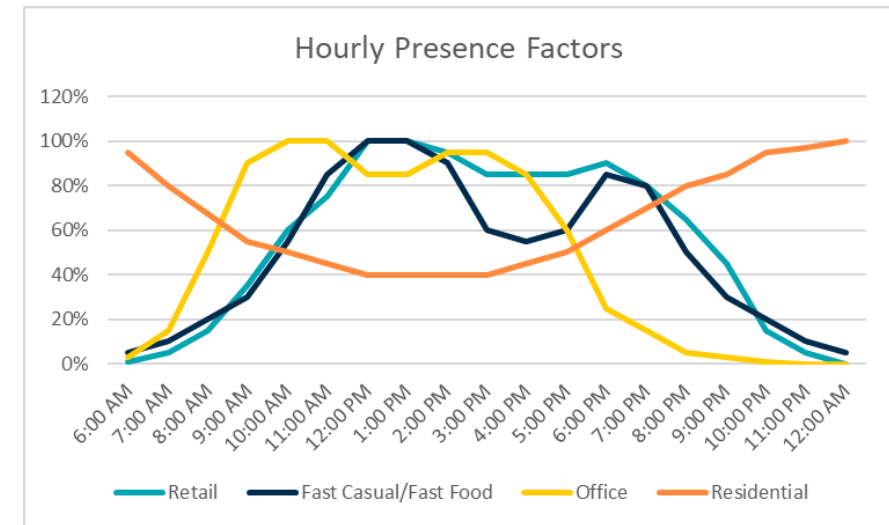
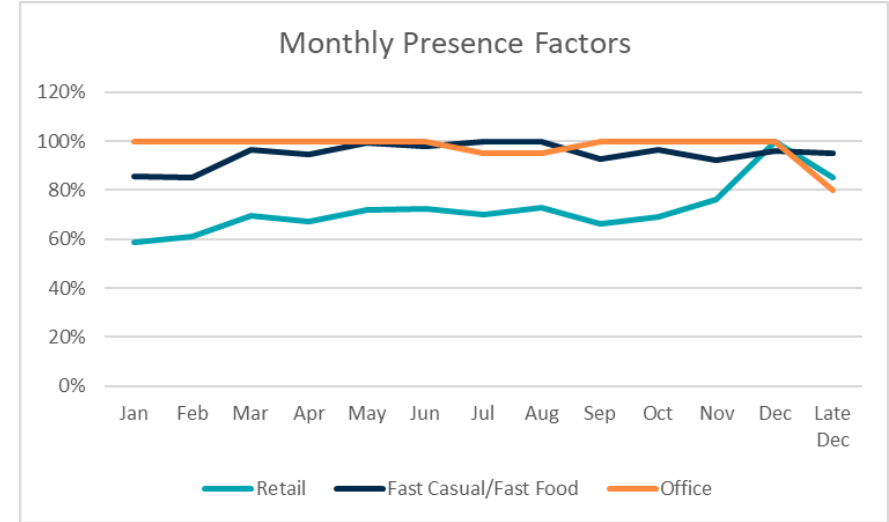
## Step 3: Apply Presence Factors

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.

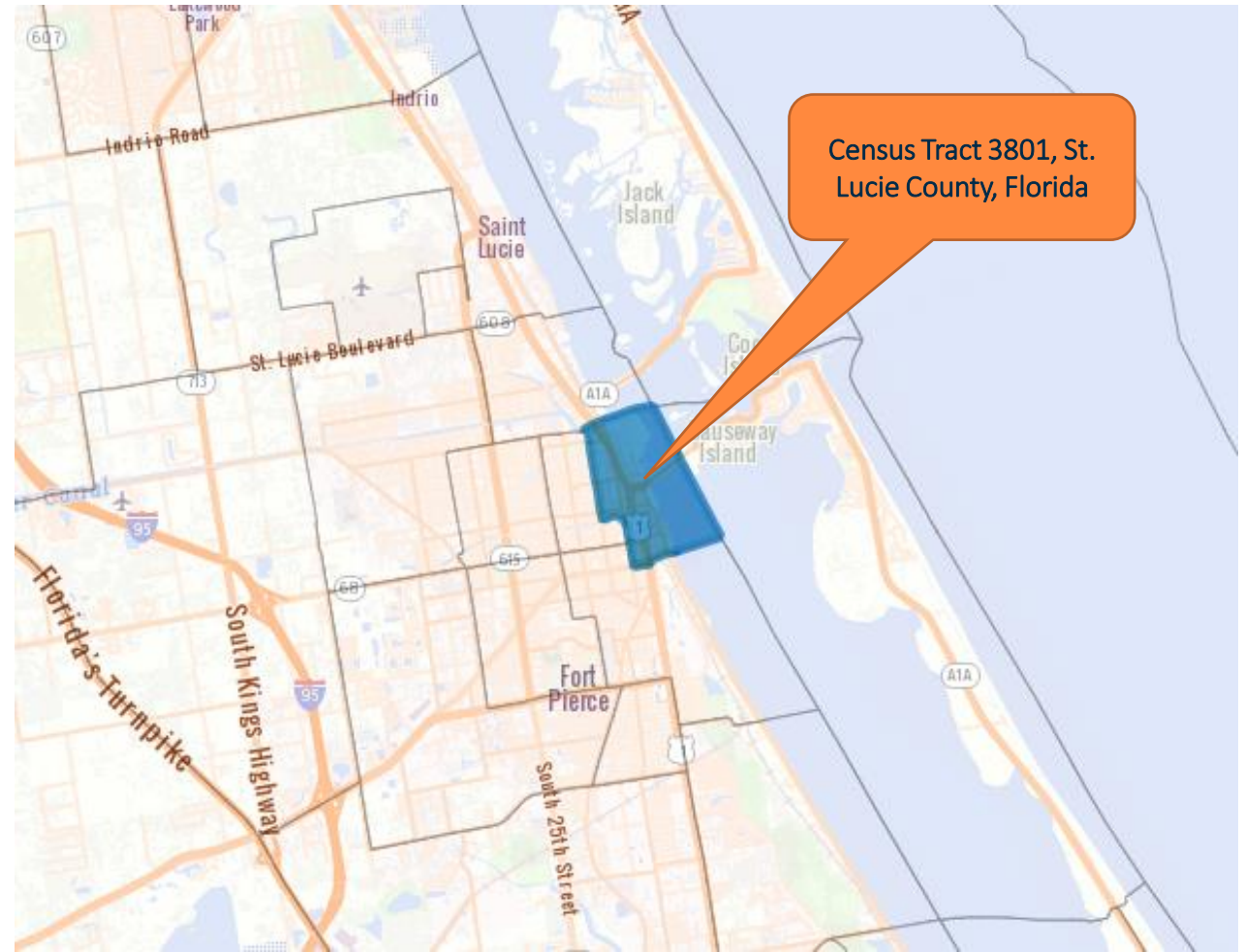


## Step 5: Adjust Driving Ratio/Modal Split

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

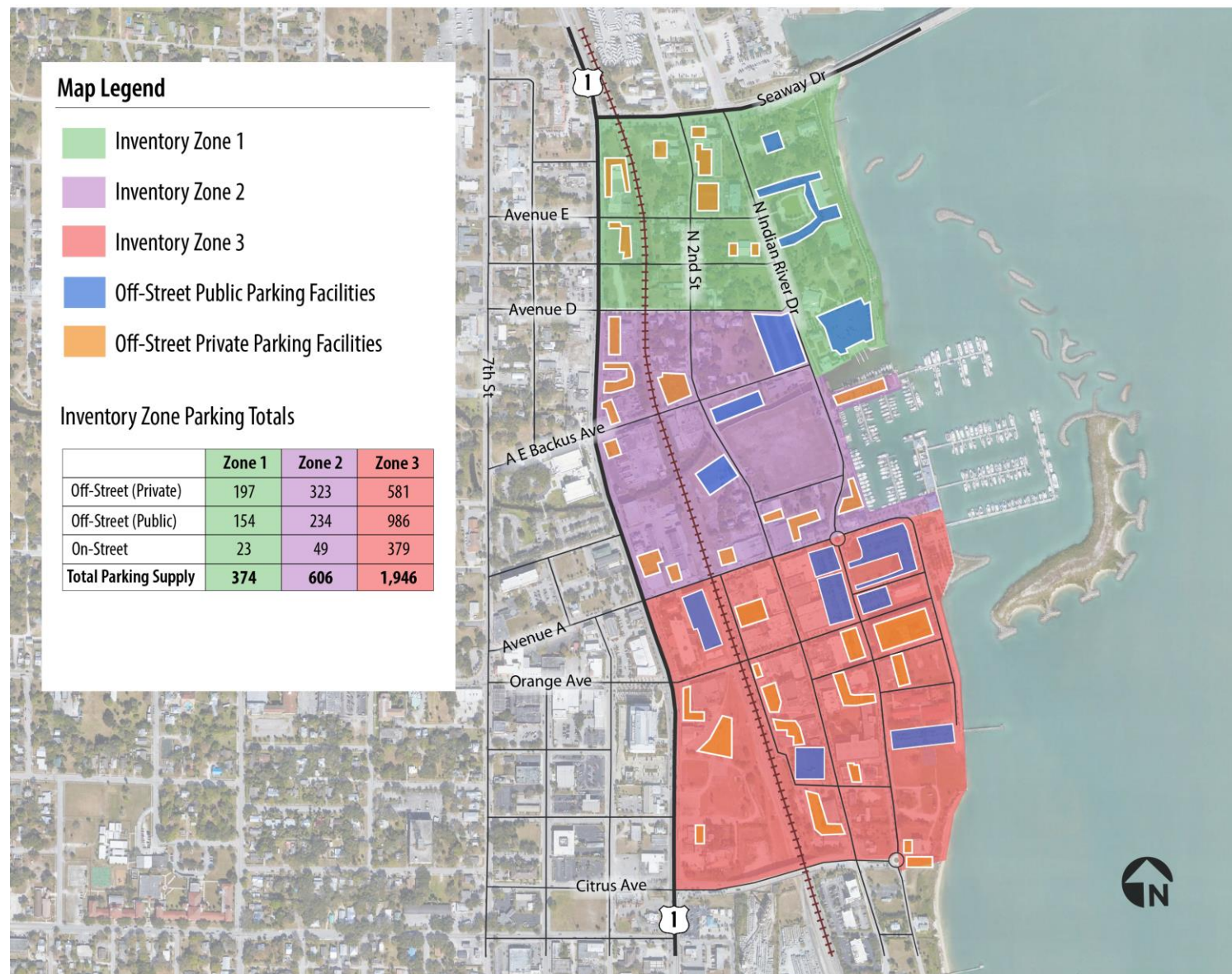
## Parking Supply

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          |
| <b>Total Parking Supply</b> | <b>374</b> | <b>606</b> | <b>1,946</b> |



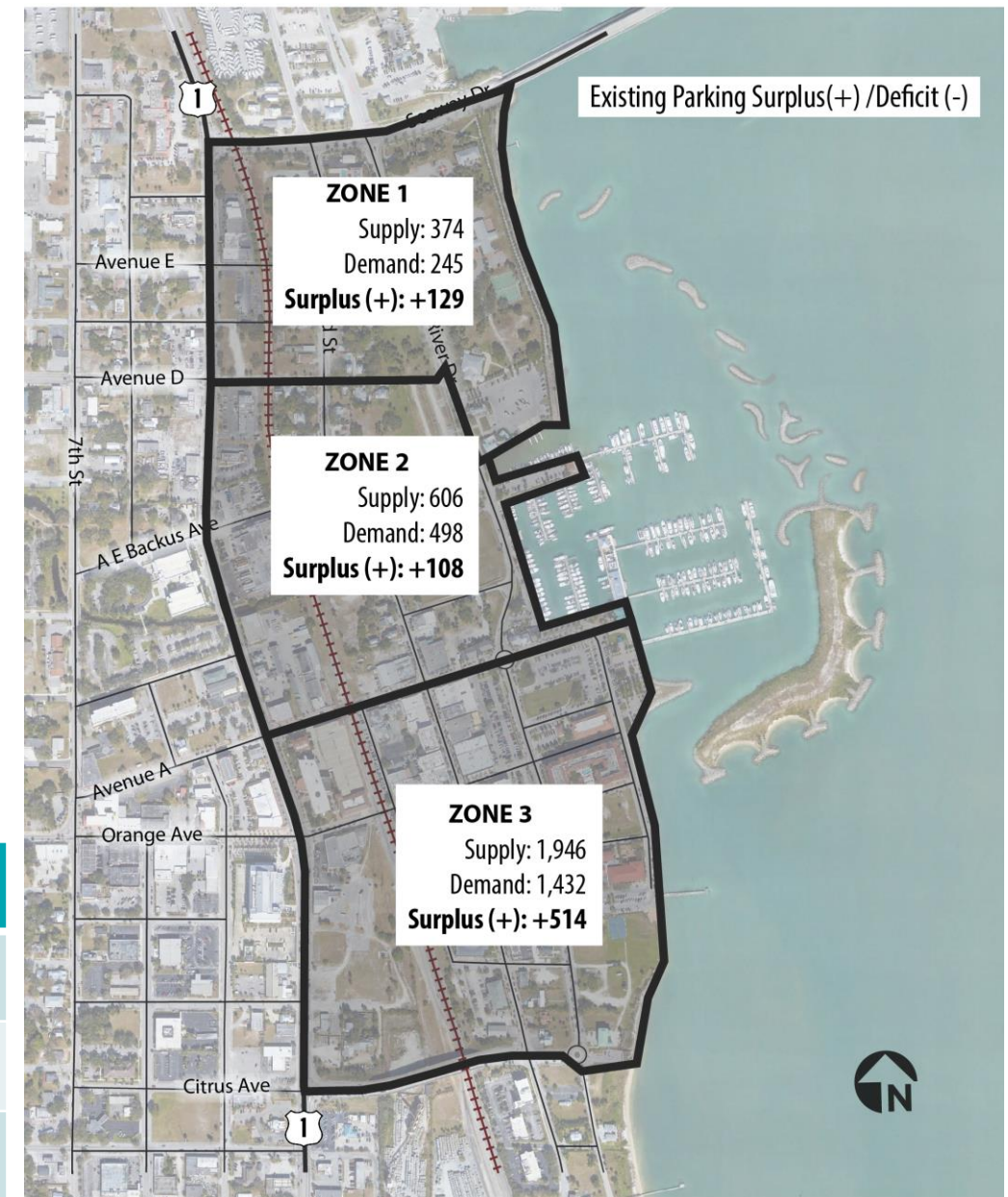
## Existing Weekday Conditions

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.

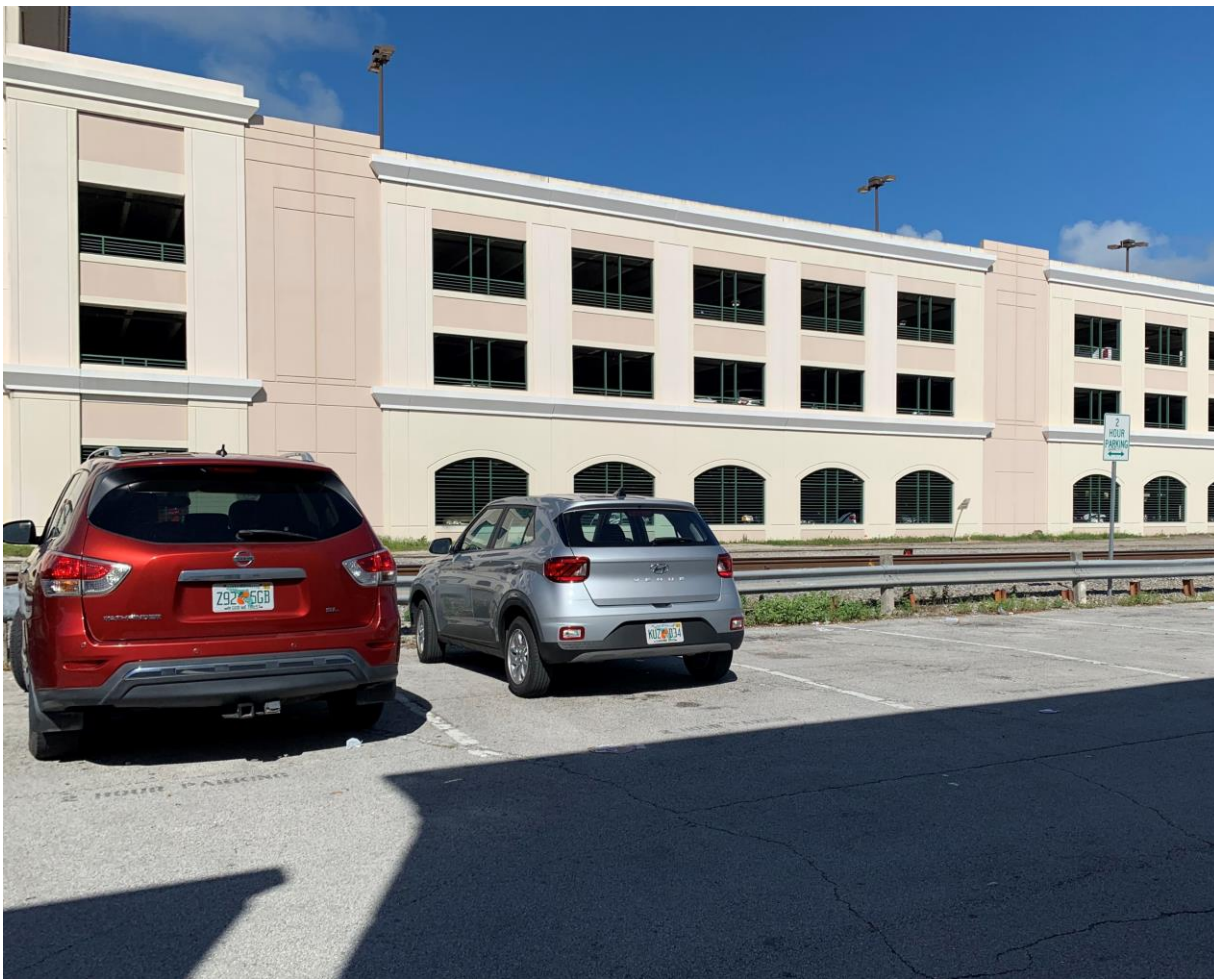
| Zone   | Supply | Demand | Surplus (+) /Deficit (-) |
|--------|--------|--------|--------------------------|
| Zone 1 | 374    | 245    | +129                     |
| Zone 2 | 606    | 498    | +108                     |
| Zone 3 | 1,946  | 1,432  | +514                     |





# 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

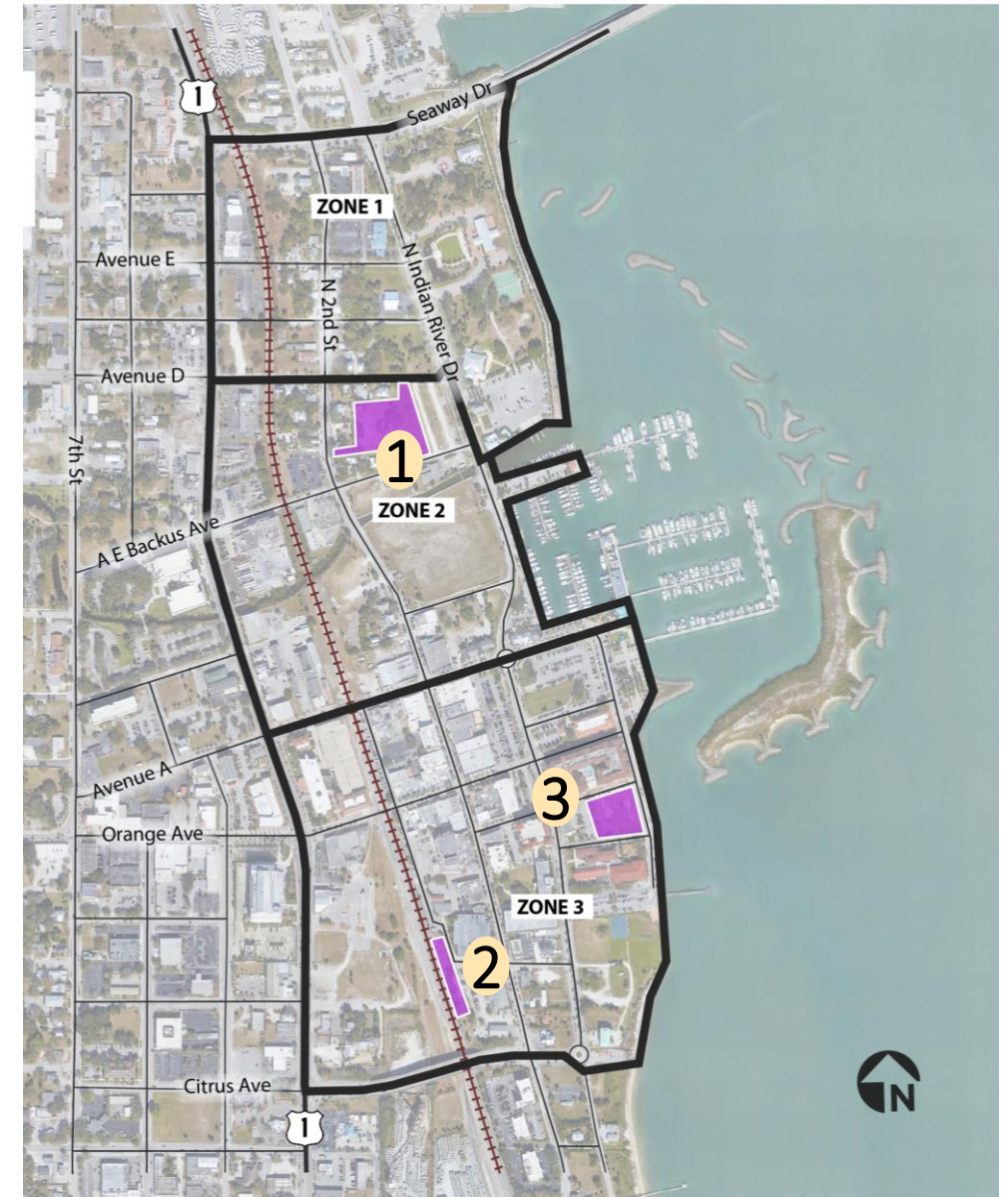
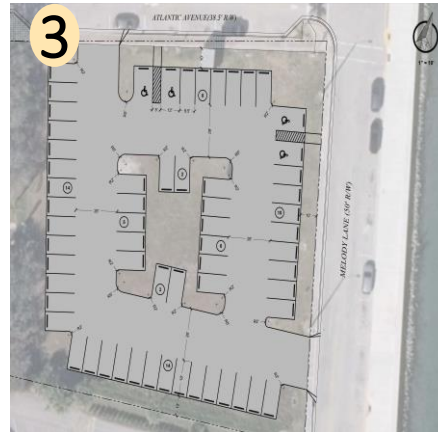
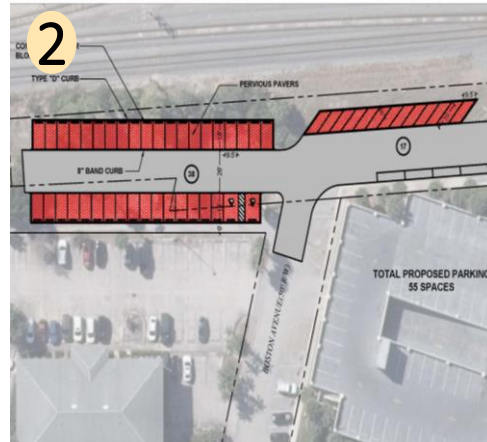
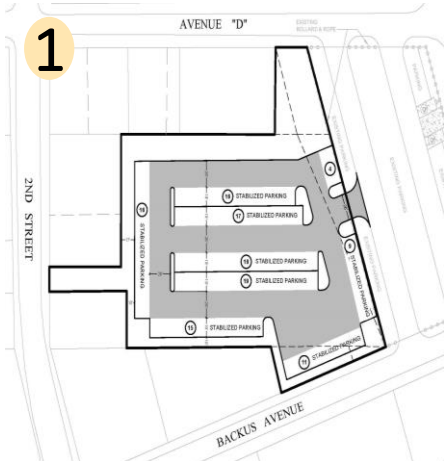
170 Structured Spaces



# 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        |
| <b>Net Gain in Parking</b>                         |      | <b>352 Spaces</b> |

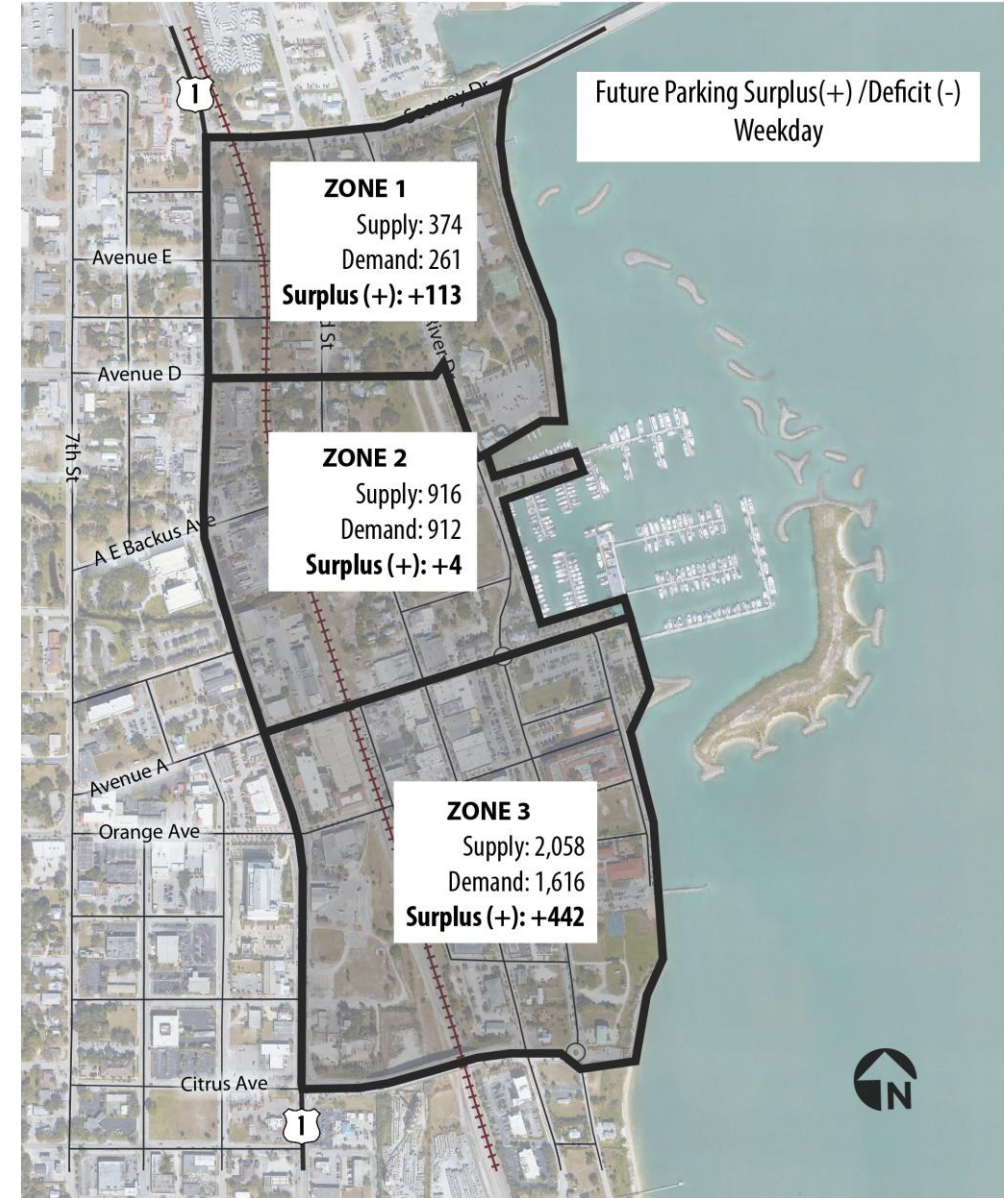
## Future Adequacy - Weekday

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                     |



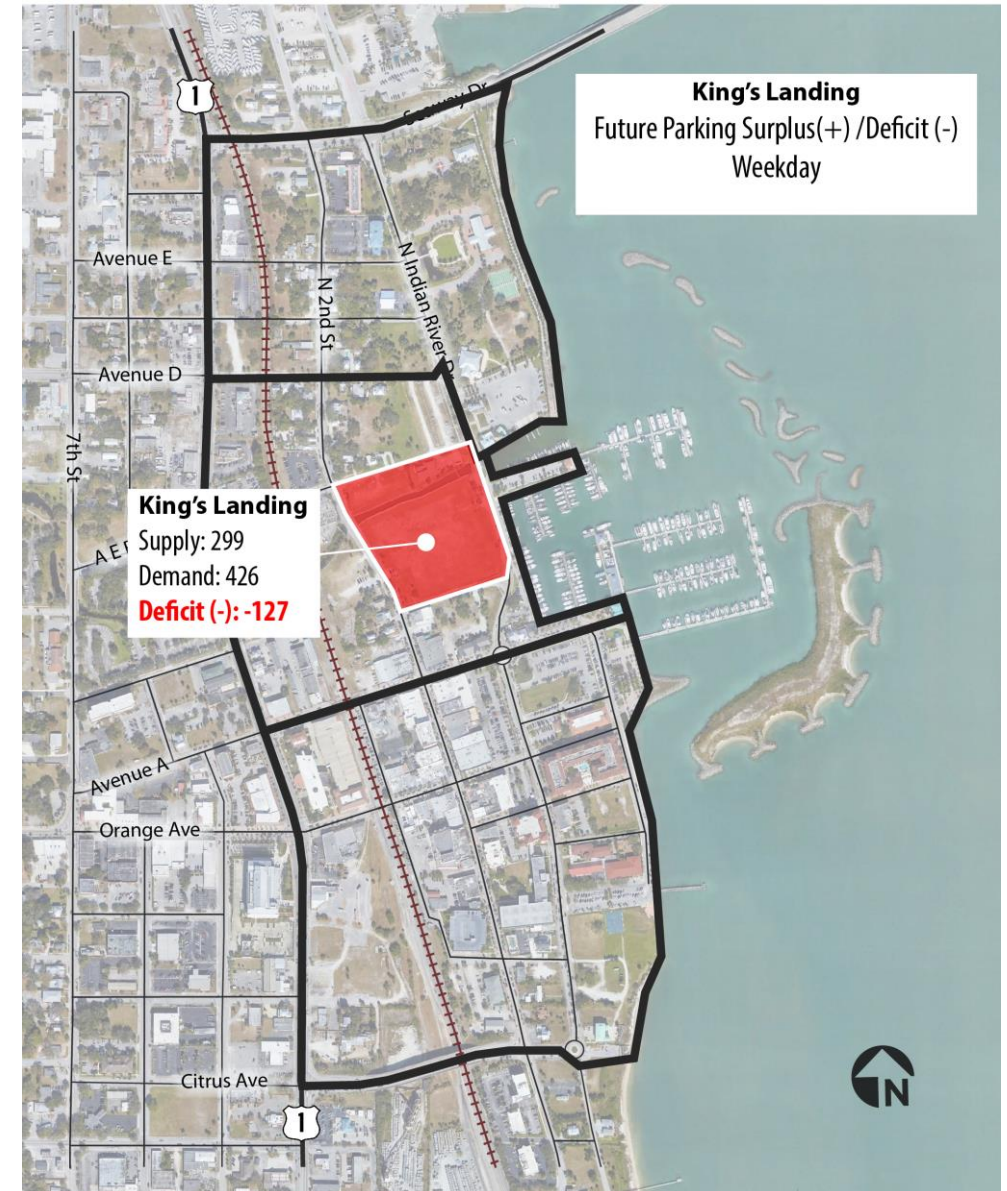
## King's Landing Future Adequacy - Weekday

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)                    |

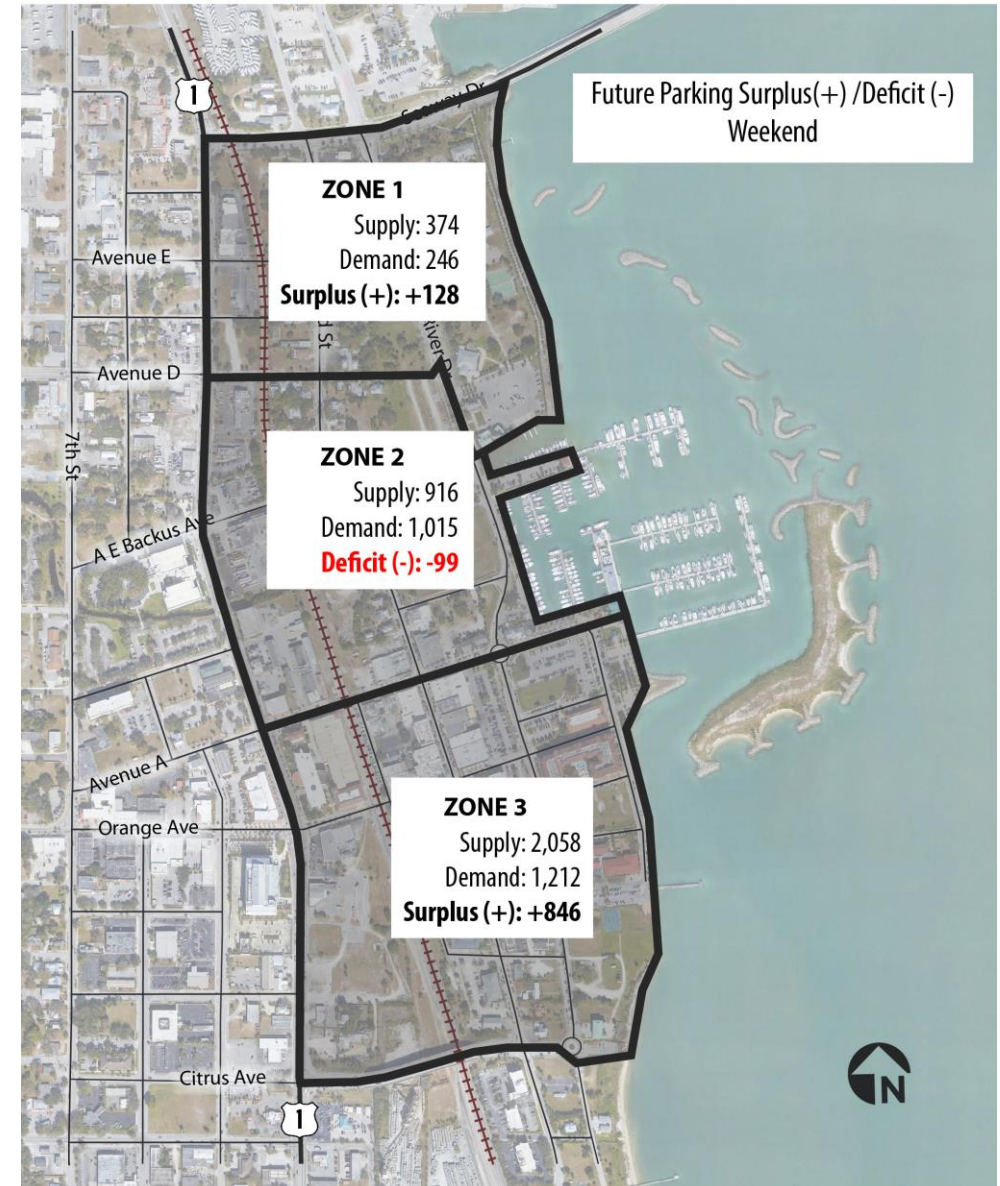


## Future Adequacy - Saturday

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                     |



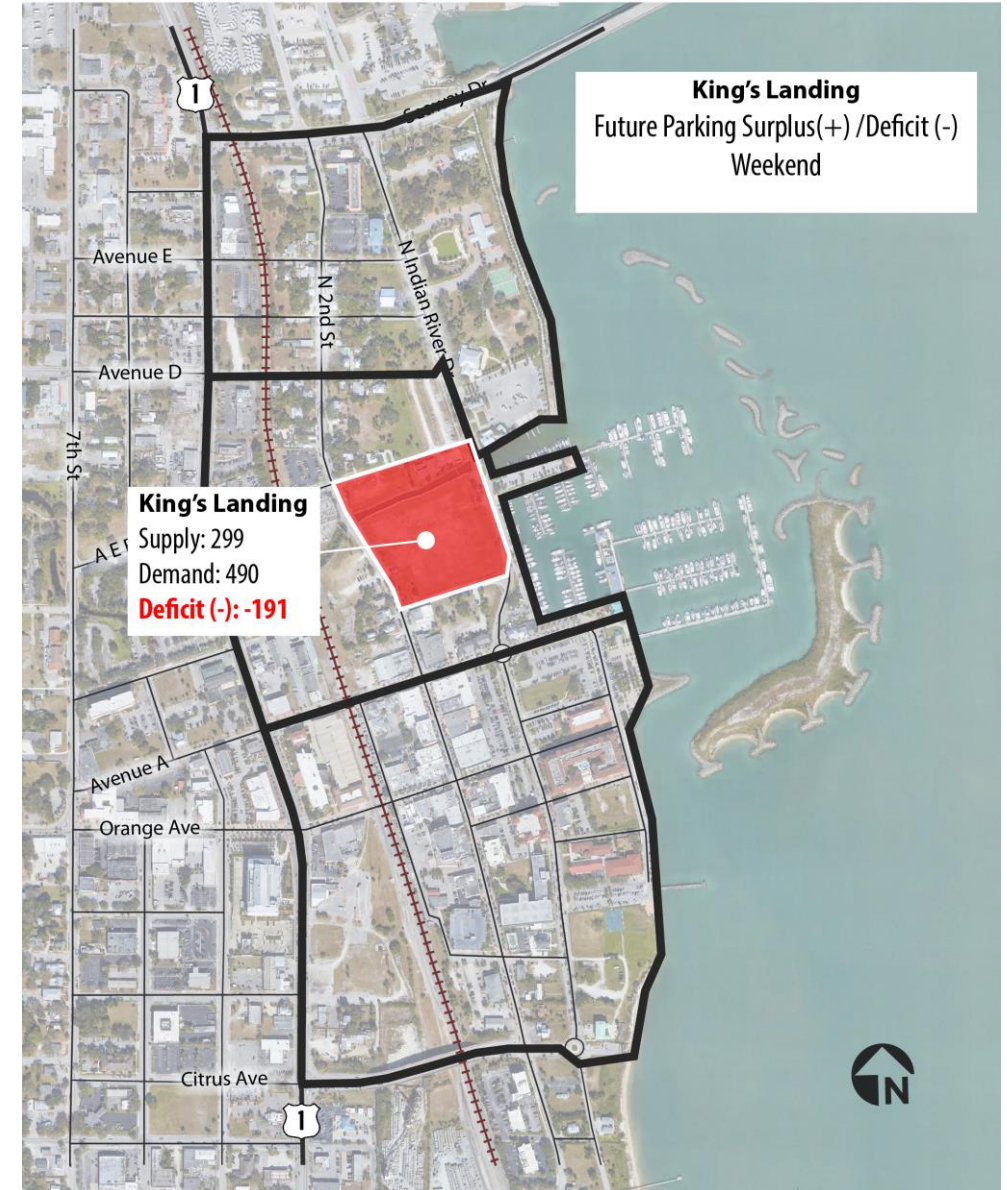
## King's Landing Future Adequacy - Saturday

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.

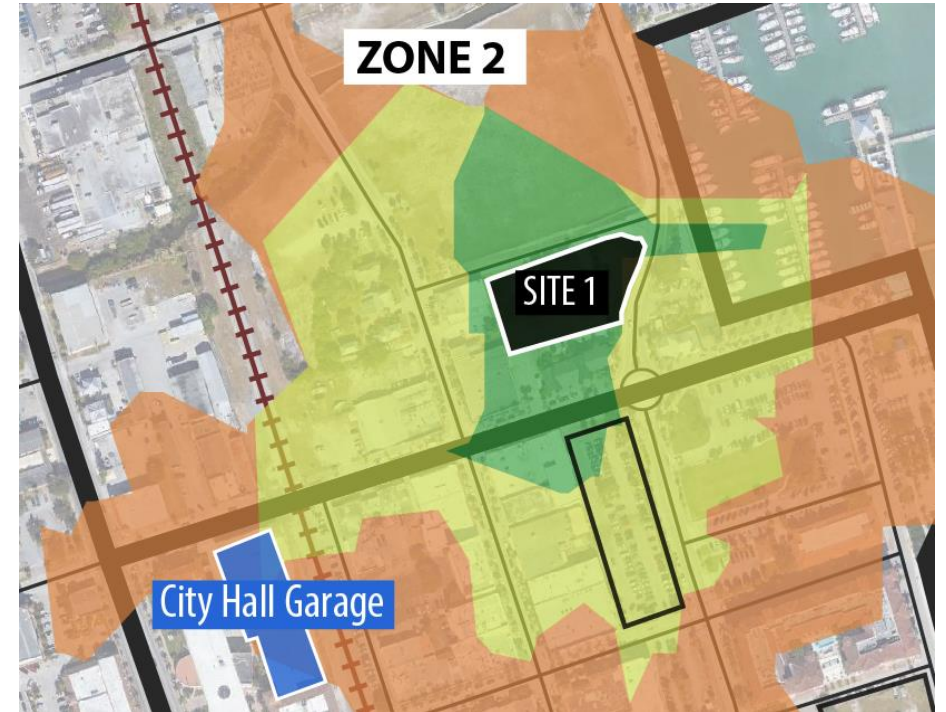
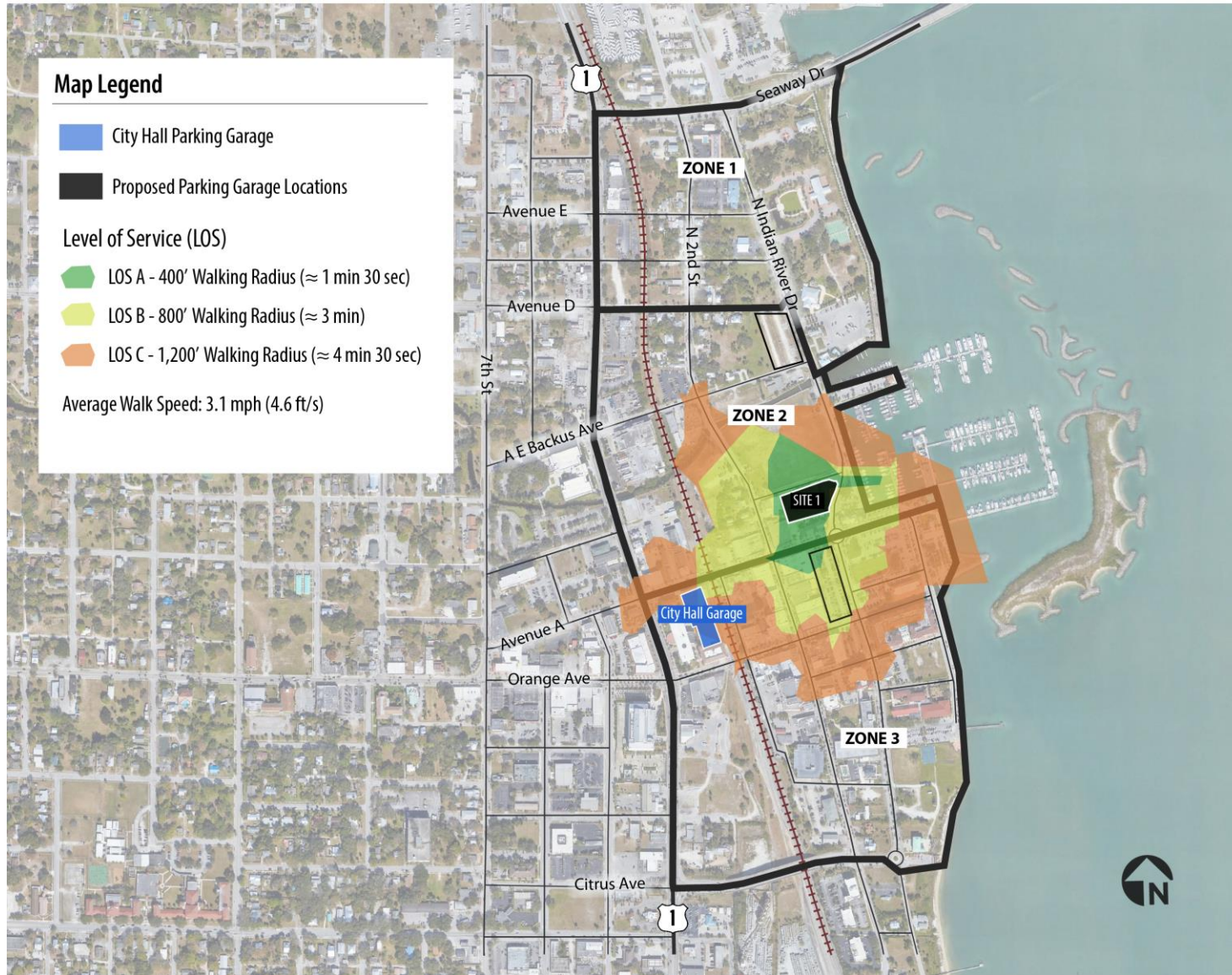
Walker also mapped the walksheds (distances along defined pedestrian pathways) around each location using a three-tiered level of service approach and probable pedestrian routes. For comparison, the existing City Hall Garage is also shown on the map. In most instances, the City Hall Garage is within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

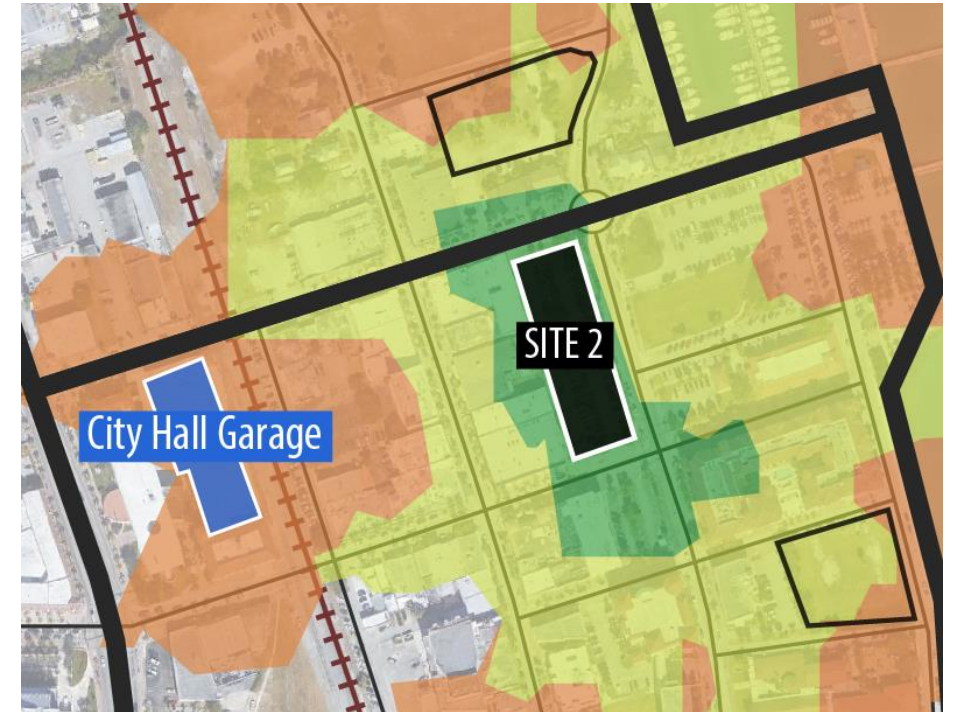
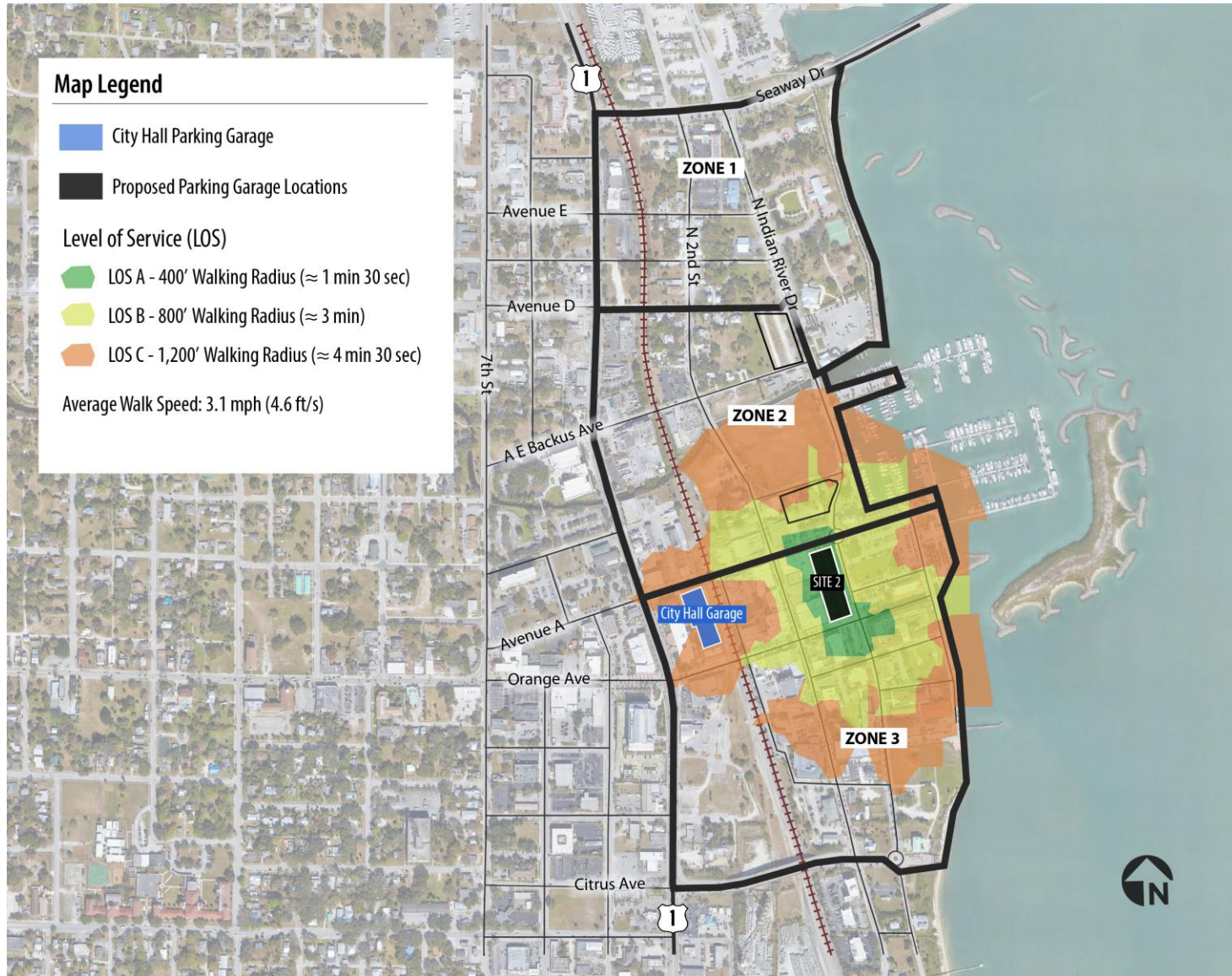
# Potential Parking Garage Facilities (Site 1)



## Findings:

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

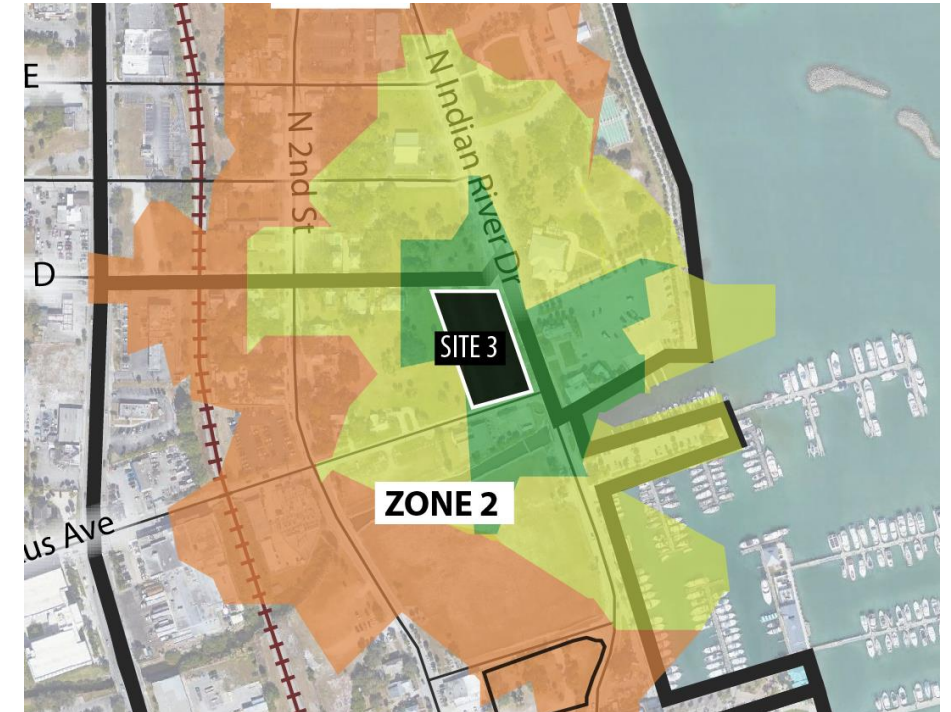
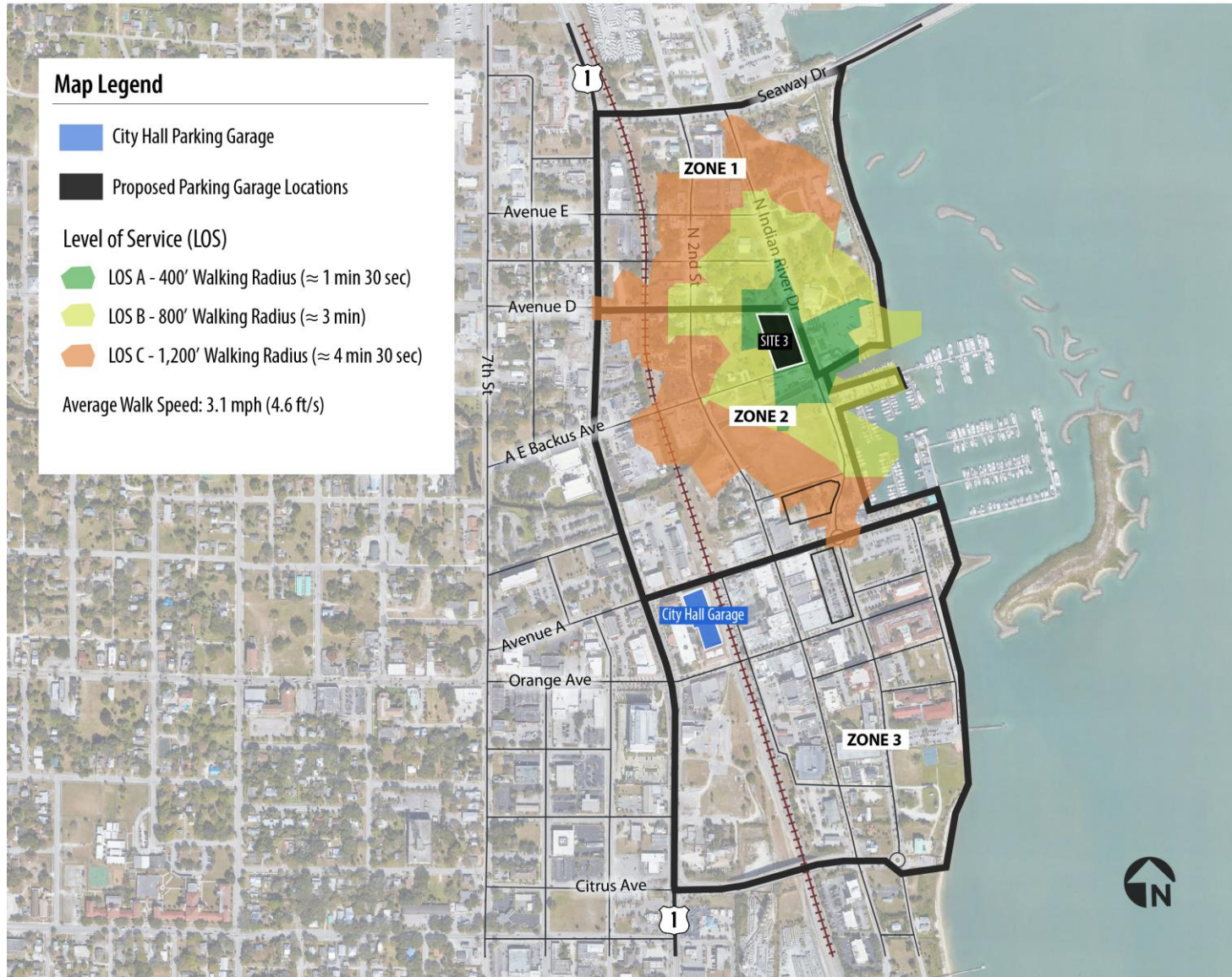
# Potential Parking Garage Facilities (Site 2)



## 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)

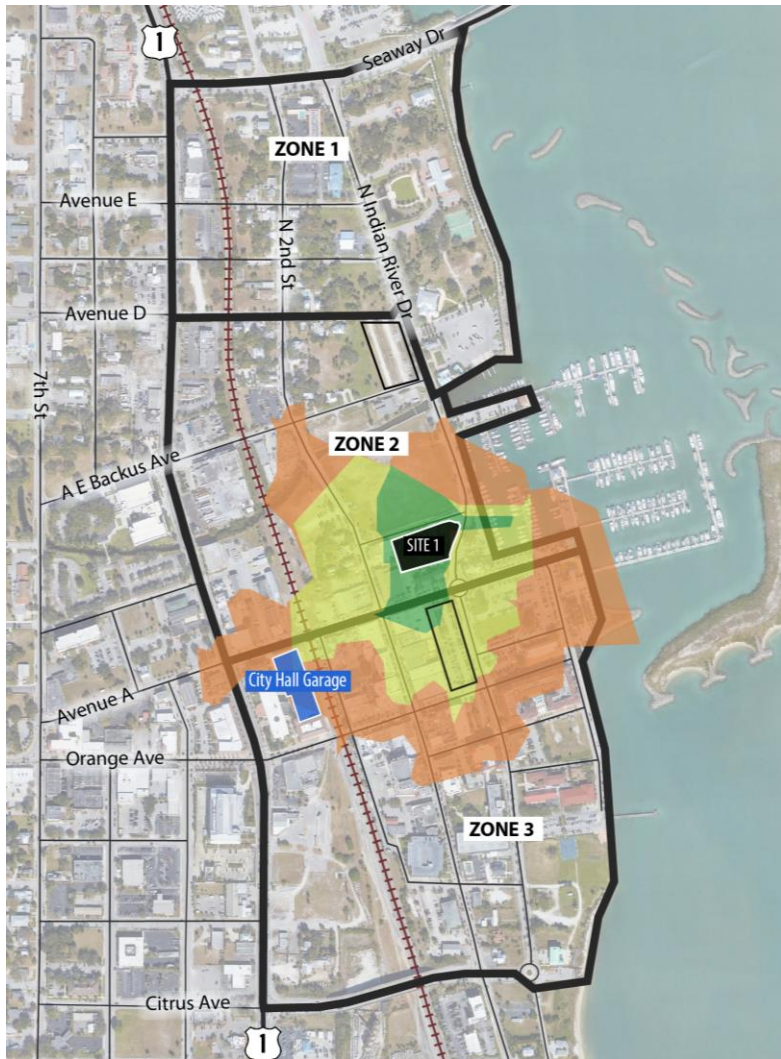


## Findings:

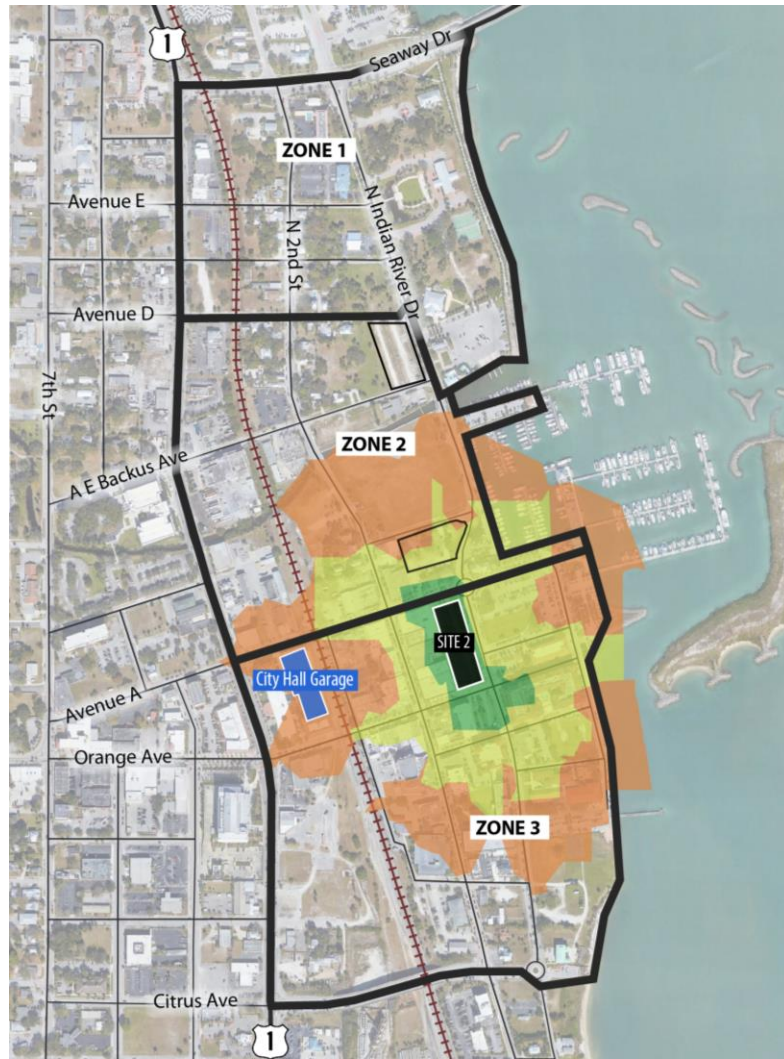
- Close to King's Landing in Zone 2
- Supports additional development in the north part of the study area
- City does NOT own the parcel

# Potential Parking Garage Facilities – Walk Shed Comparison

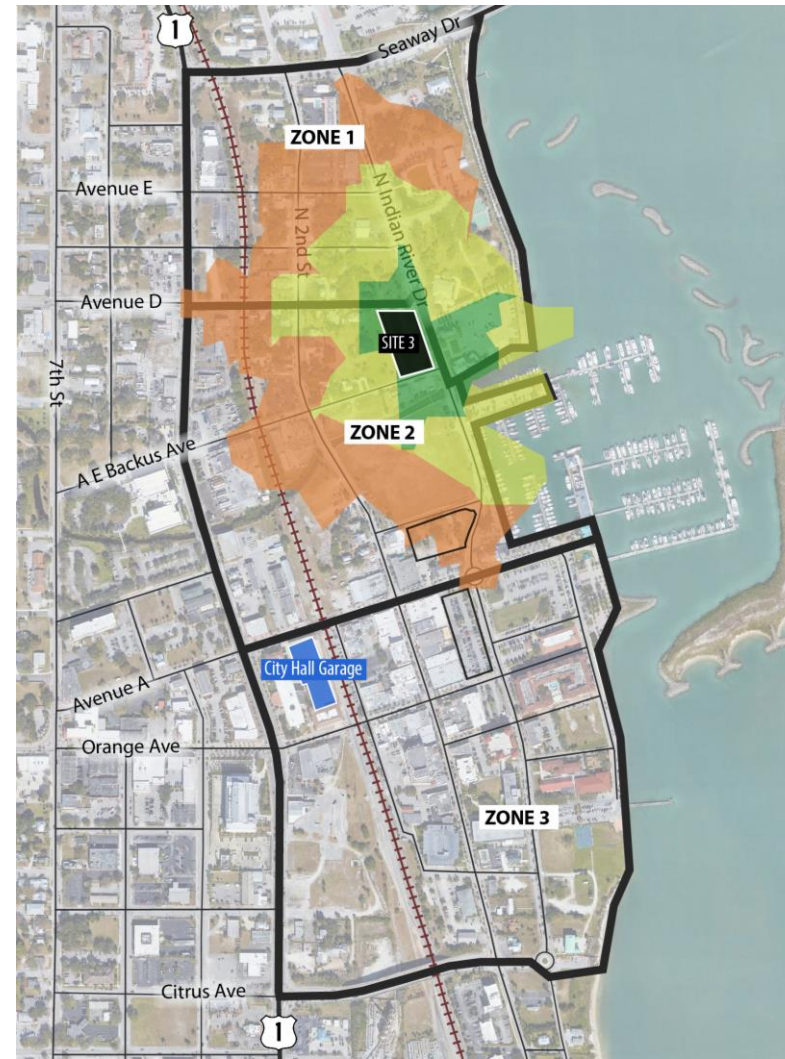
### Site 1



### Site 2



### Site 3



## Best Practices & Other Considerations

### Connectivity & Multi-Modal Access



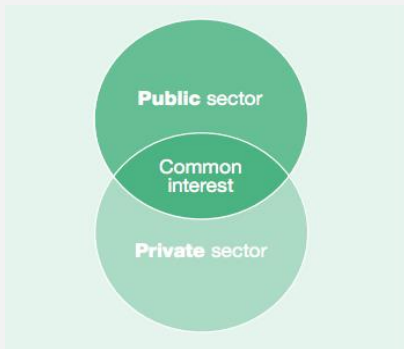
While driving is the most common form of transportation in Fort Pierce, the City should consider opportunities to improve connectivity and foster a ‘park once’ policy through implementation of multi-modal accessibility, such as bikes, scooters, shuttles/trolleys, etc. A parking garage could serve as 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

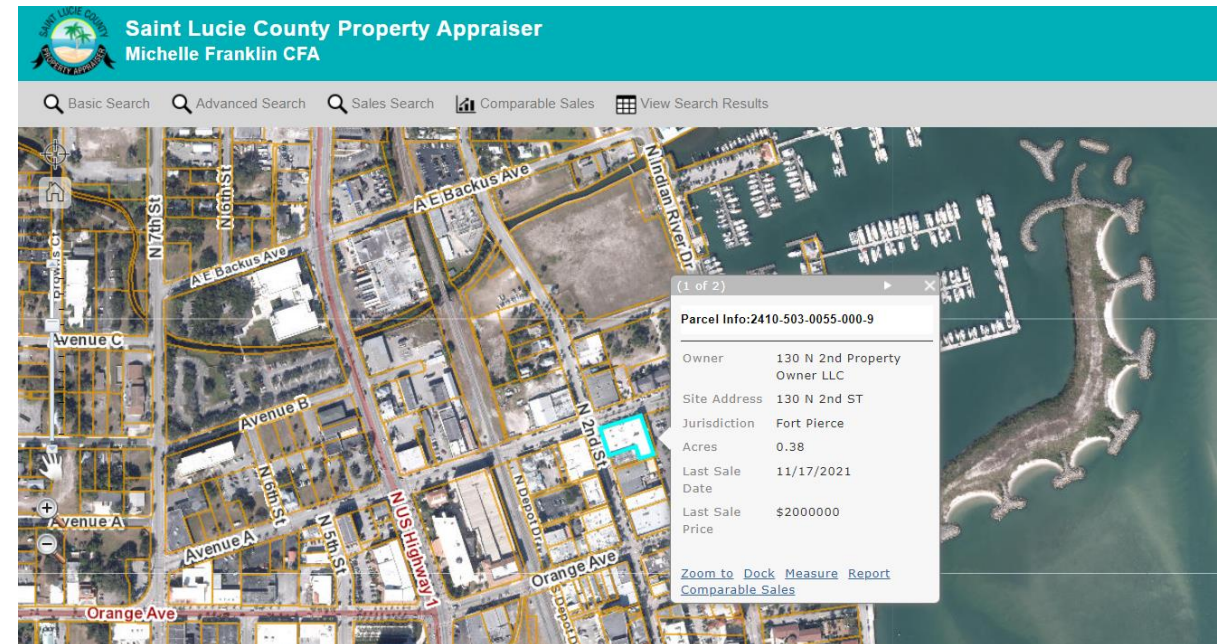
# Appendix

# 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)



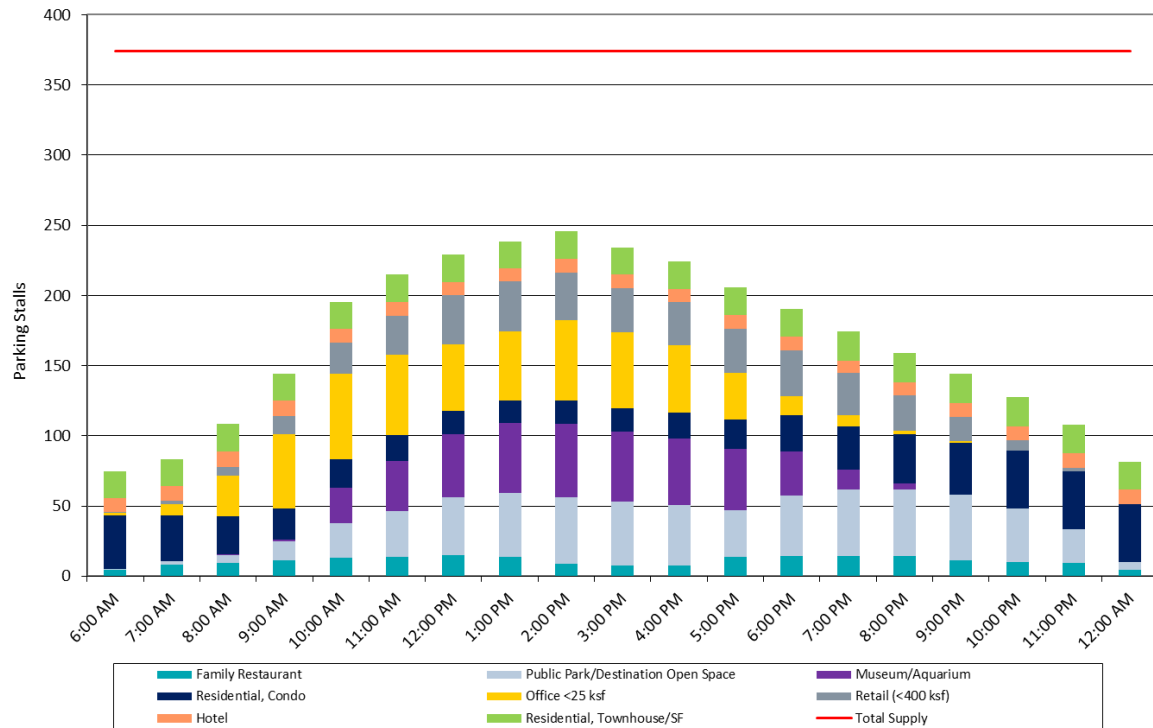
# Zone 1 Shared Parking Summary

| 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       |             |                        |
| <b>Retail</b>                                    |              |            |            |             |                   |               |                |            |             |                   |               |                |             |             |                        |             |             |                        |
| Retail (<400 ksf)<br>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                      |
| <b>Food and Beverage</b>                         |              |            |            |             |                   |               |                |            |             |                   |               |                |             |             |                        |             |             |                        |
| Family Restaurant<br>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                      |
| <b>Entertainment and Institutions</b>            |              |            |            |             |                   |               |                |            |             |                   |               |                |             |             |                        |             |             |                        |
| Public Park/Destination Open Space<br>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<br>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                      |
| <b>Hotel and Residential</b>                     |              |            |            |             |                   |               |                |            |             |                   |               |                |             |             |                        |             |             |                        |
| Bed & Breakfast<br>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<br>2 Bedrooms<br>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<br>Reserved<br>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%        | -                      |
| <b>Office</b>                                    |              |            |            |             |                   |               |                |            |             |                   |               |                |             |             |                        |             |             |                        |
| Office <25 ksf<br>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                      |

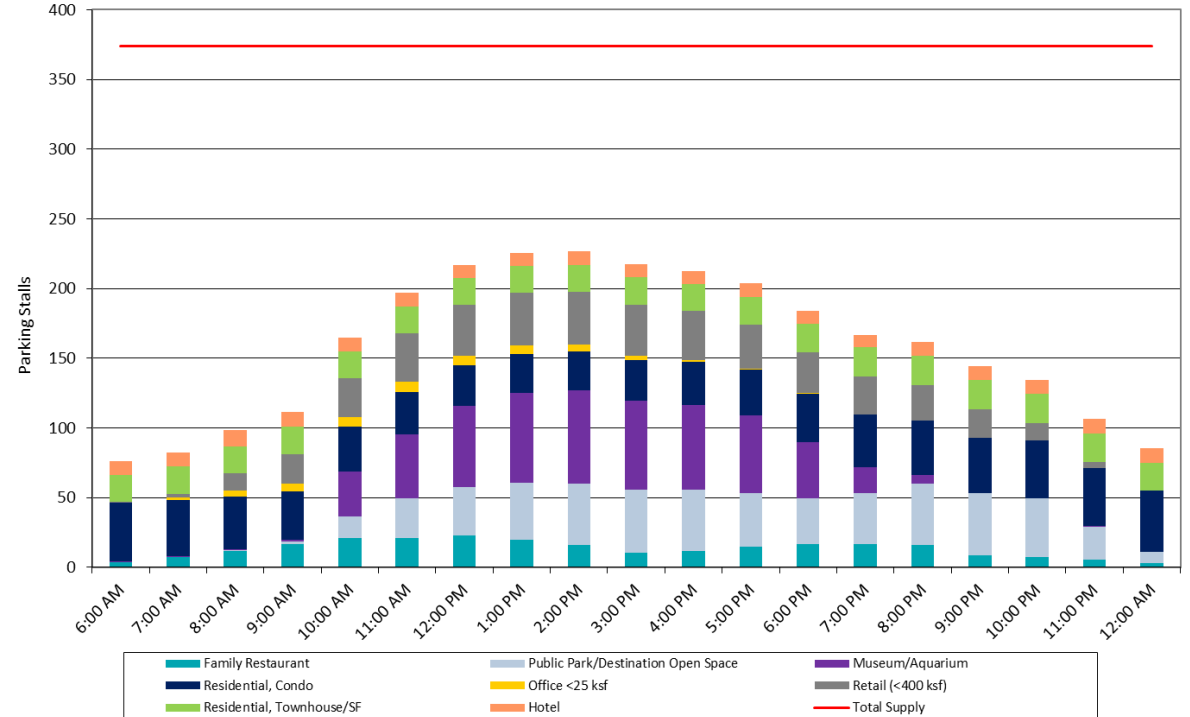
| Additional Land Uses                                                                               |  |  |  |  |  |  |  |  |  |  |  |                   |            |                   |            |  |  |
|----------------------------------------------------------------------------------------------------|--|--|--|--|--|--|--|--|--|--|--|-------------------|------------|-------------------|------------|--|--|
| 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         |  |  |
|                                                                                                    |  |  |  |  |  |  |  |  |  |  |  | <b>Total</b>      | <b>245</b> | <b>Total</b>      | <b>227</b> |  |  |

# 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.

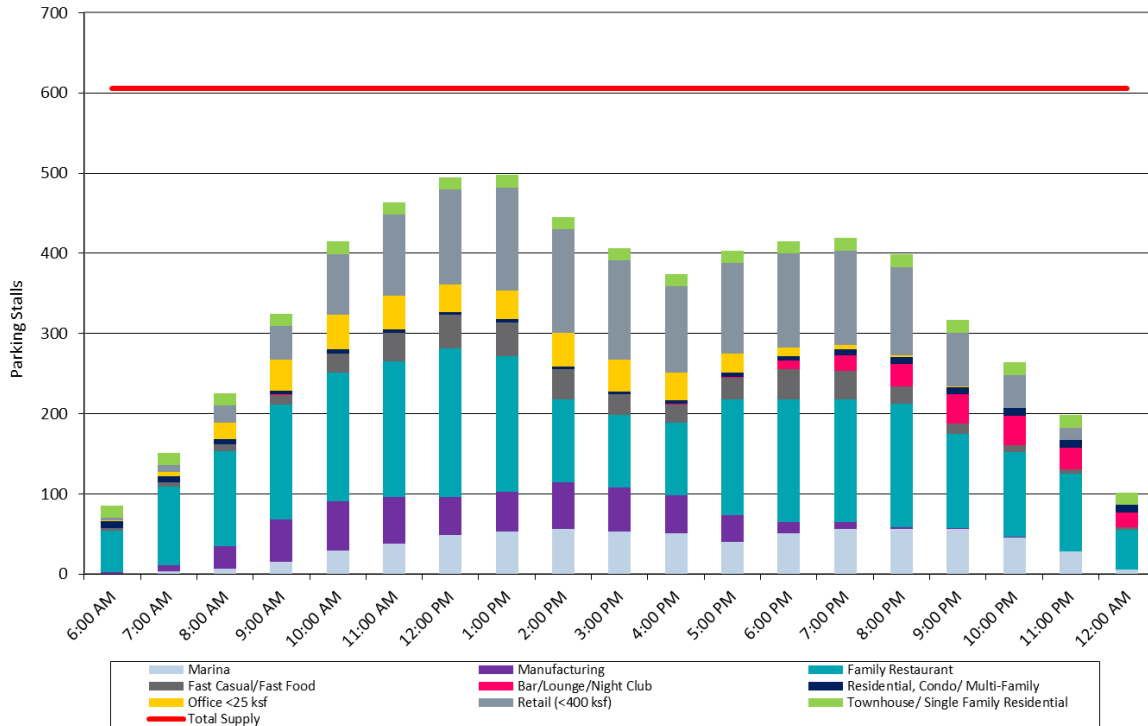
# Zone 2 Shared Parking Summary

| 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                    |

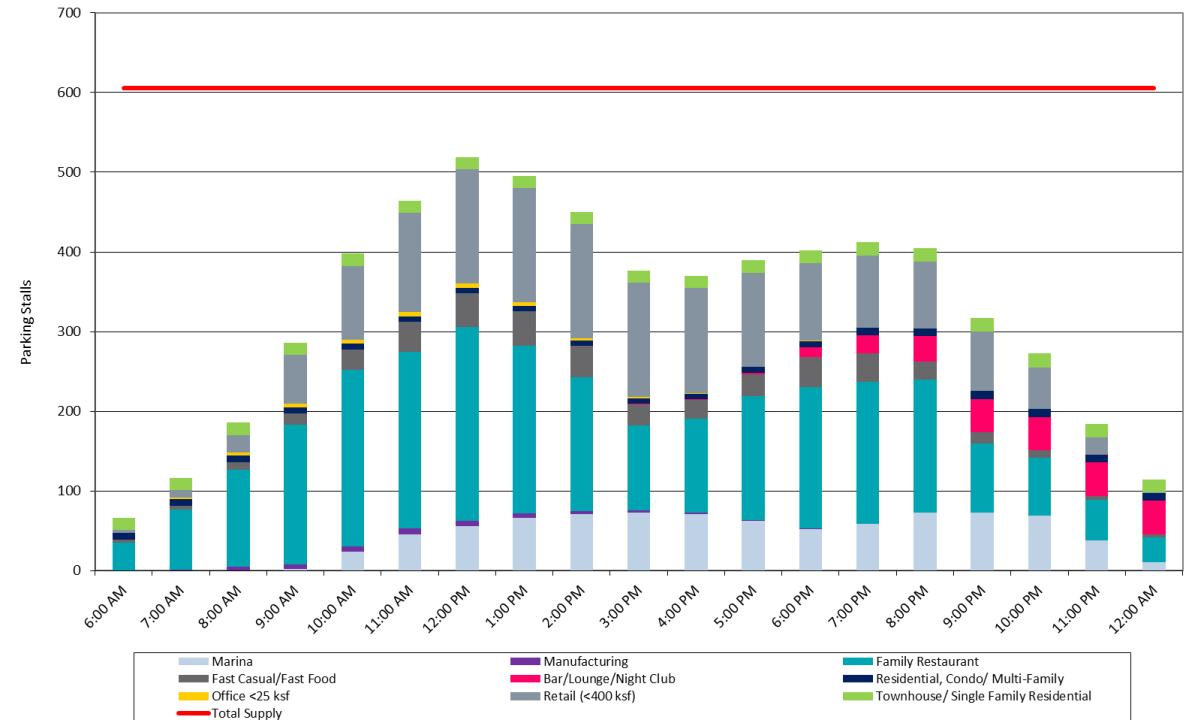
Peak parking need is projected to occur on a Saturday in December around 12 pm with 518 spaces occupied.

# 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

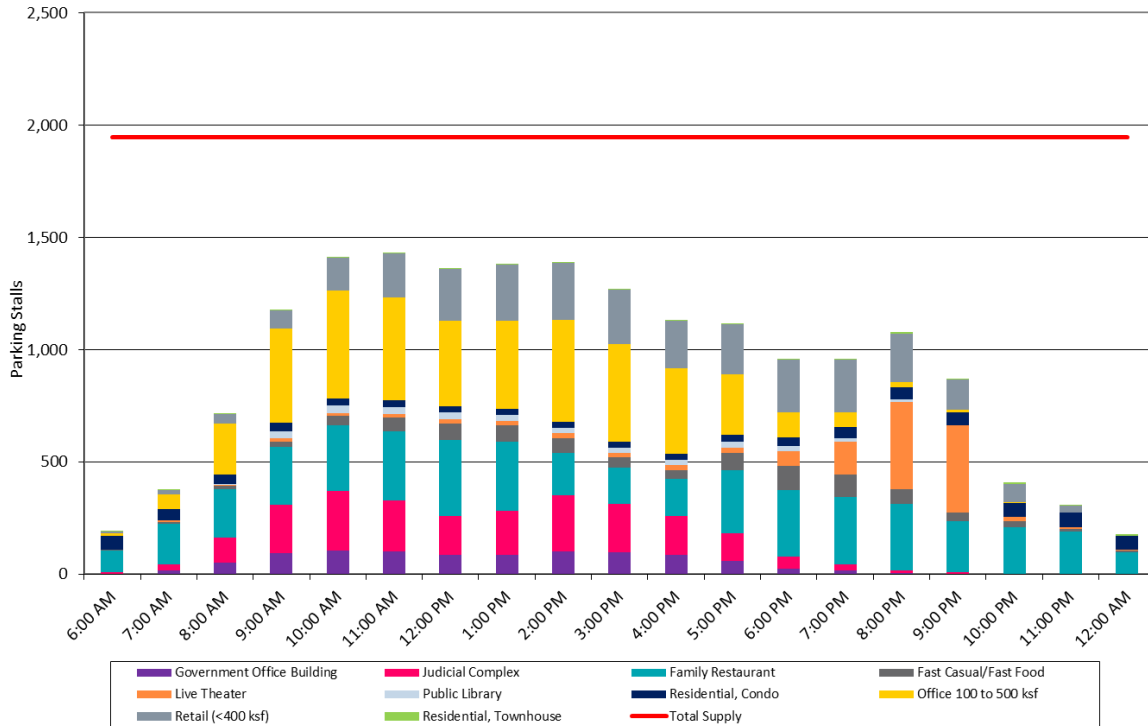
| Land Use                              | Project Data |            | Weekday    |             |                   |               |                | Weekend    |             |                   |               |                | Weekday     |             |                        | Weekend     |             |                        |
|---------------------------------------|--------------|------------|------------|-------------|-------------------|---------------|----------------|------------|-------------|-------------------|---------------|----------------|-------------|-------------|------------------------|-------------|-------------|------------------------|
|                                       |              |            | 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 Need | Peak Hr Adj | Peak Mo Adj | Estimated Parking Need |
|                                       | Quantity     | Unit       |            |             |                   |               |                |            |             |                   |               |                | 11 AM       | December    |                        | 2 PM        | December    |                        |
| <b>Retail</b>                         |              |            |            |             |                   |               |                |            |             |                   |               |                |             |             |                        |             |             |                        |
| 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                     |
| <b>Food and Beverage</b>              |              |            |            |             |                   |               |                |            |             |                   |               |                |             |             |                        |             |             |                        |
| 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                     |
| <b>Entertainment and Institutions</b> |              |            |            |             |                   |               |                |            |             |                   |               |                |             |             |                        |             |             |                        |
| 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                      |
| <b>Hotel and Residential</b>          |              |            |            |             |                   |               |                |            |             |                   |               |                |             |             |                        |             |             |                        |
| 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%        | -                      |
| <b>Office</b>                         |              |            |            |             |                   |               |                |            |             |                   |               |                |             |             |                        |             |             |                        |
| 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                     |
| <b>Additional Land Uses</b>           |              |            |            |             |                   |               |                |            |             |                   |               |                |             |             |                        |             |             |                        |
| 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.

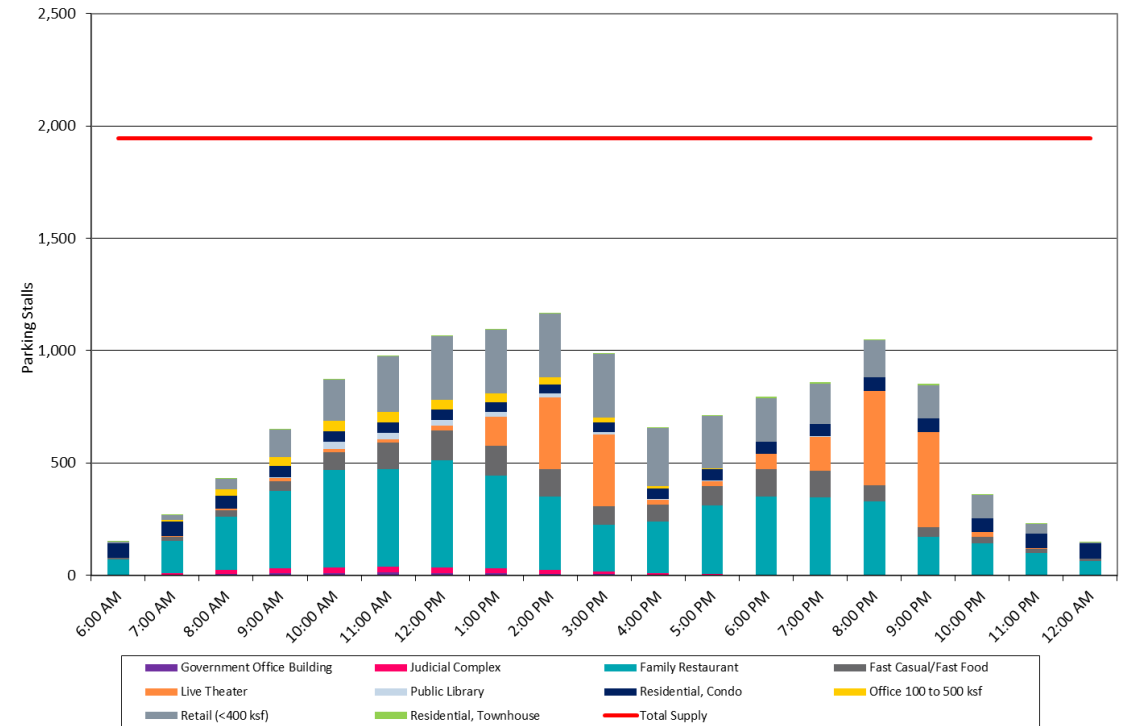
|                   |              |                   |              |
|-------------------|--------------|-------------------|--------------|
| Customer/Visitor  | 552          | Customer/Visitor  | 881          |
| Employee/Resident | 876          | Employee/Resident | 284          |
| Reserved          | 4            | Reserved          | 4            |
| <b>Total</b>      | <b>1,432</b> | <b>Total</b>      | <b>1,169</b> |

# 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

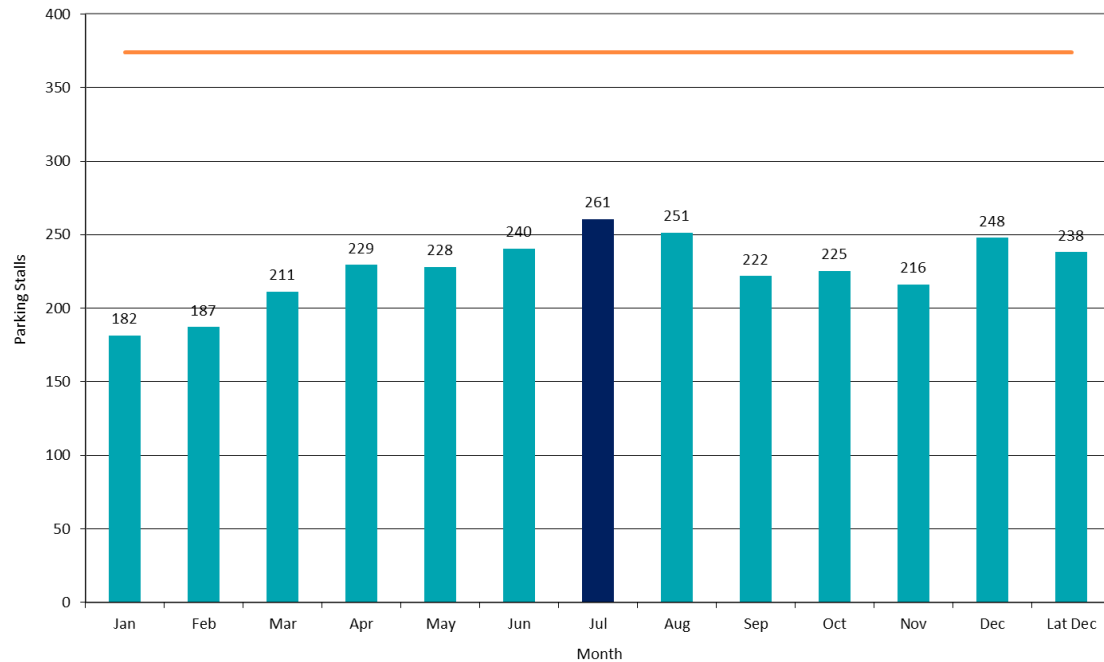
# Future Monthly Parking Needs– Zone 1

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.

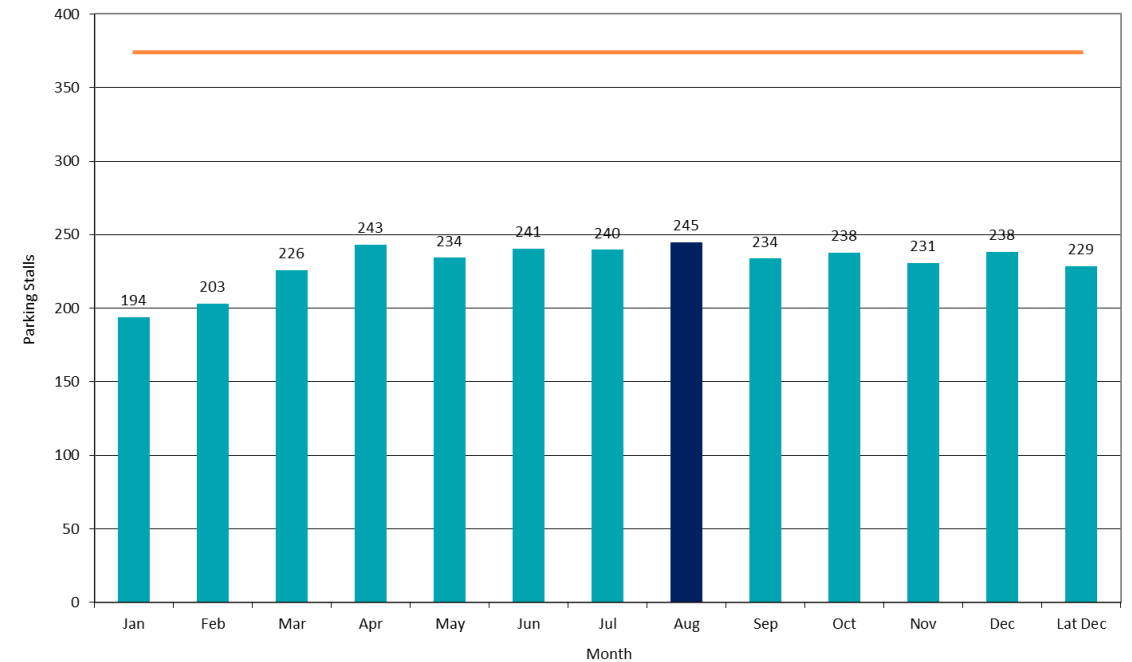
Peak Weekday Need projected to occur in July around 2 pm

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

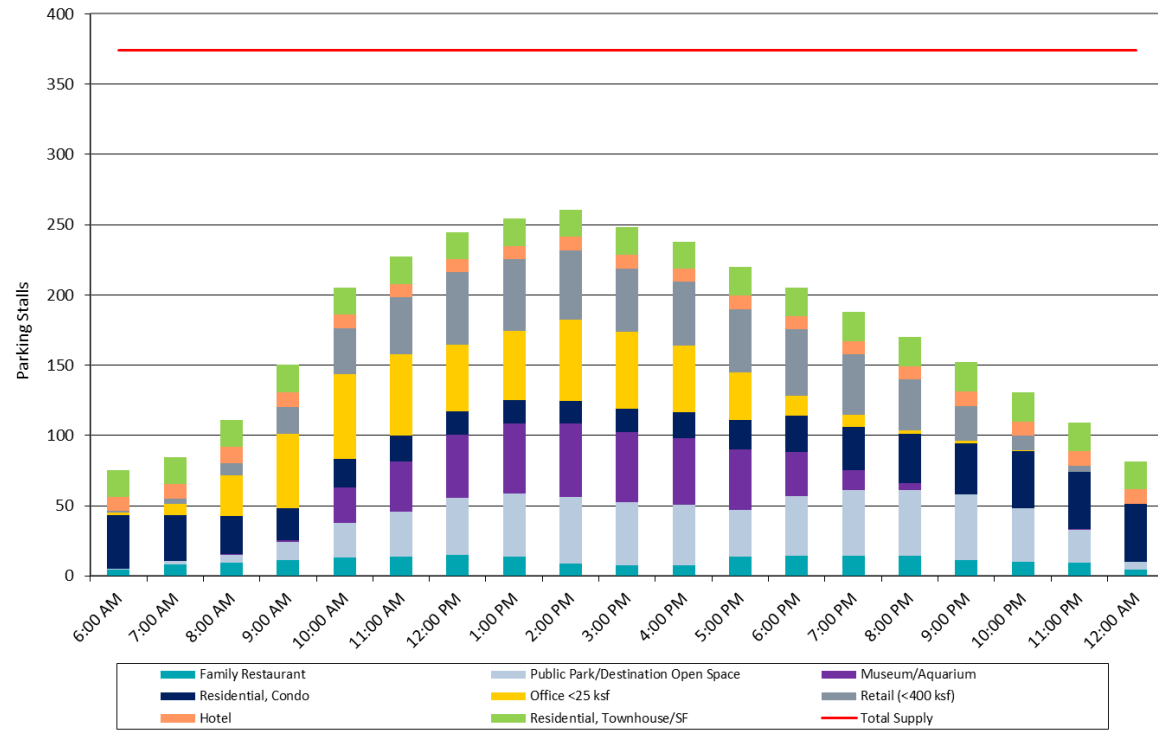
Peak Weekend  
need is projected  
to occur in August  
around 2 pm

| 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     |            |
| <b>Parking Demand</b>                | Customer/Visitor  | 136        | 12        | 148        |
|                                      | Employee/Resident | 91         | 3         | 94         |
|                                      | Reserved          | 19         | 0         | 19         |
|                                      | <b>Total</b>      | <b>246</b> | <b>15</b> | <b>261</b> |
| <b>Parking Supply</b>                | Customer/Visitor  | 235        | 15        | 250        |
|                                      | Employee/Resident | 100        | 5         | 105        |
|                                      | Reserved          | 19         | 0         | 19         |
|                                      | <b>Total</b>      | <b>354</b> | <b>20</b> | <b>374</b> |
| <b>Surplus (+)/Deficit (-)</b>       | Customer/Visitor  | 99         | 3         | 102        |
|                                      | Employee/Resident | 9          | 2         | 11         |
|                                      | Reserved          | 0          | 0         | 0          |
|                                      | <b>Total</b>      | <b>108</b> | <b>5</b>  | <b>113</b> |

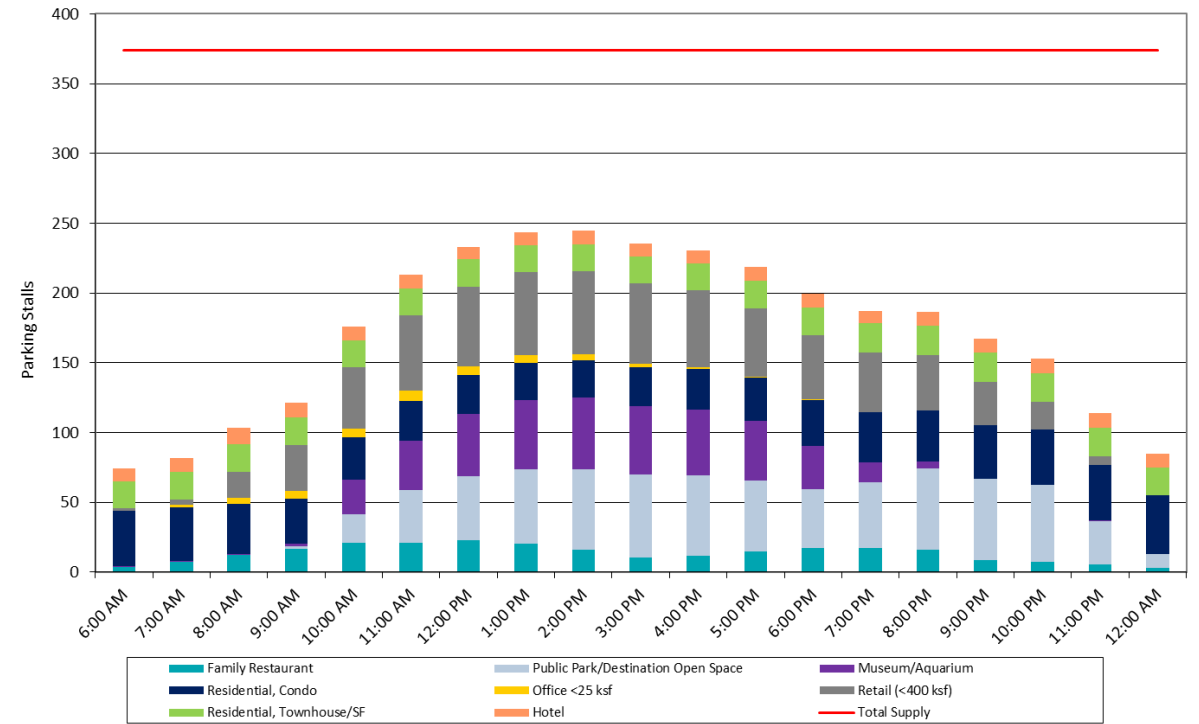
| Distribution of Weekend Need by Zone |                   |            |           |            |
|--------------------------------------|-------------------|------------|-----------|------------|
| Land Use                             | Existing          | Vacant     | Total     |            |
| Retail                               |                   |            |           |            |
| 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     |            |
| <b>Parking Demand</b>                | Customer/Visitor  | 153        | 14        | 167        |
|                                      | Employee/Resident | 56         | 4         | 60         |
|                                      | Reserved          | 19         | 0         | 19         |
|                                      | <b>Total</b>      | <b>228</b> | <b>18</b> | <b>246</b> |
| <b>Parking Supply</b>                | Customer/Visitor  | 235        | 15        | 250        |
|                                      | Employee/Resident | 100        | 5         | 105        |
|                                      | Reserved          | 19         | 0         | 19         |
|                                      | <b>Total</b>      | <b>354</b> | <b>20</b> | <b>374</b> |
| <b>Surplus (+)/Deficit (-)</b>       | Customer/Visitor  | 82         | 1         | 83         |
|                                      | Employee/Resident | 44         | 1         | 45         |
|                                      | Reserved          | 0          | 0         | 0          |
|                                      | <b>Total</b>      | <b>126</b> | <b>2</b>  | <b>128</b> |

# 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.

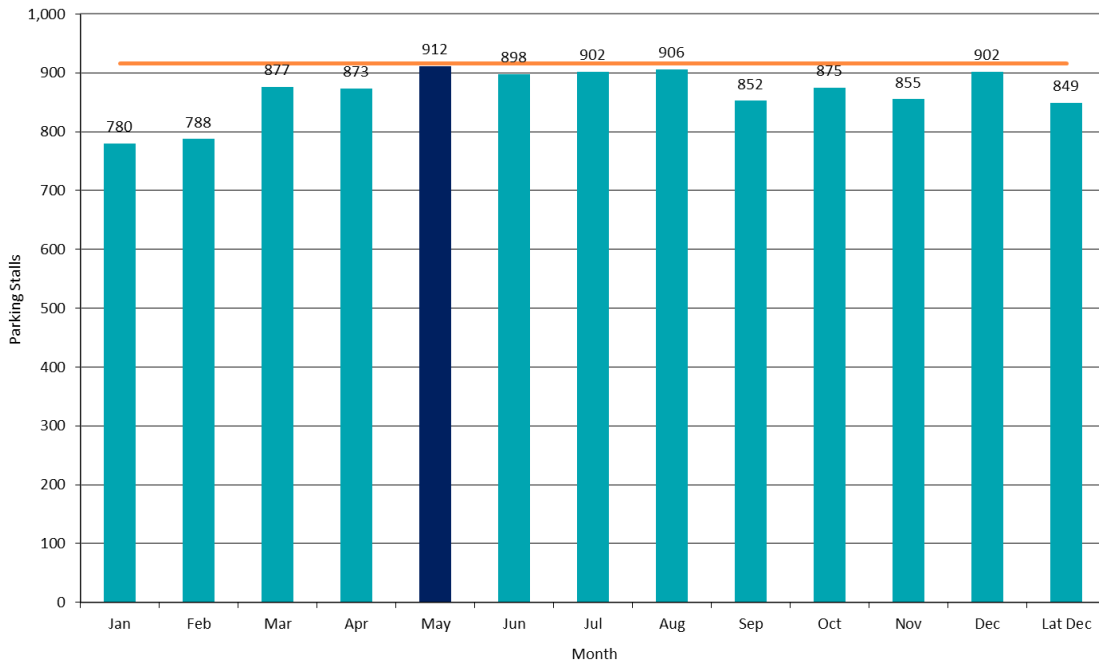
# Future Monthly Parking Needs– Zone2

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.

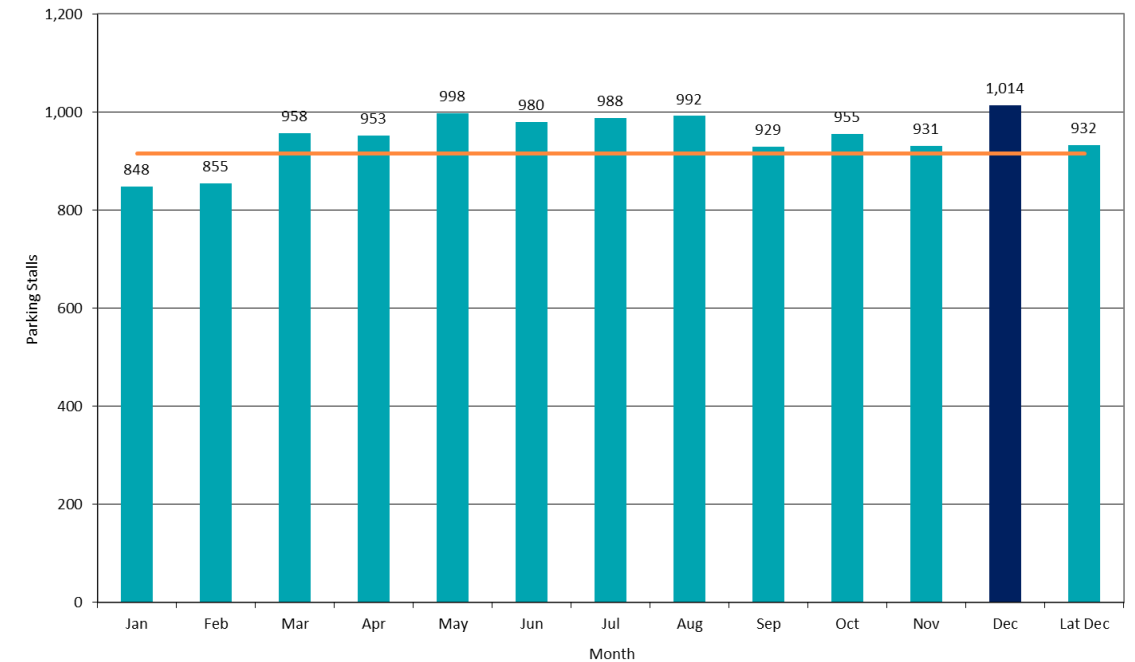
Peak Weekday Need projected to occur in May around 12 pm

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

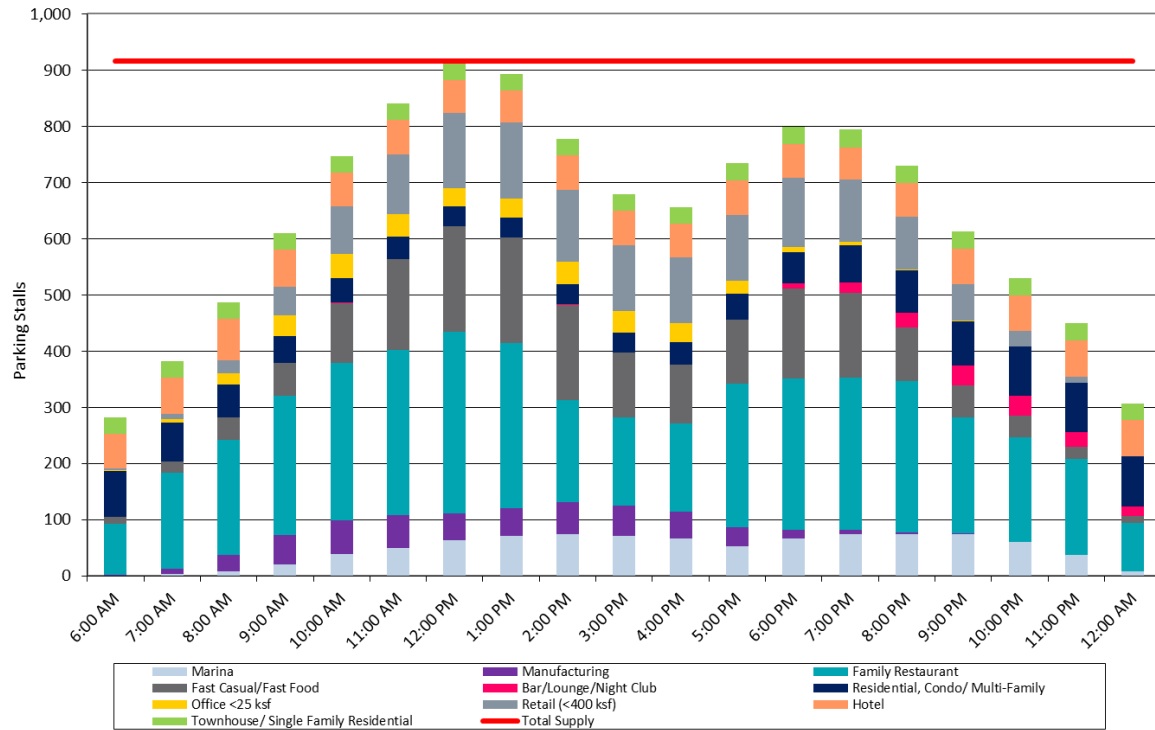
Peak Weekend need is projected to occur in December around Noon

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

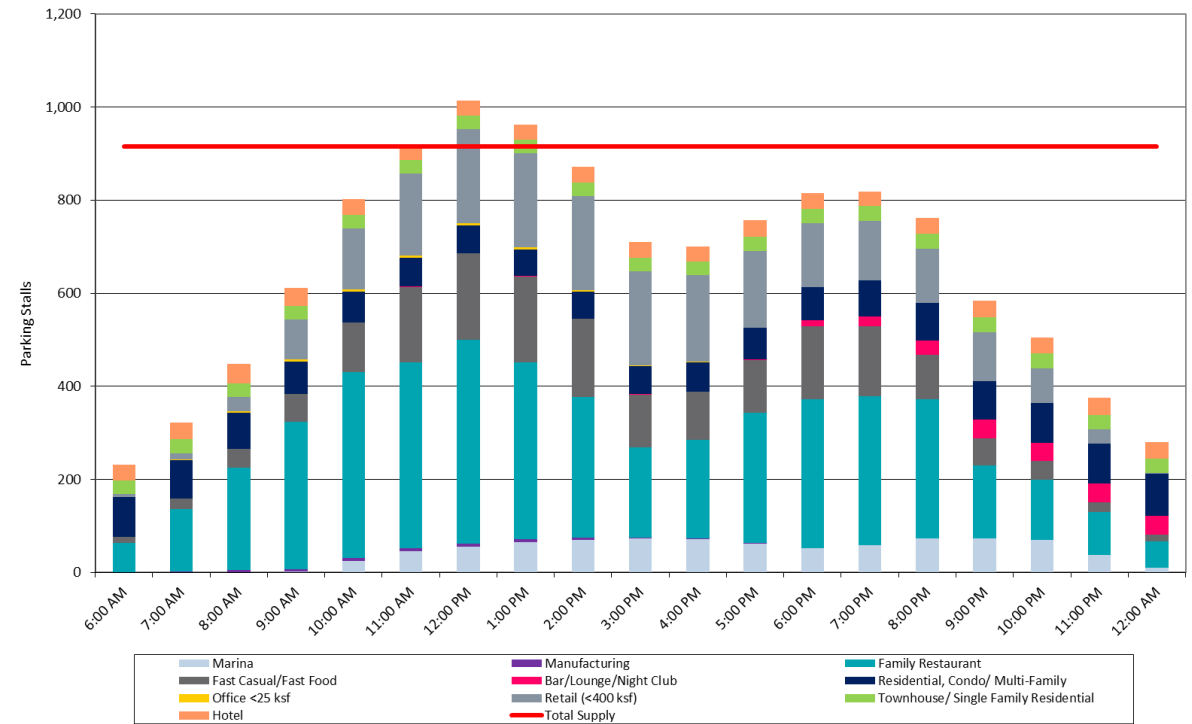
| Distribution of Weekend Need by Zone        |            |           |               |              |
|---------------------------------------------|------------|-----------|---------------|--------------|
| Land Use                                    | Existing   | Vacant    | Kings Landing | Total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

# 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**

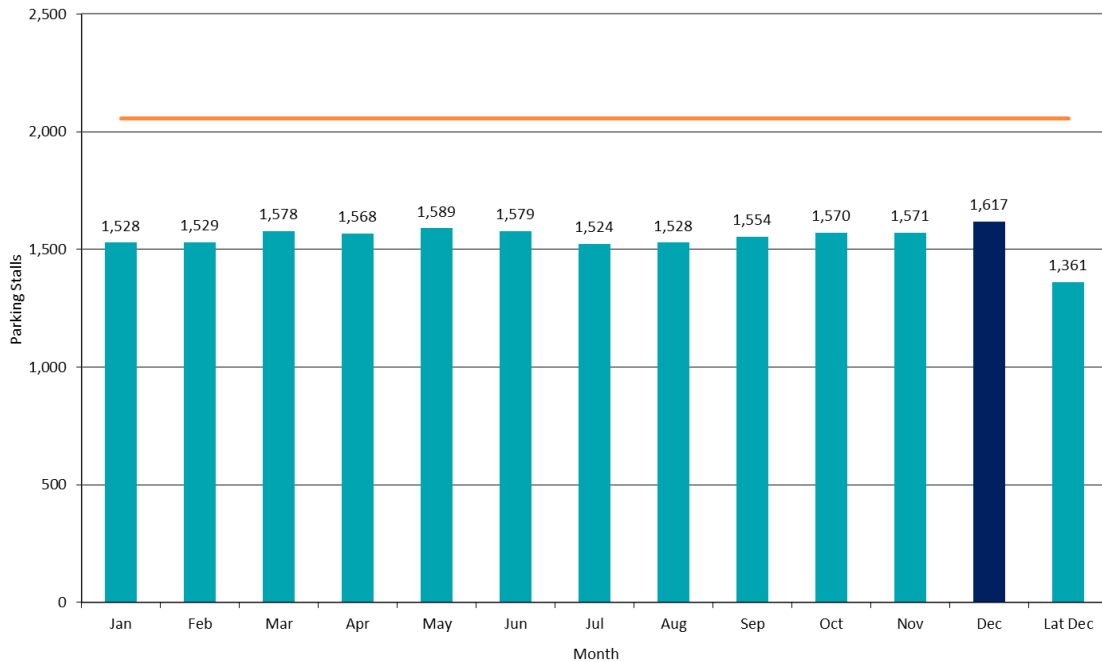
# Future Conditions – Zone 3

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.

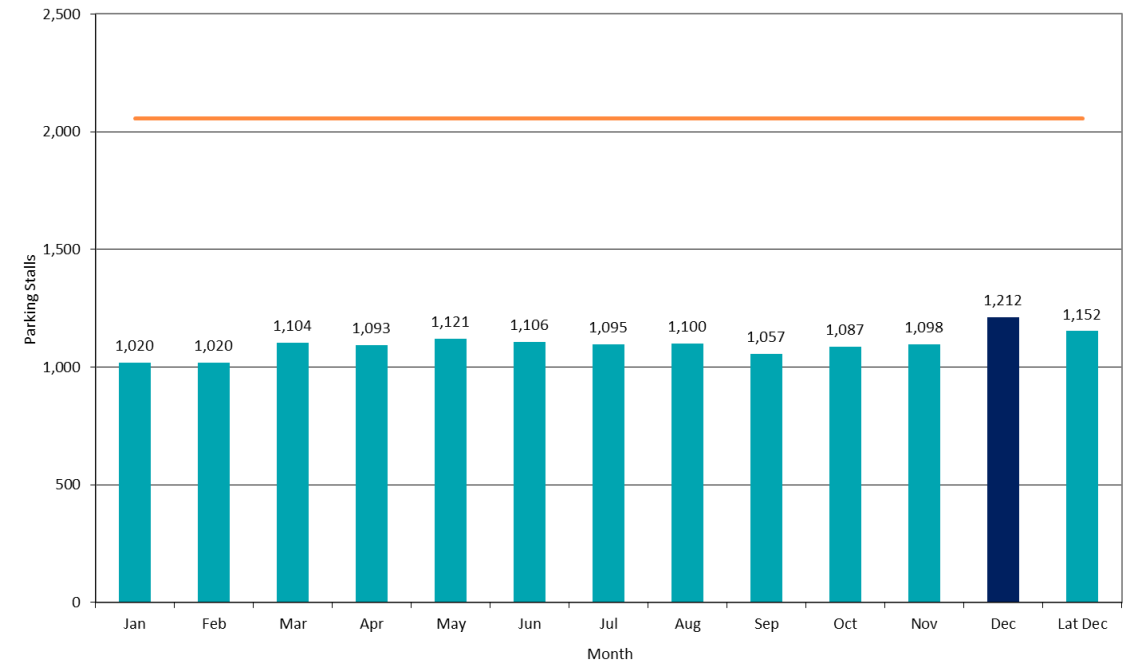
Peak Weekday Conditions projected to occur in December around 11 am

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

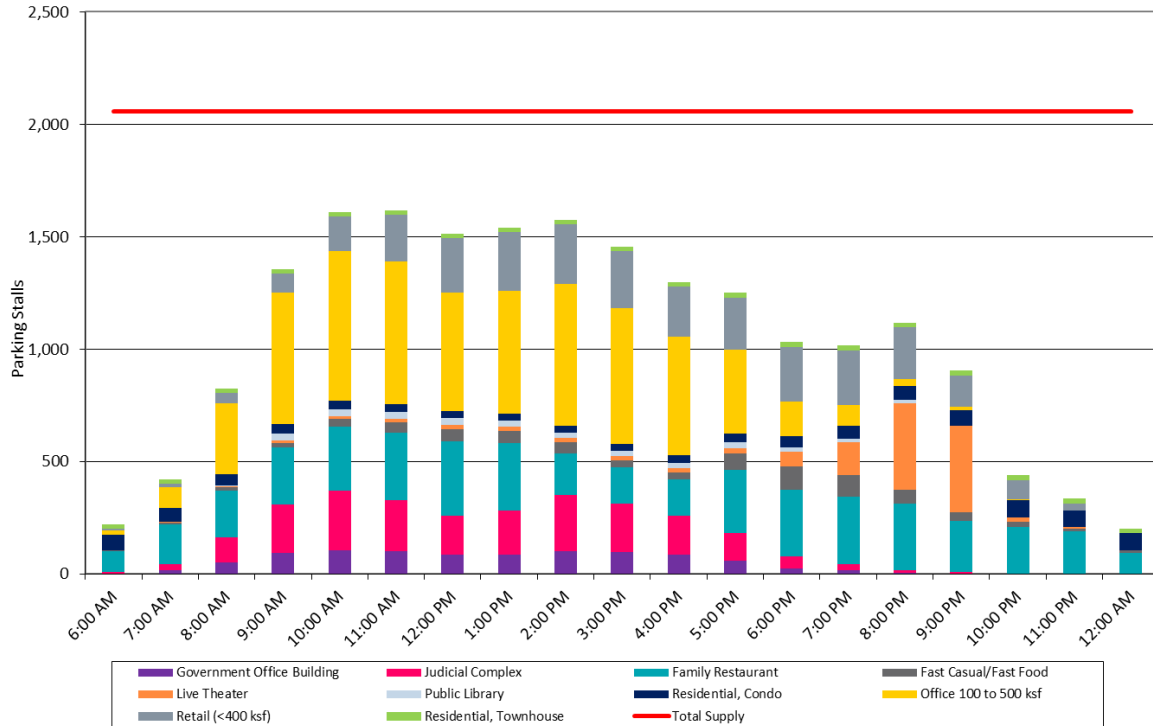
Peak Weekend need is projected to occur in December around 2 pm

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

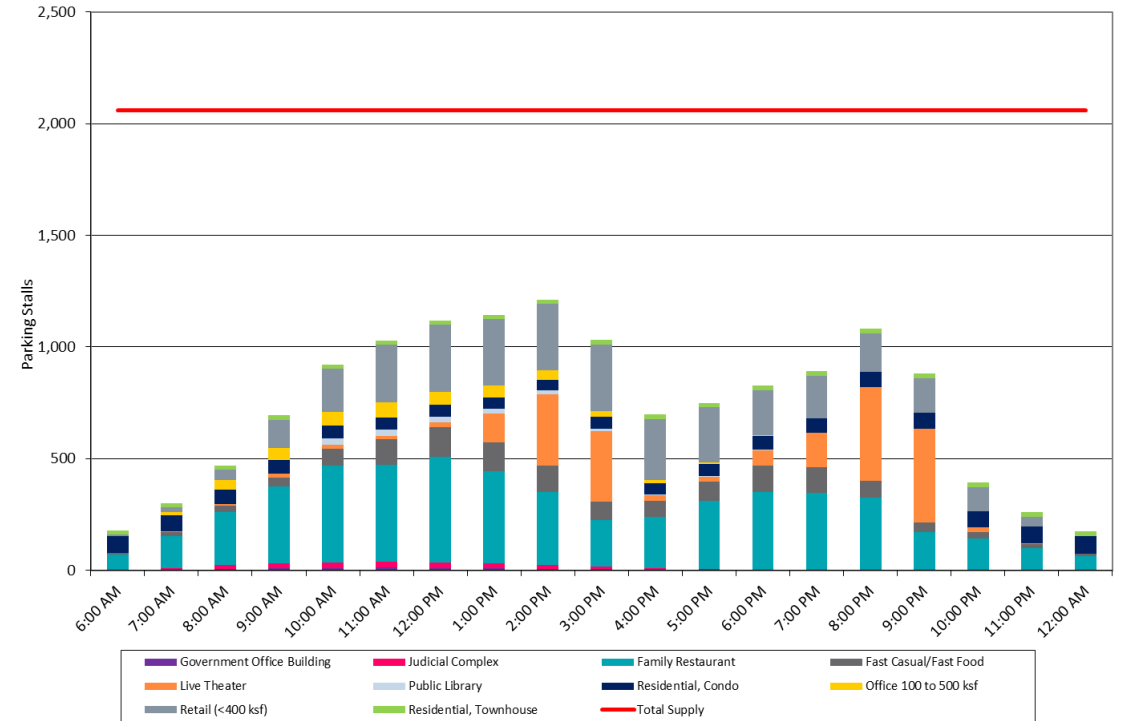
| Distribution of Weekend Need by Zone  |                   |               |              |              |
|---------------------------------------|-------------------|---------------|--------------|--------------|
| Land Use                              | Existing          | Vacant        | Total 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

# 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.



**TO** : The Honorable Mayor and Members of the City Commission  
**FROM** : Nicholas C. Mimms, P.E., City Manager *NCM*  
**RE** : Response from BOCC to Joint Meeting Request to Discuss Downtown Parking  
**DATE** : September 20, 2022

Attached is a letter from the County Administrator in response to the City Commission's request to schedule a joint meeting with the Board of County Commissioners to discuss Fort Pierce downtown parking.

The City Manager's office is currently working with the County Administrator to schedule the joint meeting.

If you have any questions or need additional information, please contact me.

NCM:jdr

Attachment

c: City Clerk  
City Attorney

**Board of County  
Commissioners**

**Chris Dzadovsky**  
DISTRICT 1

**Sean Mitchell**  
DISTRICT 2  
Chair

**Linda Bartz**  
DISTRICT 3

**Frannie Hutchinson**  
DISTRICT 4  
Vice-Chair

**Cathy Townsend**  
DISTRICT 5

**Administration**

**Howard Tipton**  
COUNTY  
ADMINISTRATOR

**Dan McIntyre**  
COUNTY ATTORNEY

September 9, 2022

Nicholas C. Mimms  
City Manager  
City of Fort Pierce  
100 North US 1  
Fort Pierce, Florida 34950

RE: Response to Joint Meeting to Discuss Fort Pierce Downtown Parking

Dear Mr. Mimms:

I am in receipt of your letter dated August 16, 2022, regarding a Joint Meeting to discuss Fort Pierce downtown parking. From our telephone discussion, because the County and City already have a joint meeting scheduled for October 25, 2022, I recommend the parking item be placed on the agenda for that date.

County staff has reviewed the parking analysis that was performed by the City's consultant - Walker Consultants. As a result, the following are some specific points that we believe are significant for this discussion.

- The Walker Consultants parking study concludes there is no parking shortage in downtown Fort Pierce, now or anticipated in the future. In fact, the only shortage identified is Kings Landing development in Zone 2.
- The study also emphasizes the "shared parking" environment in downtown, which it defines as "the ability to use the same parking resource by multiple nearby or adjacent uses without encroachment."
- The parking garage and other onsite parking at the judicial complex satisfies most of the demand, but the shared parking environment easily absorbs the remainder.
- Highest demand for courthouse and related judicial complex facilities is during weekdays, versus the variety of special events and activities that occur in the evening and weekends when the complex is closed.
- The City of Fort Pierce exempts much of downtown from the parking code, including the judicial complex.
- The parking demand information from the judicial complex appears to reflect demand if every single potential person employed by the various agencies was at the complex at the same time along with a maximum number of people for a potential jury pool.

The County has been a partner with the City on parking solutions. To date, the County's judicial complex parking garage is open and free after hours, and on weekends for public use and to support downtown activities and businesses. This has been the case for many years. We believe this continued partnership should be memorialized by entering a facility use agreement on the use of the County's parking garage.

We look forward to having this discussion on Fort Pierce downtown parking with the City. If you have any questions or need further information, please contact Alphonso Jefferson, Deputy County Administrator at [jeffersonal@stlucieco.org](mailto:jeffersonal@stlucieco.org).

Sincerely,



Howard N. Tipton  
County Administrator

cc: Board of County Commissioners  
Dan McIntyre, County Attorney  
Alphonso Jefferson, Deputy County Administrator  
Mark Satterlee, Deputy County Administrator



THE SUNRISE CITY

**FORT PIERCE**  
CITY MANAGER'S OFFICE  
*Florida*

August 16, 2022

Howard Tipton  
County Administrator  
St. Lucie County  
2300 Virginia Avenue  
Fort Pierce, Florida 34982

Re: Joint Meeting to Discuss Fort Pierce Downtown Parking

Dear Mr. Tipton:

The Fort Pierce City Commission was recently presented with proposed solutions for the downtown district's future parking needs. The Parking Committee also made recommendations to the City Commission at the same meeting identifying concerns about St. Lucie County's specific parking needs as well as the necessity for the County's participation in helping to resolve the downtown parking shortage. The Parking Committee's recommendations are attached to this letter.

The City Commission would like to meet with the Board of County Commissioners to discuss Downtown Fort Pierce's current parking situation and future parking needs. Please forward this meeting request to the Board of County Commissioners.

For your convenience, here is a link to the 53-page presentation: [Downtown Fort Pierce Parking Analysis](#).

I will contact you to coordinate the scheduling of this joint meeting.

Sincerely,

Nicholas C. Mimms, P.E., ICMA-CM  
City Manager

Attachment

c: Mayor and Commissioners  
City Clerk  
City Attorney



THE SUNRISE CITY

**FORT PIERCE**  
CITY MANAGER'S OFFICE *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.

## ATTACHMENT 2

### Parking -- Downtown Fort Pierce

#### Parking Needs Assessment

| <u>Agency</u>              | <u>Spaces Needed</u>                                                                                                                                                                                            | <u>Old #s</u> | <u>Change</u> |
|----------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|---------------|
| County Staff               | 5                                                                                                                                                                                                               | 5             | 0             |
| Court Admin Clerk          | 51 *Per Court Administrator<br>120 *Clerk staff count per Clerk of Court - 08/11/22 - 2 dedicated parking spaces in the "L alley"                                                                               | 43<br>136     | 8<br>-16      |
| Sheriff                    | 67 *Per Captain Troy Norman                                                                                                                                                                                     | 45            | 22            |
| Public Defender            | 45 * Per Administrative Assistant (x2000) - 41 staff & 4 dedicated spaces in the parking garage = 45. The Public Defender has 18 dedicated parking spaces total downtown including the 4 in the parking garage. | 45            | 0             |
| Healthy Start              | 10 *Per DebbieW/Health Start (467-2016) 10 staff and 0 dedicated parking spaces.                                                                                                                                | 10            | 0             |
| DCF                        | 10 *Per the 10 requested Parking Permits issued annually to DCF.                                                                                                                                                | 10            | 0             |
| Pre-trial / Drug Lab       | 25 * Per Pre-trial Manager (x1418),                                                                                                                                                                             | 15            | 10            |
| Jurors (special)           | 40 * Approximated for long trial assignments                                                                                                                                                                    | 40            | 0             |
| <b>Total Parking Needs</b> | <b>373</b>                                                                                                                                                                                                      | <b>349</b>    | <b>24</b>     |
| Prospective Jurors         | 150-200 *Per Clerk of Court are needed on Monday and Tuesday. Wednesday the need is dropped to 75.                                                                                                              | 150-200       |               |

#### Existing Public Parking (Downtown Parking Location map)

|                                                              |           |                                                                                                      |
|--------------------------------------------------------------|-----------|------------------------------------------------------------------------------------------------------|
| TOTAL PUBLIC PARKING In Zone 3                               | 1365      | * Per Walker Consultant Study. Includes on and off street public parking. (Publish date May 26 2022) |
| <b>lots not noted on City map for Constitutional Offices</b> |           |                                                                                                      |
| Public Defender/Clerk                                        | 31        |                                                                                                      |
| Judges/Chiller Plant                                         | 11        |                                                                                                      |
| <b>TOTAL</b>                                                 | <b>42</b> |                                                                                                      |

**Joint Meeting with Fort Pierce and St. Lucie  
County -1:00**

**2. c.**

**Meeting Date:** 03/28/2023

**Re:**

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**SUBJECT:**

Port of Fort Pierce

\* Harbour Pointe Conceptual Plan

\*Exchange Agreement Status

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**Attachments**

Port Update - Harbour Pointe

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**Form Review**

Form Started By: Linda Cox  
Final Approval Date: 03/20/2023

Started On: 03/20/2023 10:25 AM



# Port of Fort Pierce Update

March 28, 2023

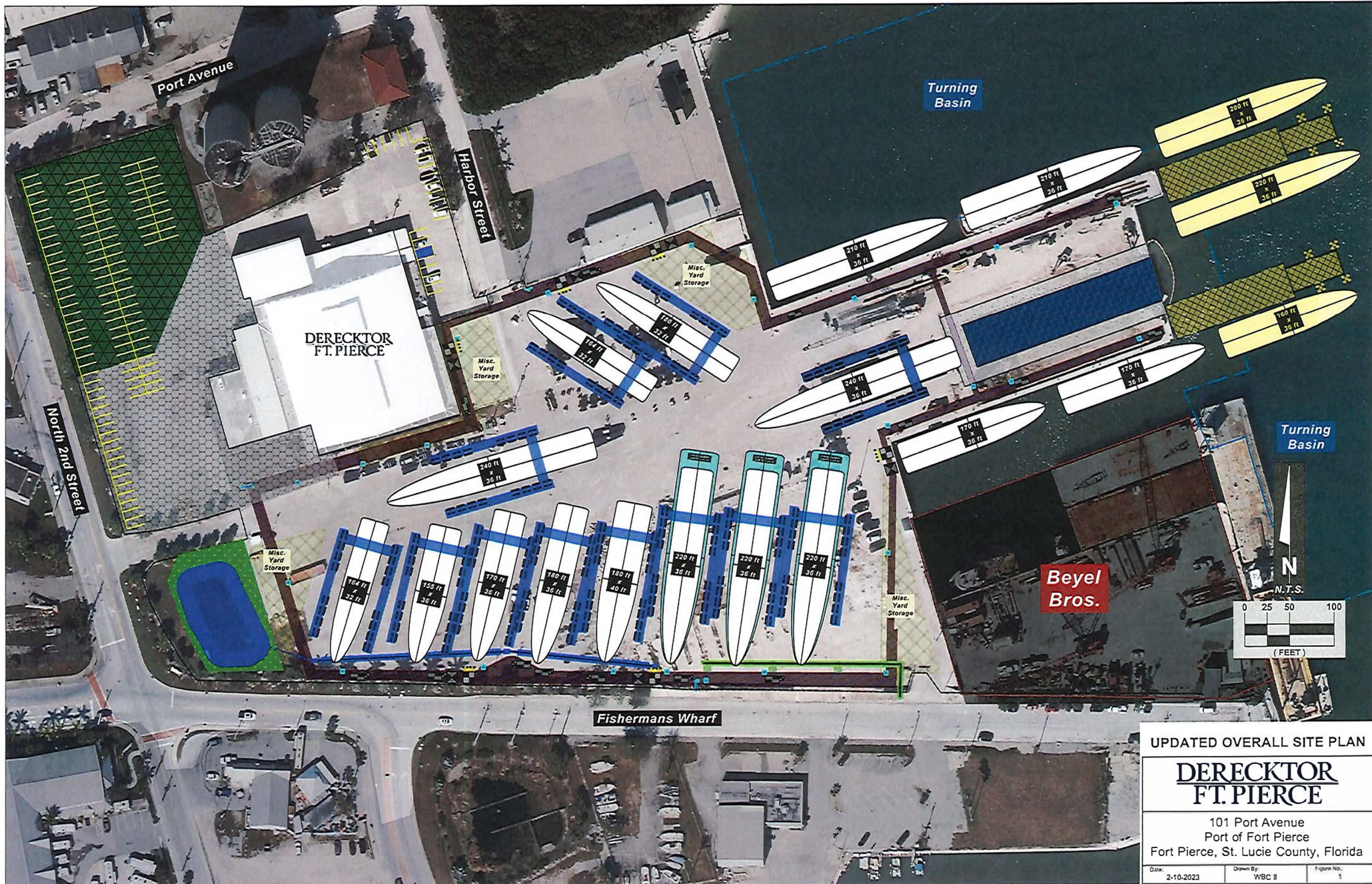


North Causeway  
Island Park

Harbour Pointe Park

Google

2D



UPDATED OVERALL SITE PLAN

**DERECKTOR  
FT. PIERCE**

101 Port Avenue  
Port of Fort Pierce  
Fort Pierce, St. Lucie County, Florida

|                    |                     |                  |
|--------------------|---------------------|------------------|
| Date:<br>2-10-2023 | Drawn By:<br>WBC II | Figure No.:<br>1 |
|--------------------|---------------------|------------------|



UNITED STATES DEPARTMENT OF COMMERCE  
The Foreign-Trade Zones Board  
Washington, D.C. 20230

Mr. J. Stanley Payne  
Executive Director, Air & Seaport  
St. Lucie County  
Treasure Coast International Airport  
3000 Curtis King Boulevard  
Fort Pierce, FL 34946

B-64-2021


Dear Mr. Payne:

We are pleased to enclose a copy of Board Order 2124 approving your application to reorganize FTZ 218 under the alternative site framework (ASF) with a service area of St. Lucie, Indian River and Okeechobee Counties, Florida. As you are probably aware, the approval is subject to our standard conditions, including the Board's standard 2,000-acre activation limit for the zone. In addition, Sites 2, 3 and 4 will be subject to an ASF sunset provision as magnet sites that would terminate authority for the sites on February 28, 2027 (and again every five years thereafter) if the site is not activated during the sunset period.

Please accept our best wishes for the success of your area's foreign-trade zone program.

Sincerely,

2/23/2022

X 

Signed by: ELIZABETH WHITEMAN  
Acting Executive Secretary

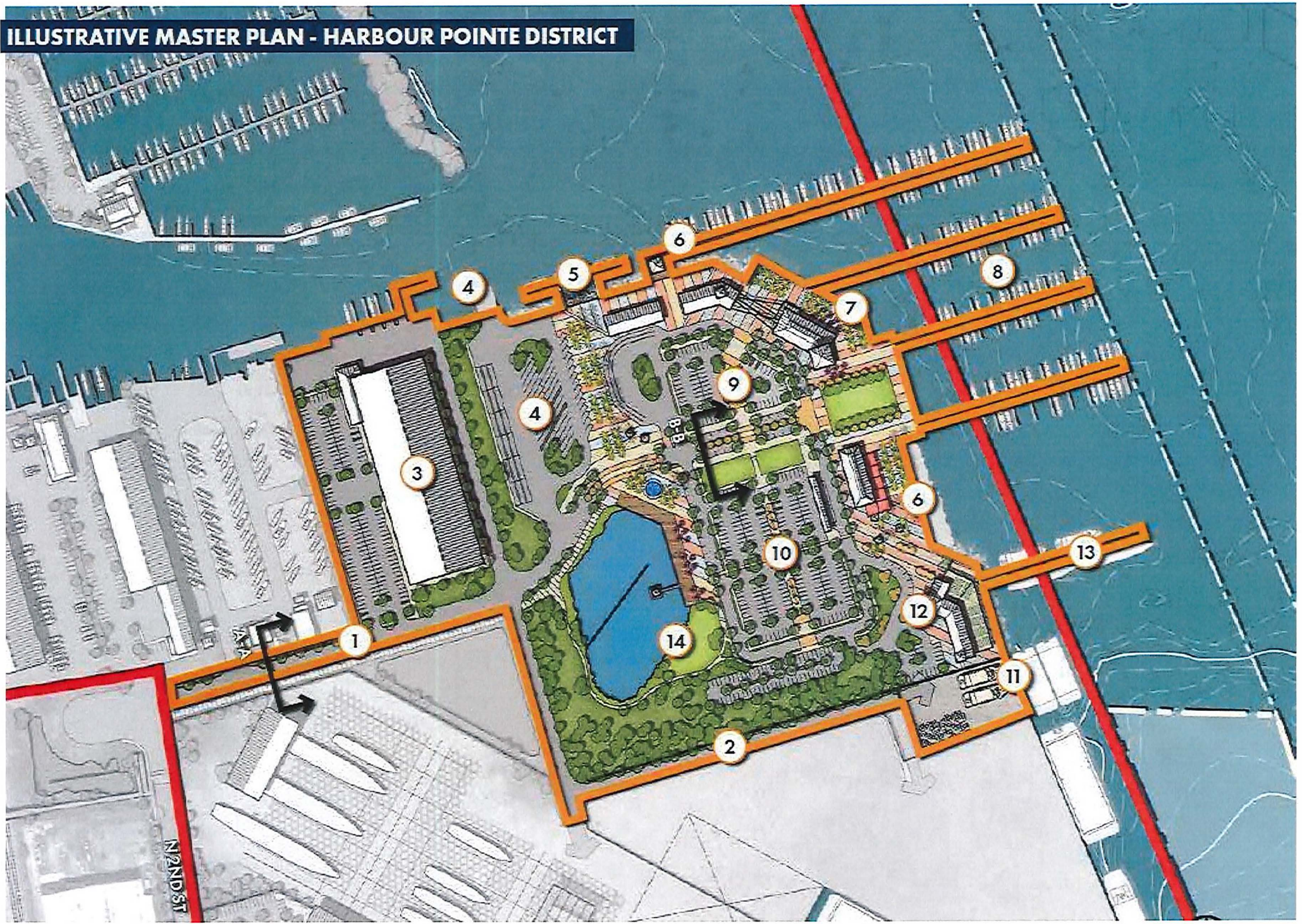
Enclosure

cc: David Scroggins - Port Director, U.S. Customs and Border Protection  
Lydia Jackson, CBP HQ

ARMY CIVIL WORKS PROGRAM  
DISASTER RELIEF SUPPLEMENTAL APPROPRIATIONS, 2022  
OPERATION AND MAINTENANCE SPEND PLAN

| STATE | DIVISION | BUSINESS PROGRAM 1/ | PROJECT                                                  | FY 2022 ALLOCATIONS | ADDITIONAL ALLOCATIONS | SUMMARY OF WORK TO BE ACCOMPLISHED WITH FY 2022 ALLOCATIONS                                                                                                                                                                                     | SUMMARY OF WORK TO BE ACCOMPLISHED WITH ADDITIONAL ALLOCATIONS                                                                                                                                                                                                                       |
|-------|----------|---------------------|----------------------------------------------------------|---------------------|------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| AK    | POD      | NHD                 | NOME HARBOR, AK                                          |                     | 2,500,000              |                                                                                                                                                                                                                                                 | Funding for contract award and administration for repair of the causeway bridge damaged from Typhon Merbok                                                                                                                                                                           |
| AL    | SAD      | REC                 | ALABAMA RIVER LAKES, AL                                  | 960,000             |                        | Re-opening of Small Boat Access Channels                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                      |
| AL    | SAD      | REC                 | TENNESSEE - TOMBIGBEE WATERWAY, AL & MS                  | 1,710,000           |                        | Shoreline Stabilization and Erosion Control                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                      |
| AR    | SWD      | ENS                 | BLUE MOUNTAIN LAKE, AR                                   | 130,000             |                        | High Water Environmental Stewardship Repairs                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                      |
| AR    | SWD      | ENS                 | BULL SHOALS LAKE, AR                                     | 100,000             |                        | High Water Natural Resource Impacts Restoration                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                      |
| AR    | SWD      | ENS                 | DIERKS LAKE, AR                                          | 15,000              |                        | High Water Environmental Repairs                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                      |
| AR    | MVD      | NHS                 | HELENA HARBOR, AR                                        | 525,000             | 525,000                | Maintenance Dredging                                                                                                                                                                                                                            | Additional dredging activities for navigation required to address extreme low water impacts                                                                                                                                                                                          |
| AR    | SWD      | REC                 | MCLELLAN-KERR ARKANSAS RIVER NAVIGATION SYSTEM, AR       |                     | 250,000                |                                                                                                                                                                                                                                                 | Replace restroom/shower in the D area of Tar Camp damaged during the 2019 Arkansas River Flood.                                                                                                                                                                                      |
| AR    | SWD      | ENS                 | NIMROD LAKE, AR                                          | 145,000             |                        | High Water Natural Resource Impacts Restoration                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                      |
| AR    | SWD      | ENS                 | NORFORK LAKE, AR                                         | 275,000             |                        | High Water Natural Resource Impacts Restoration                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                      |
| AR    | MVD      | NHS                 | OSCEOLA HARBOR, AR                                       |                     | 800,000                |                                                                                                                                                                                                                                                 | Additional dredging activities for navigation required to address extreme low water impacts                                                                                                                                                                                          |
| AR    | MVD      | REC, NIL            | OUACHITA AND BLACK RIVERS, AR & LA                       | 2,540,000           | 1,600,000              | Silt Buildup on Recreation Areas and Dredging                                                                                                                                                                                                   | Additional dredging activities for navigation required to address extreme low water impacts.                                                                                                                                                                                         |
| AR    | MVD      | NHS                 | YELLOW BEND PORT, AR                                     |                     | 950,000                |                                                                                                                                                                                                                                                 | Additional dredging activities for navigation required to address extreme low water impacts.                                                                                                                                                                                         |
| CA    | SPD      | REC                 | COYOTE VALLEY DAM, LAKE MENDOCINO, CA                    | 2,500,000           |                        | Replace and repair restrooms at Pomo C, South Boat Ramp Parking Lot Extension, Overlook, and Fig Recreation Areas and Clean-up, demolish, and rebuild recreation, utility, and maintenance assets destroyed by the September 2021 Hopkins Fire. |                                                                                                                                                                                                                                                                                      |
| CA    | SPD      | NHD                 | SANTA BARBARA HARBOR, CA                                 |                     | 1,000,000              |                                                                                                                                                                                                                                                 | Perform critical minimum level maintenance dredging of the harbor entrance channel                                                                                                                                                                                                   |
| CT    | NAD      | REC                 | HOP BROOK LAKE, CT                                       | 125,000             |                        | Provide advance Engineering & Design to extend public water utility from Beach Restroom area to the West Lawn and Upper End Restroom areas.                                                                                                     |                                                                                                                                                                                                                                                                                      |
| FL    | SAD      | NHD                 | CANAVERAL HARBOR, FL                                     |                     | 25,703,000             |                                                                                                                                                                                                                                                 | Restore Brevard County North Reach due to shoreline damages, Critical Repairs to Boat barriers/buoys for Canaveral Lock and Perform additional dredging, Sand Bypass Maintenance, and Jetty Maintenance due to storm damages.                                                        |
| FL    | SAD      | REC, FDRR, NHS      | CENTRAL & SOUTHERN FLORIDA, FL                           |                     | 366,000                |                                                                                                                                                                                                                                                 | Replacement of Courtesy Dock at W.P. Franklin South Recreation Area, WP Franklin South Utility Dock, Repair Roofs at WP Franklin North Buildings, Dock Repairs at WP Franklin North, Repairs to Boat barriers/buoys, and Roof repairs to 5 Lock Control Bldgs. at WP. Franklin lock. |
| FL    | SAD      | NHS                 | CHANNEL FROM NAPLES TO BIG MARCO PASS, FL                |                     | 10,000,000             |                                                                                                                                                                                                                                                 | Maintenance Dredging                                                                                                                                                                                                                                                                 |
| FL    | SAD      | NHS                 | FORT MEYERS BEACH, FL                                    |                     | 10,000,000             |                                                                                                                                                                                                                                                 | Maintenance Dredging                                                                                                                                                                                                                                                                 |
| FL    | SAD      | NHD                 | FORT PIERCE HARBOR, FL                                   |                     | 10,000,000             |                                                                                                                                                                                                                                                 | Maintenance Dredging                                                                                                                                                                                                                                                                 |
| FL    | SAD      | NHS                 | INTRACOASTAL WATERWAY, CALOOSAHATCHEE R TO ANCLOTE R, FL |                     | 15,000,000             |                                                                                                                                                                                                                                                 | Maintenance Dredging                                                                                                                                                                                                                                                                 |
| FL    | SAD      | REC, ENS            | JIM WOODRUFF LOCK AND DAM, LAKE SEMINOLE, FL, AL & GA    | 480,000             |                        | Small boat access channels recovery and clearing of canals and channels of trees.                                                                                                                                                               |                                                                                                                                                                                                                                                                                      |
| FL    | SAD      | NHS                 | NEW PASS, SARASOTA, FL                                   |                     | 8,000,000              |                                                                                                                                                                                                                                                 | Maintenance Dredging                                                                                                                                                                                                                                                                 |
| FL    | SAD      | NHS                 | OKEECHOBEE WATERWAY, FL                                  |                     | 40,000                 |                                                                                                                                                                                                                                                 | Critical repairs to Orton Lock Control Bldg.                                                                                                                                                                                                                                         |
| FL    | SAD      | NHD                 | PALM BEACH HARBOR, FL                                    |                     | 9,000,000              |                                                                                                                                                                                                                                                 | Maintenance Dredging and Jetty Maintenance                                                                                                                                                                                                                                           |
| FL    | SAD      | NHD                 | REMOVAL OF AQUATIC GROWTH, FL                            |                     | 120,000                |                                                                                                                                                                                                                                                 | Emergency removal of tussocks and Critical repairs to SF 83 Bldg. at Julian Keen Jr. Lock and Dam                                                                                                                                                                                    |

**ILLUSTRATIVE MASTER PLAN - HARBOUR POINTE DISTRICT**











- Artificial Reef/ Commercial/ Service Vessel Dock
- Boat Ramp
- Pavilion/Restroom
- Commercial
- Seafood Processing/Market
- Bulkhead
- Restaurant
- Beachwalk
- Commercial Area Parking
- Promenade
- Pavilion with Picnic Tables
- Bioswales
- Picnic Pavilions
- Wall Fountains
- Observation Tower
- Linear Park
- Recreation Area Parking
- Kayak Dropoff Area
- Kayak Launch Area
- Littoral Planting Zone
- Pond 3 Expansion
- Entry Sign
- Sidewalk
- Bridge

**COMMUNITY SOLUTIONS GROUP**  
 A CIV Consultants, Inc. Service Group  
 450 E. South Tower Drive 700  
 Orlando, Florida 32801  
 T: 407.433.6349  
 www.communitysolutionsgroup.com

**Harbour Pointe**  
 St. Lucie, FL



PROJECT NO. R2208192.01  
 DATE OF ISSUE 11/15/2022  
 REVISION

Conceptual Master Plan









Port of Fort Pierce Fisherman's Wharf  
 Redevelopment Plan  
 Conceptual Site Plan

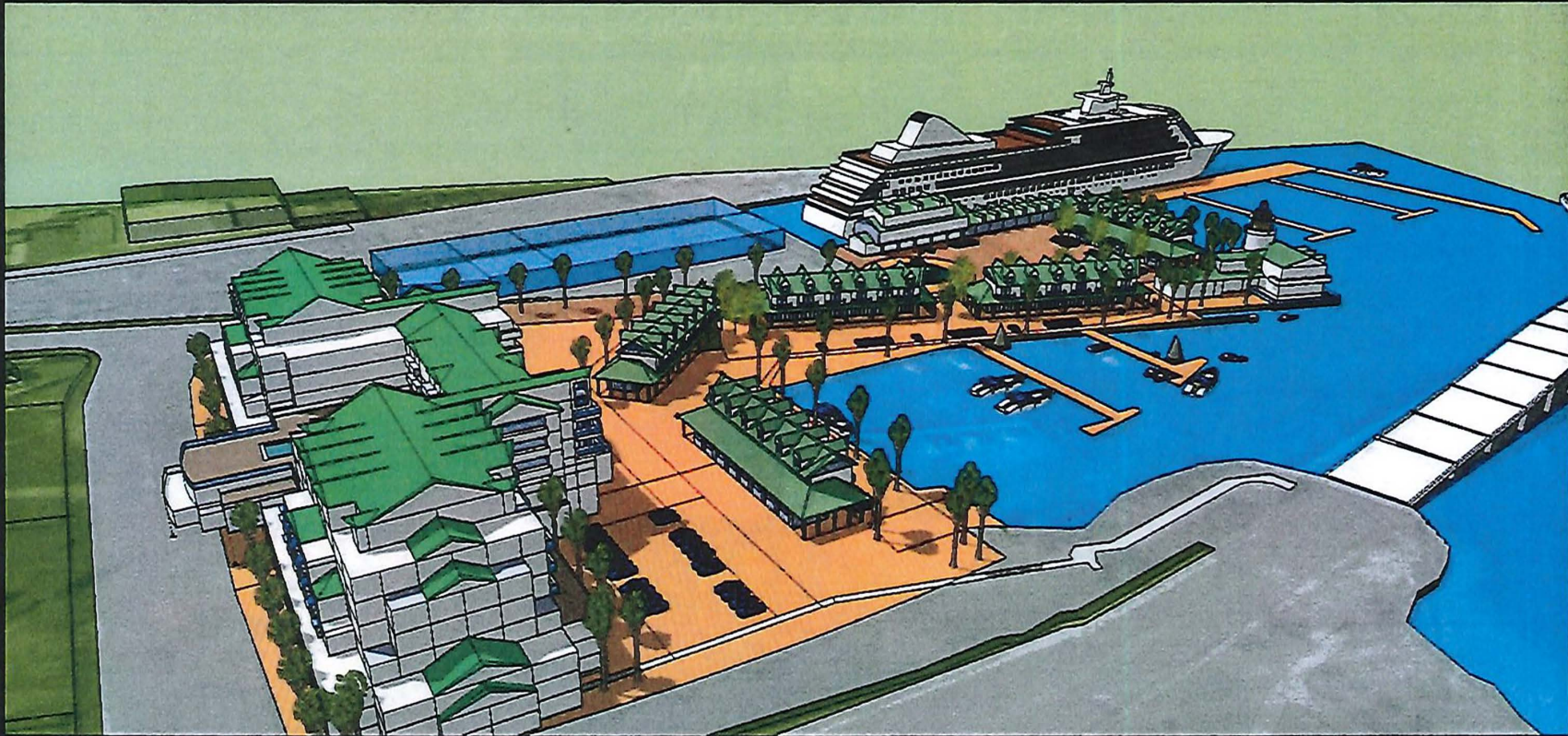


**CULPEPPER & TERPENING, INC.**  
 CONSULTING ENGINEERS | LAND SURVEYORS  
2000 W. US HIGHWAY 1, SUITE 200, FORT PIERCE, FLORIDA 34946  
 TEL: 888.888.8888 FAX: 888.888.8888 WWW.CULPEPPER-TERPENING.COM



**FISHERMAN'S WHARF - Master Plan**  
 DATE: May 25, 2017





View From SW





**Joint Meeting with Fort Pierce and St. Lucie  
County -1:00**

**2. d.**

**Meeting Date:** 03/28/2023

**Re:**

---

**SUBJECT:**

Impact Fees

---

**Attachments**

Jenkins Overlay

Jenkins (Glades to Midway) Roadway Impact Fees Widening Projects (Detail Sheets)

Jenkins (Midway to Orange) Roadway Impact Fees Widening Projects (Detail Sheets)

Selvitz Roadway Impact Fees Widening Projects (Detail Sheets)

Edwards Roadway Impact Fees Widening Projects (Detail Sheets)

County Roadway Impact Fee Funded Projects Presentation

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**Form Review**

Form Started By: Linda Cox

Started On: 03/20/2023 10:26 AM

Final Approval Date: 03/20/2023

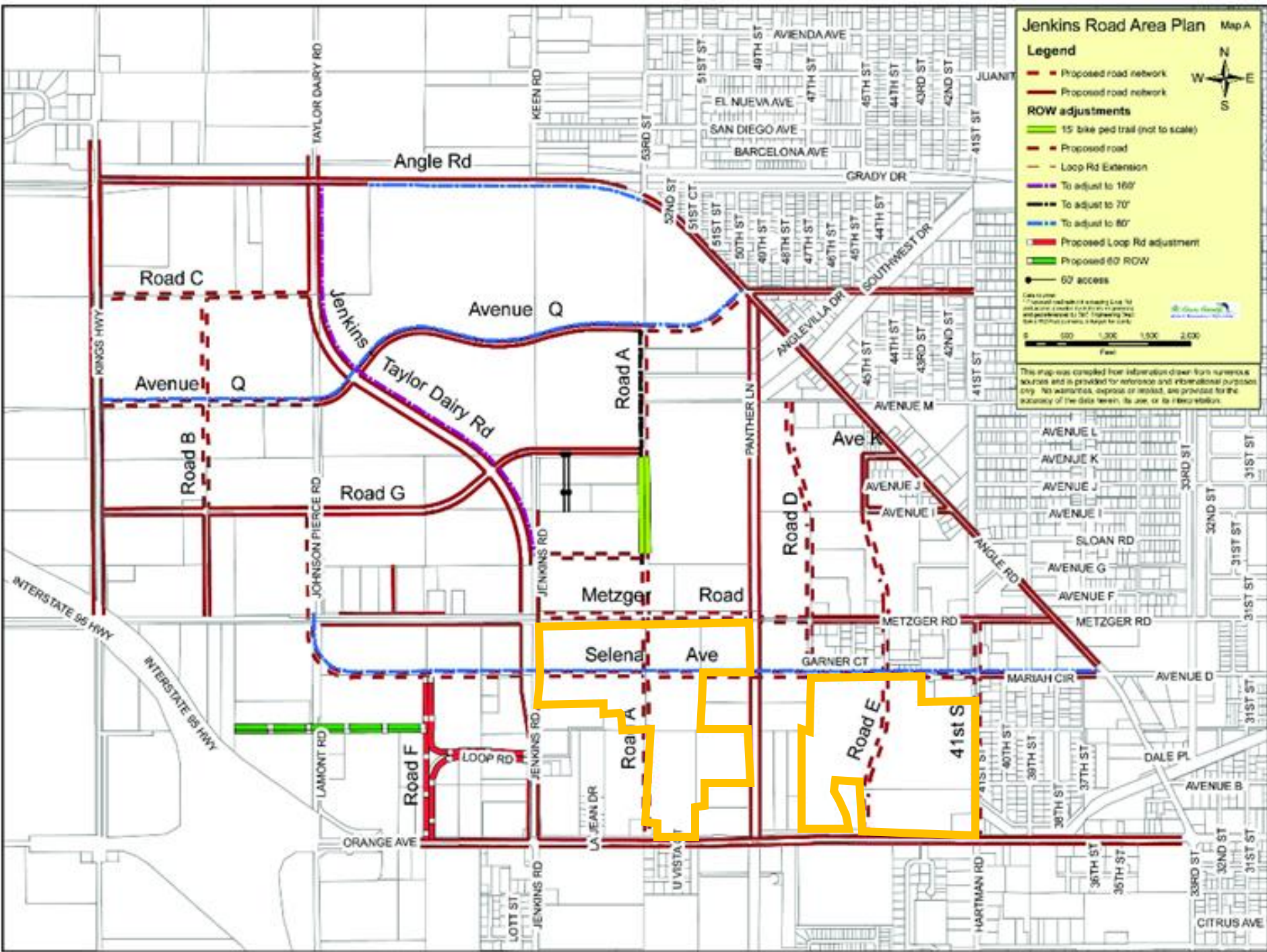
Jenkins Road Area Plan Map A

**Legend**

- Proposed road network (Red solid line)
- Proposed road network (Red dashed line)
- ROW adjustments
  - 15' bike ped trail (not to scale) (Green dashed line)
  - Proposed road (Red solid line)
  - Loop Rd Extension (Red dashed line)
  - To adjust to 100' (Purple dashed line)
  - To adjust to 70' (Black dashed line)
  - To adjust to 80' (Blue dashed line)
  - Proposed Loop Rd adjustment (Red dashed line)
  - Proposed 60' ROW (Green solid line)
  - 60' access (Black solid line)

Scale: 0 500 1,000 1,500 2,000 Feet

This map was compiled for information from numerous sources and is provided for reference and informational purposes only. No warranty, express or implied, are provided for the accuracy of the data herein, its use, or its interpretation.





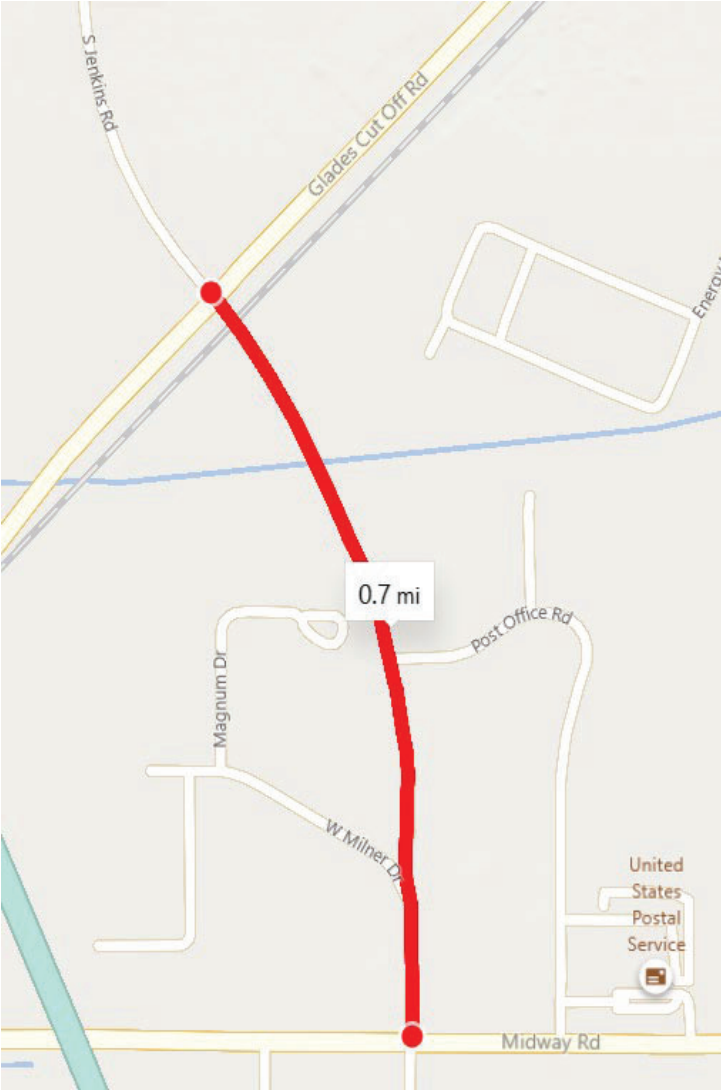
# DEPARTMENT OF PUBLIC WORKS

## Jenkins Road Extension South

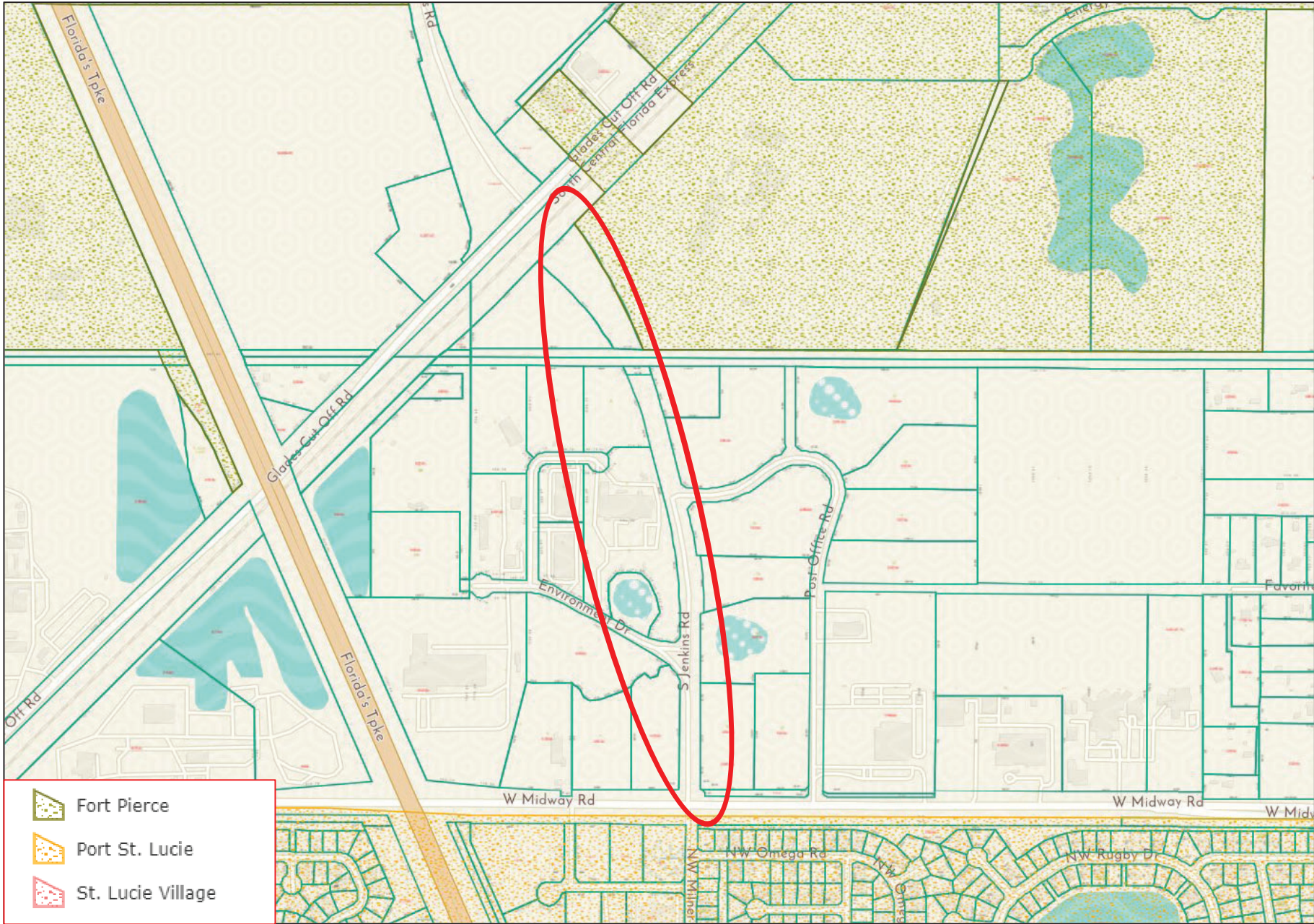
**Description:** The project consists of a 4-lane corridor from Glades Cut-Off Road to Midway Road. The project will include the extension of the alignment from Post Office Road north across the FEC railroad and terminating at Glades Cut-Off Road.

**From:** Glades Cut-Off Road

**To:** Midway Road



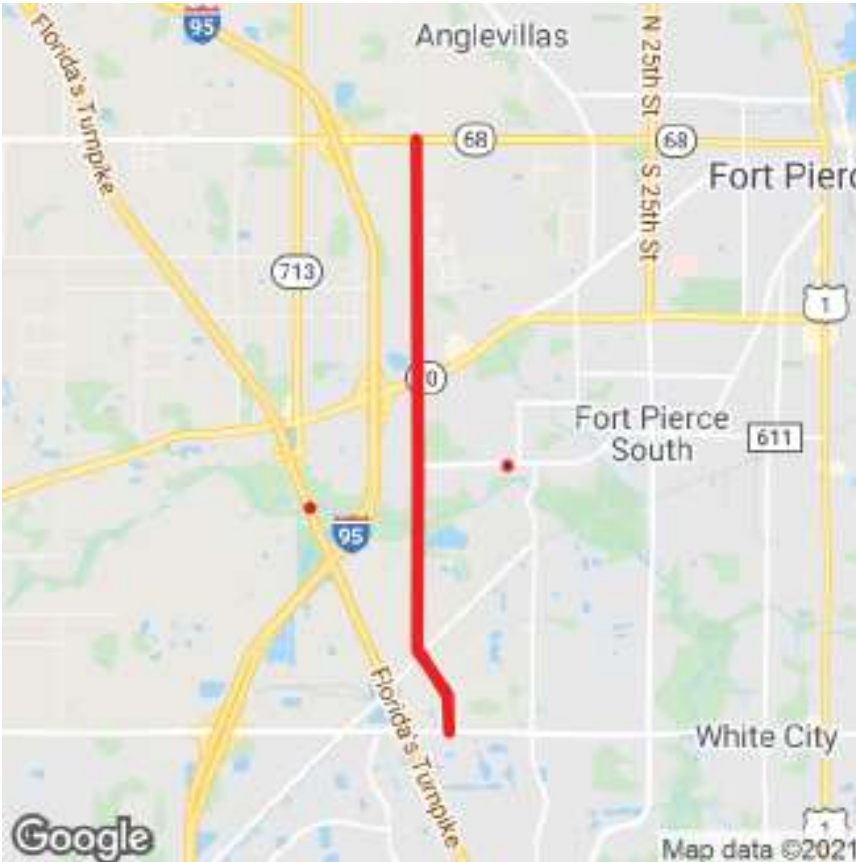
| Phase         | FY2021      | FY2022      | FY2023 | FY2024       | FY2025 |
|---------------|-------------|-------------|--------|--------------|--------|
| Design        | \$2,000,000 |             |        |              |        |
| Right of Ways |             | \$3,500,000 |        |              |        |
| Construction  |             |             |        | \$12,000,000 |        |





# DEPARTMENT OF PUBLIC WORKS

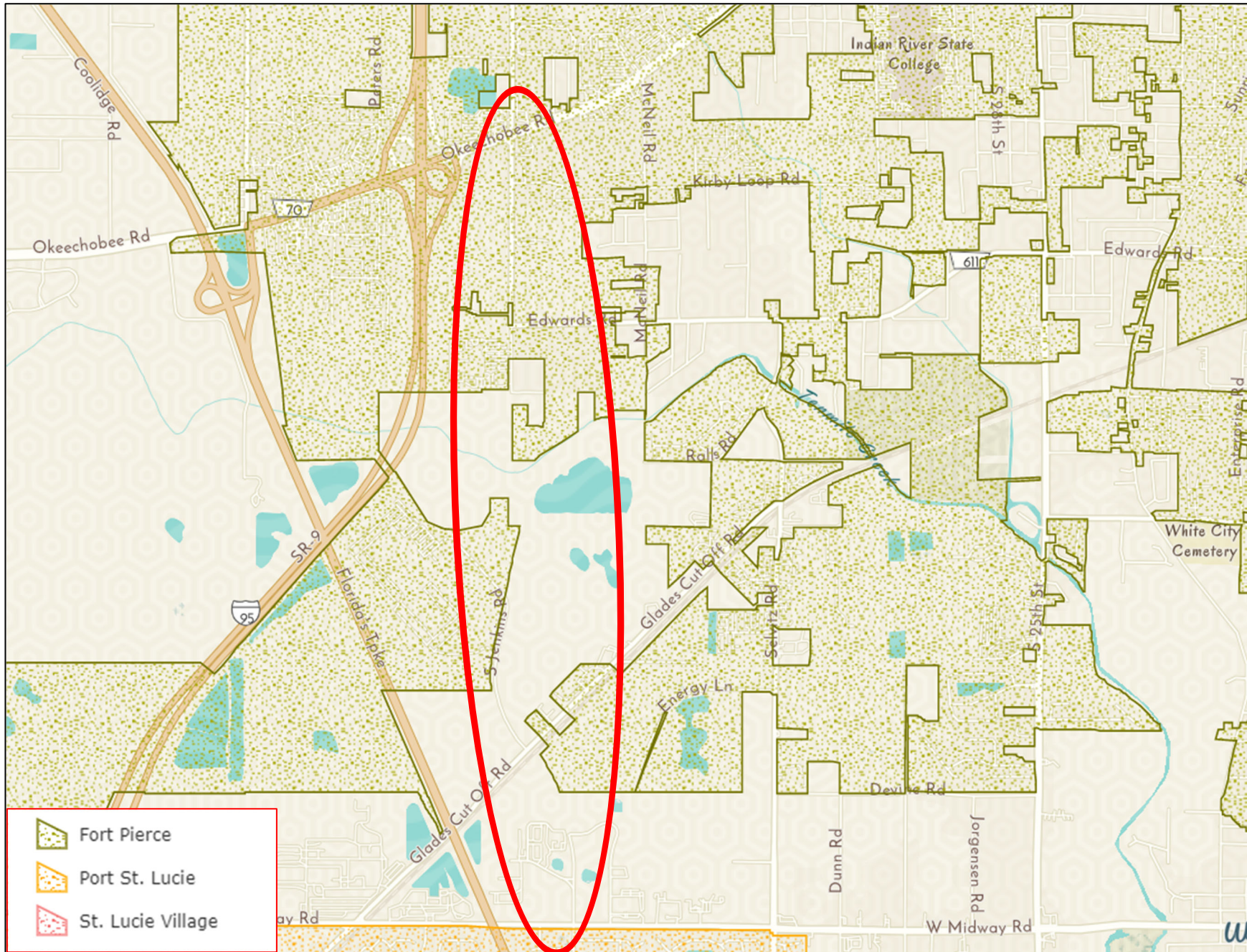
## Jenkins Road Extension



**Description:** PD&E/EMO Study  
**From:** Midway Road  
**To:** Orange Avenue

| Phase    | FY2023              | FY2024                | FY2025 | FY2026 | FY2027 |
|----------|---------------------|-----------------------|--------|--------|--------|
| PDE-GFSU | \$667,925           | \$0                   |        |        |        |
| PDE-LFP  | \$0                 | \$1,000,000           |        |        |        |
| PDE-SU   | \$20,000            | \$20,000              |        |        |        |
| PDE-TRIP | \$104,900           | \$1,000,000           |        |        |        |
|          | <b>\$792,825.00</b> | <b>\$2,020,000.00</b> |        |        |        |

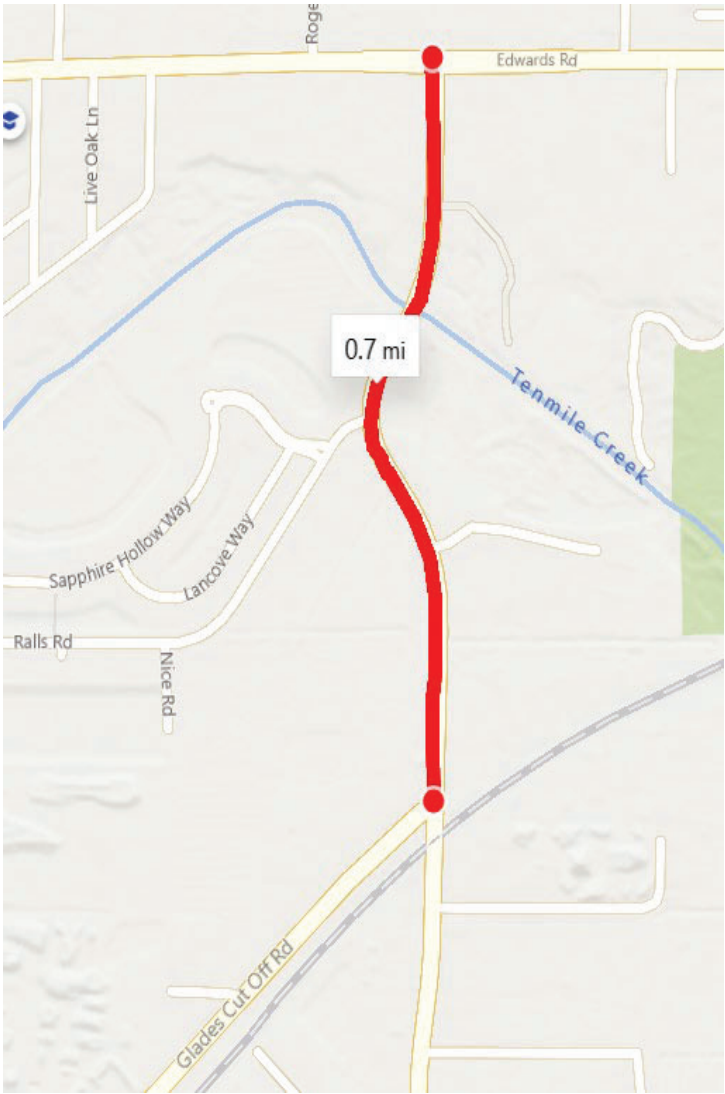
*Note: The County initially had reserved \$375,000 to contribute in FY-23 for the PDE phase. Nevertheless, FDOT has identified an additional funding source (GFSU) contributing \$667,925.*





# DEPARTMENT OF PUBLIC WORKS

## Selvitz Road Widening Project

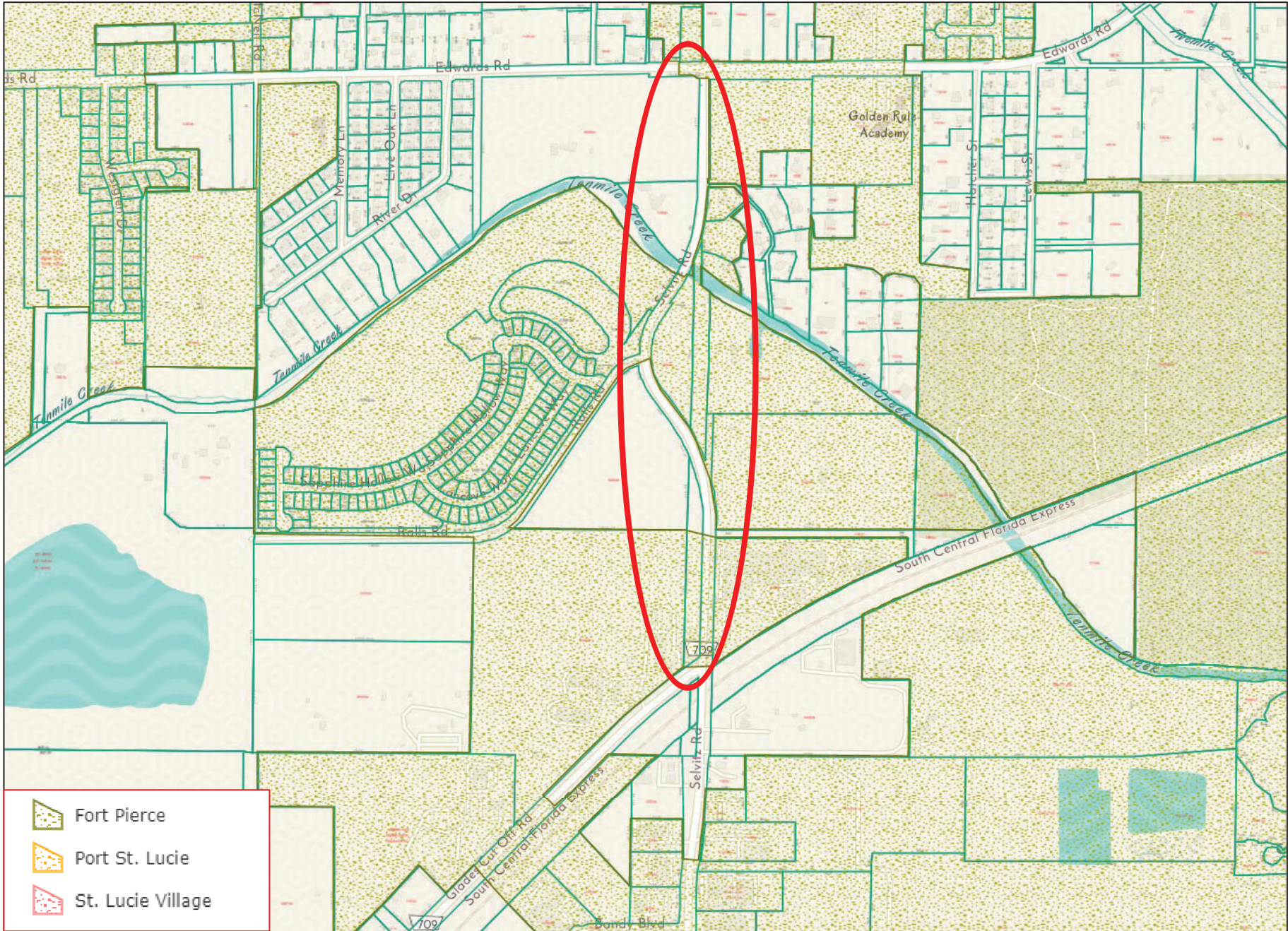


**Description:** The project consists of a four-lane urban roadway with buffered bike lanes, a 12-foot shared-use path on the east, and a six-foot sidewalk on the west.

**From:** Glades Cut-Off Road

**To:** Edwards Road

| Phase         | FY2021      | FY2022      | FY2023 | FY2024 | FY2025       |
|---------------|-------------|-------------|--------|--------|--------------|
| Design        | \$2,685,000 | \$1,315,000 |        |        |              |
| Right of Ways |             | \$3,000,000 |        |        |              |
| Construction  |             |             |        |        | \$17,000,000 |



- Fort Pierce
- Port St. Lucie
- St. Lucie Village



## DEPARTMENT OF PUBLIC WORKS

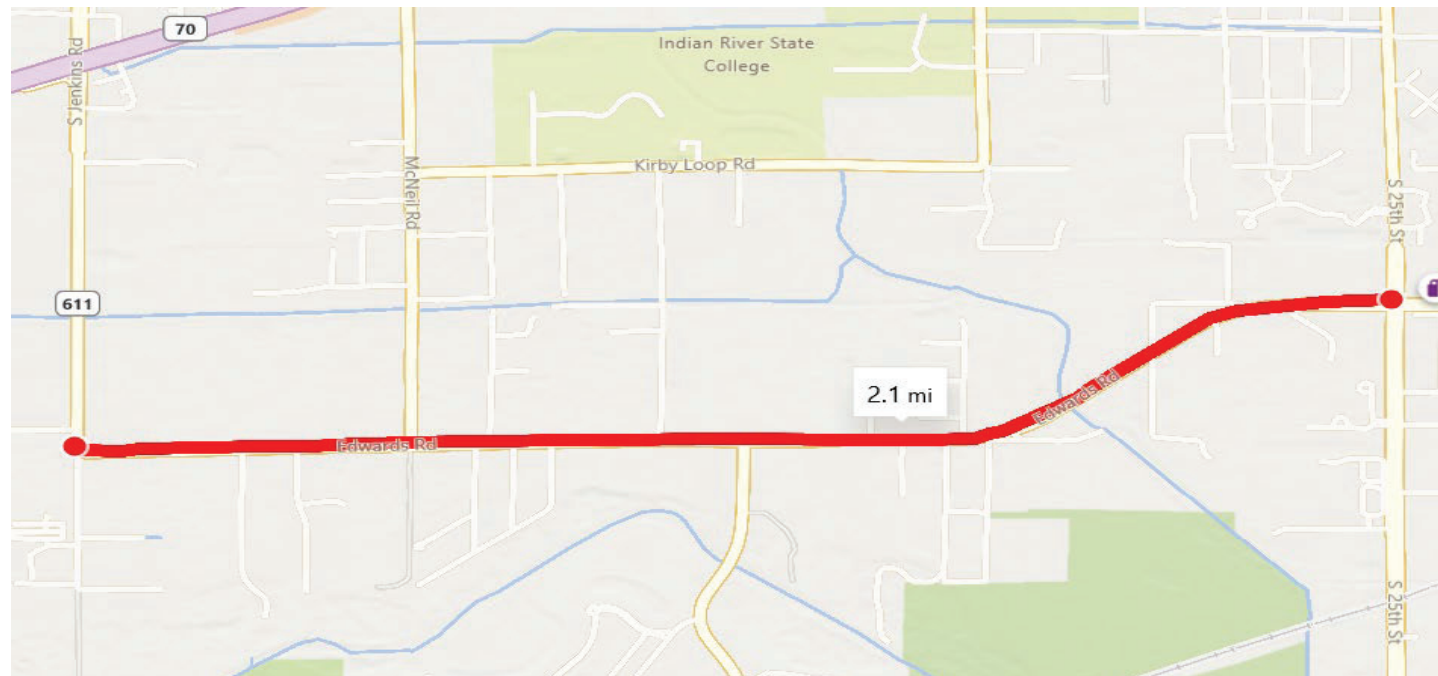
### Edwards Road Widening

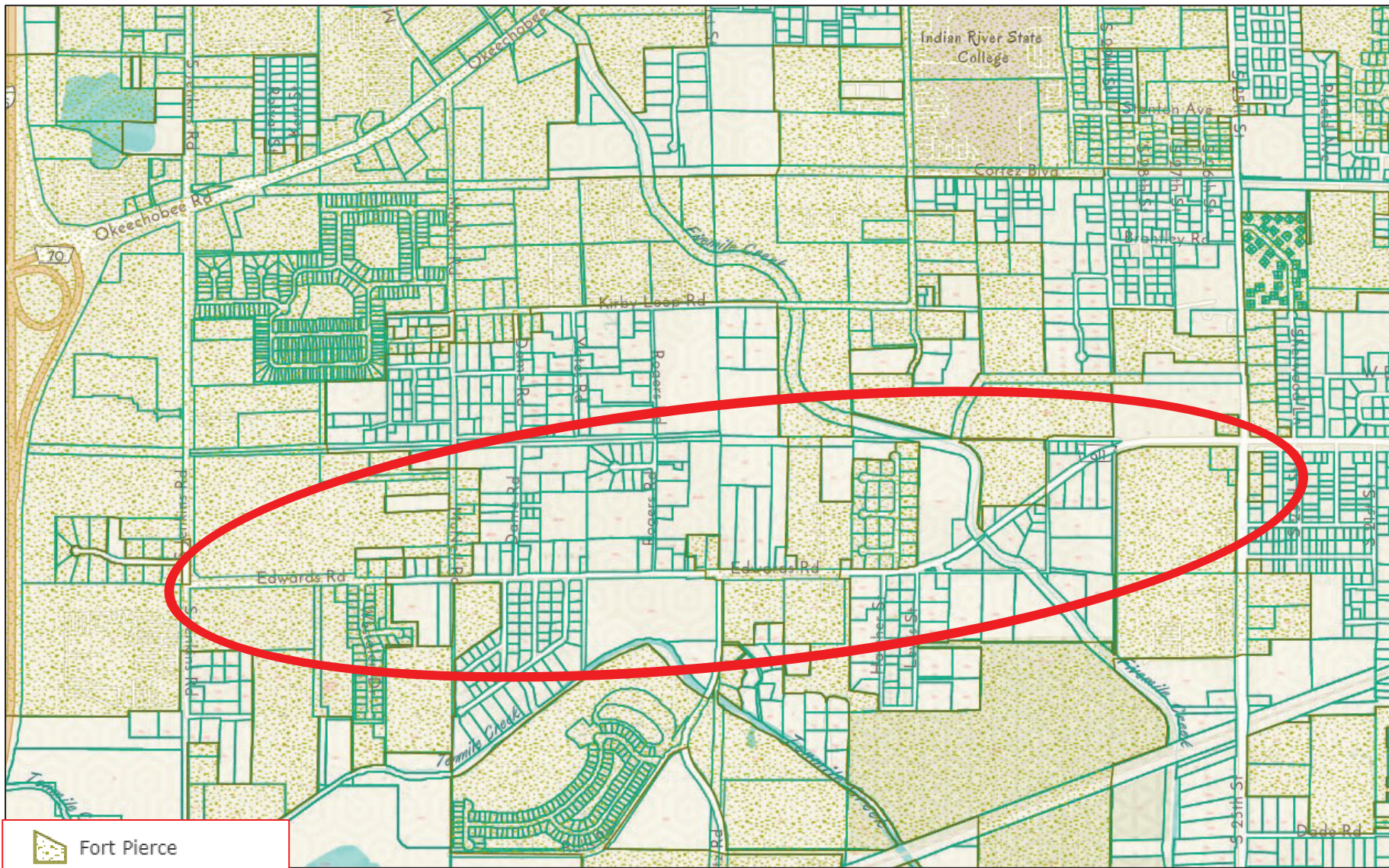
**Description:** The project consists of a 4-lane multimodal corridor along Edwards Road between Jenkins Road and 25th Street and will replace the bridge over 5-Mile Creek, which is functionally obsolete. The corridor will likely require the significant acquisition of property as insufficient right-of-way exists.




**From:** 25<sup>th</sup> Street

**To:** Jenkins Road

| Phase         | FY2023 | FY2024      | FY2025      | FY2026      | FY2027 | FY2028       | Out Years    |
|---------------|--------|-------------|-------------|-------------|--------|--------------|--------------|
| Design        |        | \$1,500,000 |             |             |        |              |              |
| Right of Ways |        |             | \$2,000,000 | \$5,000,000 |        |              |              |
| Construction  |        |             |             |             |        | \$15,000,000 | \$10,000,000 |





-  Fort Pierce
-  Port St. Lucie
-  St. Lucie Village

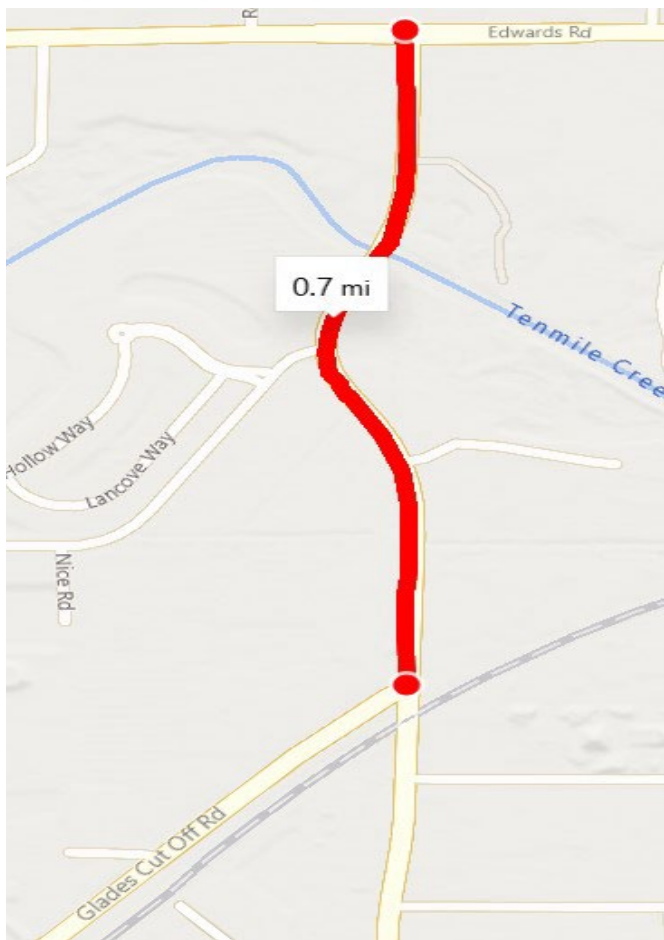


City of Ft. Pierce & St. Lucie County  
Joint Board Meeting, Item 2.D  
March 28, 2023

# **St. Lucie County Roadway Impact Fee Funded Projects**

Patrick Dayan, P.E. – Public Works Director

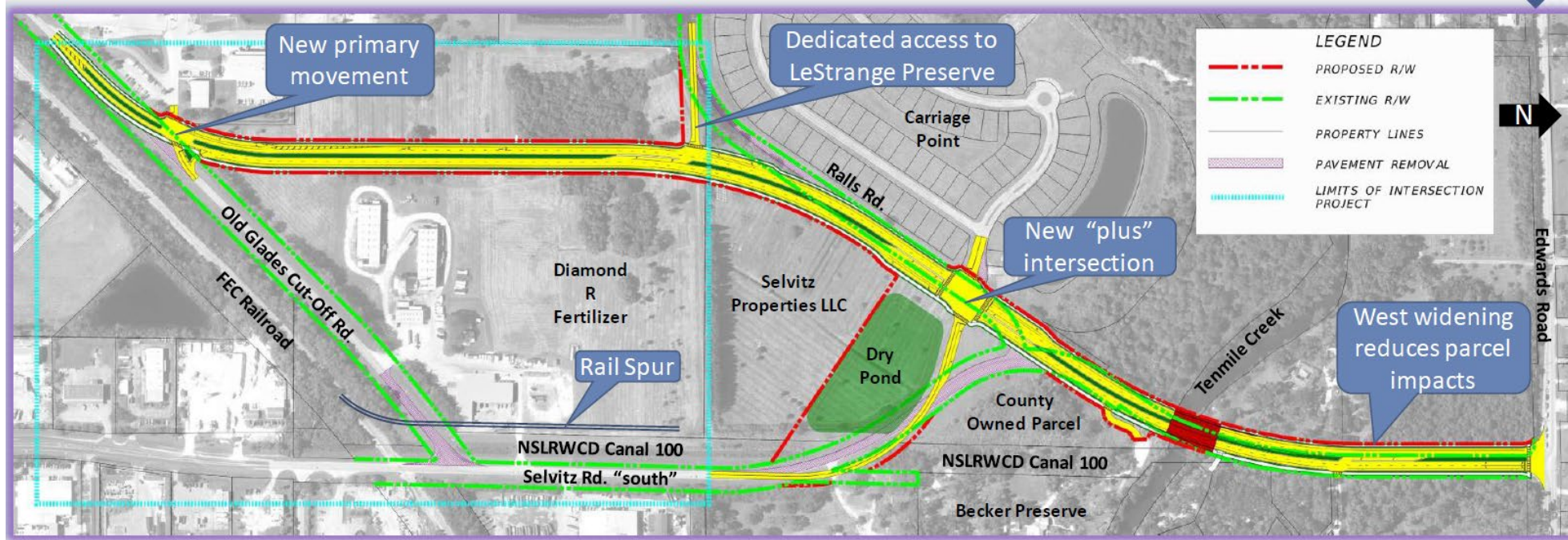
# Selvitz Road Widening Project



**From: Glades Cut-Off Road To: Edwards Road**

- Revised Alignment
- New Bridge over Ten-Mile Creek
- Four-lane urban divided corridor
- Buffered bike lanes
- 12' shared-use path (east side)
- 6' sidewalk (west side)

# Selvitz Road Widening Project

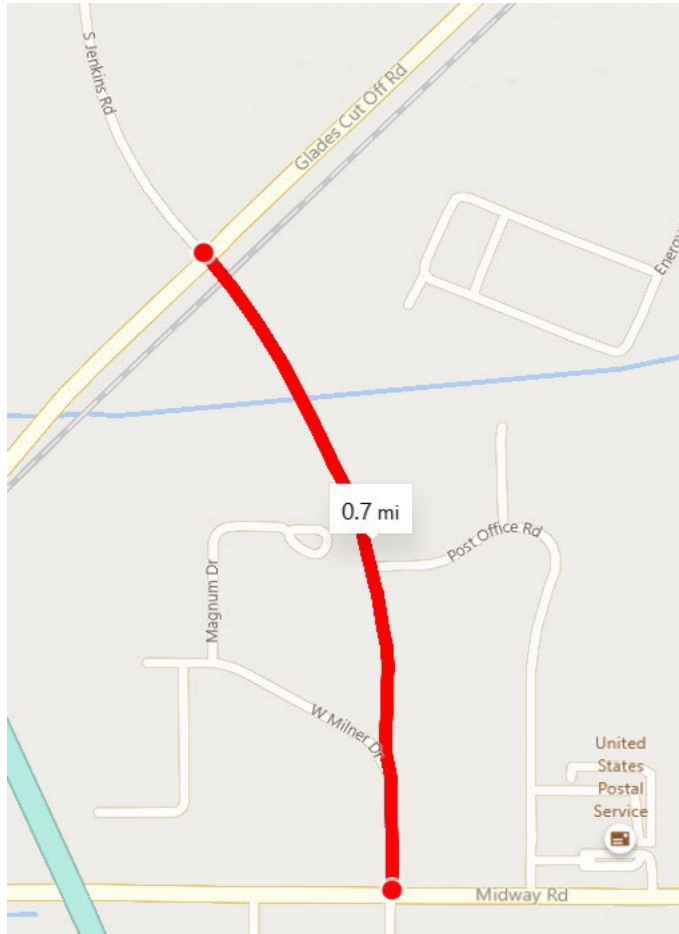


| Phase         | PRIOR  | FY24 | FY25  | FY26 | FY27 | FY28 | OUT YEAR |
|---------------|--------|------|-------|------|------|------|----------|
| Design        | \$1.5M |      |       |      |      |      |          |
| Right of Ways | \$7M   |      |       |      |      |      |          |
| Construction  |        |      | \$17M |      |      |      |          |

# Jenkins Road Extension South

**From: Glades Cut-Off Road To: Midway Road**

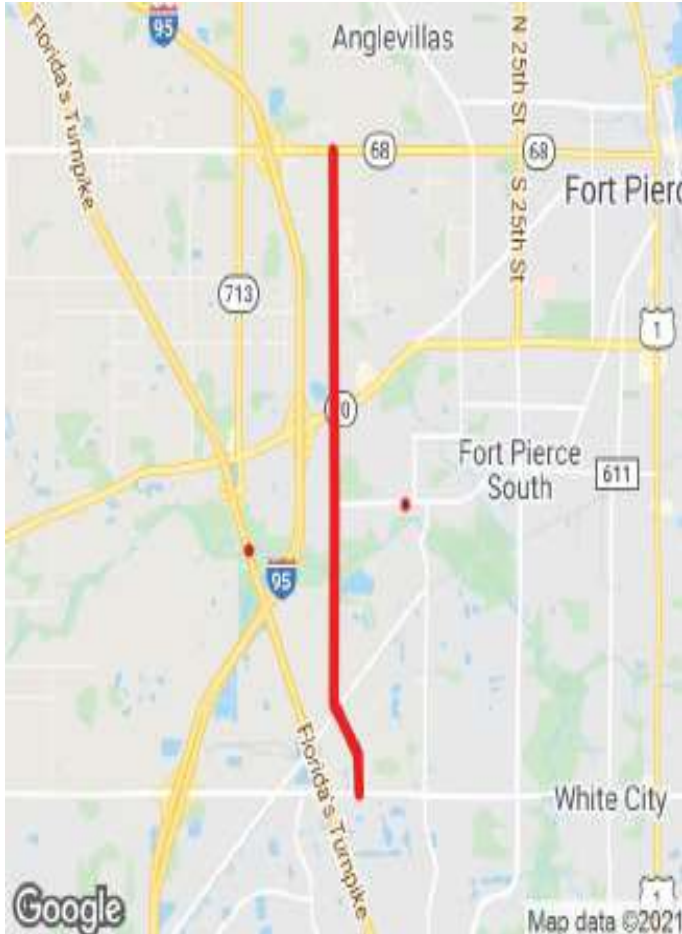
- 4-Lane Corridor
- Florida East Coast (FEC) railroad crossing
- Buffered bike lanes
- Traffic signal at Midway Road



| Phase         | PRIOR  | FY24  | FY25 | FY26 | FY27 | FY28 | OUT YEAR |
|---------------|--------|-------|------|------|------|------|----------|
| Design        | \$3.9M |       |      |      |      |      |          |
| Right of Ways | \$1M   |       |      |      |      |      |          |
| Construction  |        | \$12M |      |      |      |      |          |

# Jenkins Road Extension North

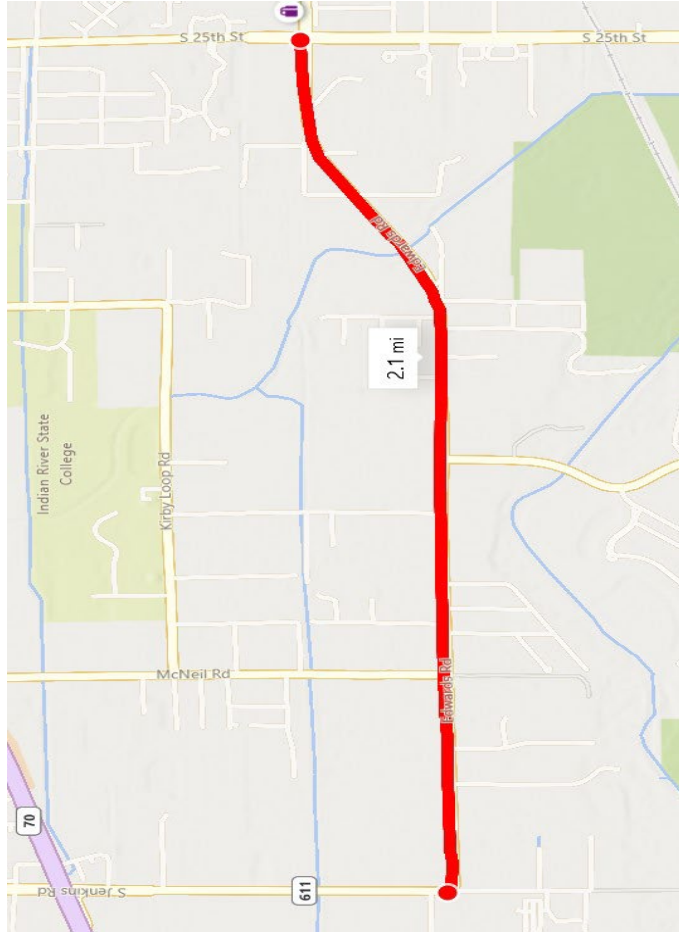
**From: Midway Road To: Orange Avenue**



| Phase         | PRIOR          | FY24           | FY25 | FY26 | FY27 | FY28 | OUT YEAR       |
|---------------|----------------|----------------|------|------|------|------|----------------|
| PDE-LOCAL     | \$.37M         | \$1.M          |      |      |      |      |                |
| PDE-FDOT      | \$.79M         | \$1.02M        |      |      |      |      |                |
| Design        |                |                |      |      |      |      |                |
| Right of Ways |                |                |      |      |      |      |                |
| Construction  |                |                |      |      |      |      |                |
| <b>Total</b>  | <b>\$1.06M</b> | <b>\$2.02M</b> |      |      |      |      | <b>\$65.6M</b> |

- TRIP Grant Secured for PD&E Cost
- Design, Right-of-Way & Construction unfunded
- Out year costs based on TPO's Long Range Transportation Plan (LRTP)

# Edwards Road Widening



**From: 25<sup>th</sup> Street To: Jenkins Road**

- 4-lane Multimodal corridor
- Used as Truck Route
- Bridge replacement over Five-Mile Creek
- Significant Property Acquisition

| Phase         | PRIOR | FY24   | FY25 | FY26 | FY27 | FY28  | OUT YEAR |
|---------------|-------|--------|------|------|------|-------|----------|
| Design        |       | \$1.5M |      |      |      |       |          |
| Right of Ways |       |        | \$2M | \$5M |      |       |          |
| Construction  |       |        |      |      |      | \$15M | \$10M    |



# **Impact Fees Roadway Projects**

**Questions?  
Department of Public Works**

**Joint Meeting with Fort Pierce and St. Lucie  
County -1:00**

**2. e.**

**Meeting Date:** 03/28/2023

**Re:**

---

**SUBJECT:**

Annexation

---

**Attachments**

Annexation Strategy - Joint Meeting

Current Fort Pierce City Limits Map

FPUA Retail Service Area and Annexation Agreement Map

Letter to D. McIntyre re ISBA Resolution 23-R14

Paradise Park Fiesta Hill map

Draft Reso 23-037 - City of Fort Pierce, Negotiating Interlocal Service Boundary Agreement

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**Form Review**

Form Started By: Linda Cox

Started On: 03/20/2023 10:26 AM

Final Approval Date: 03/20/2023

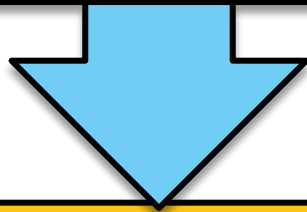


# ANNEXATION STRATEGY

City of Fort Pierce and St. Lucie County Joint Meeting • March 28, 2023



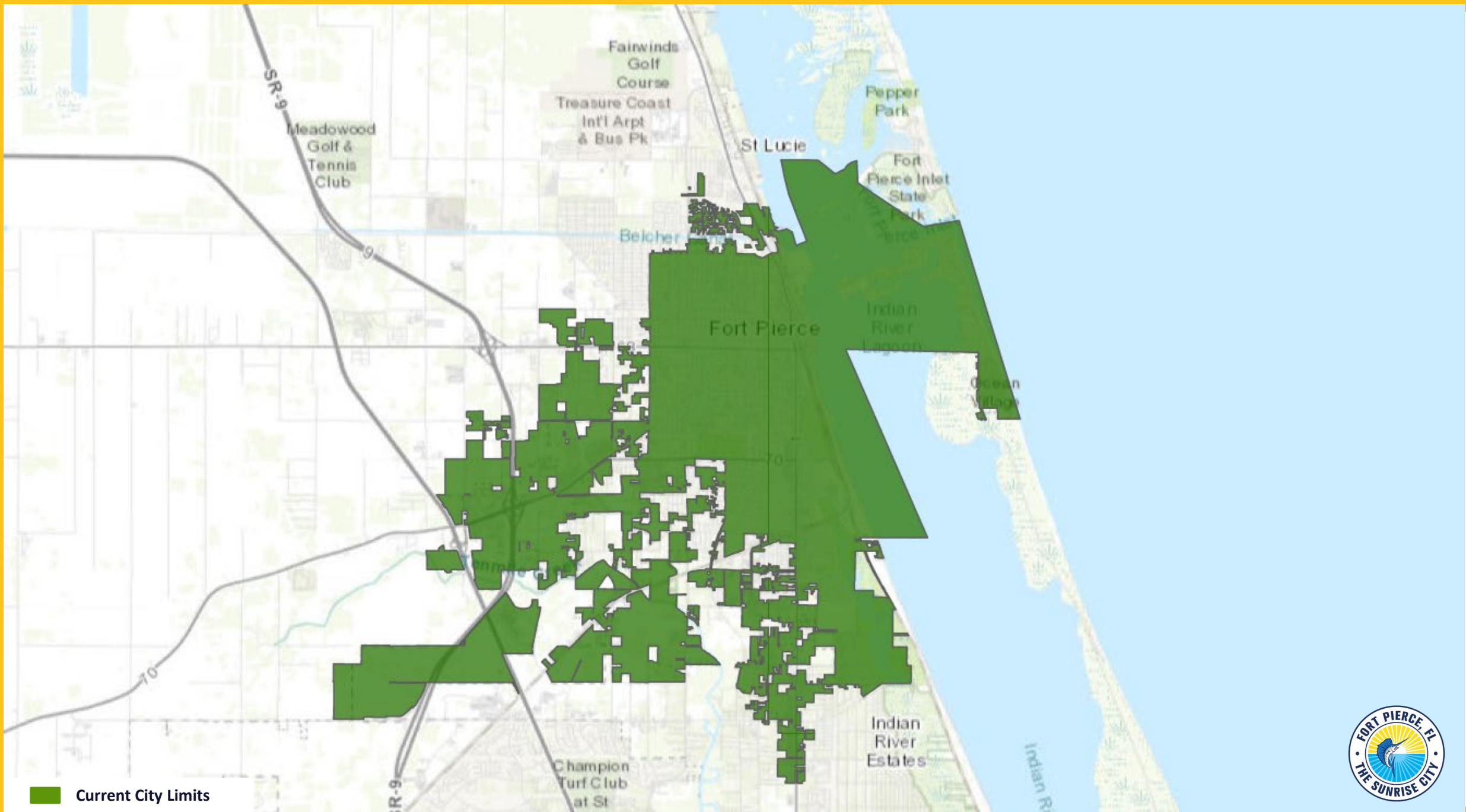
# Annexation Strategy

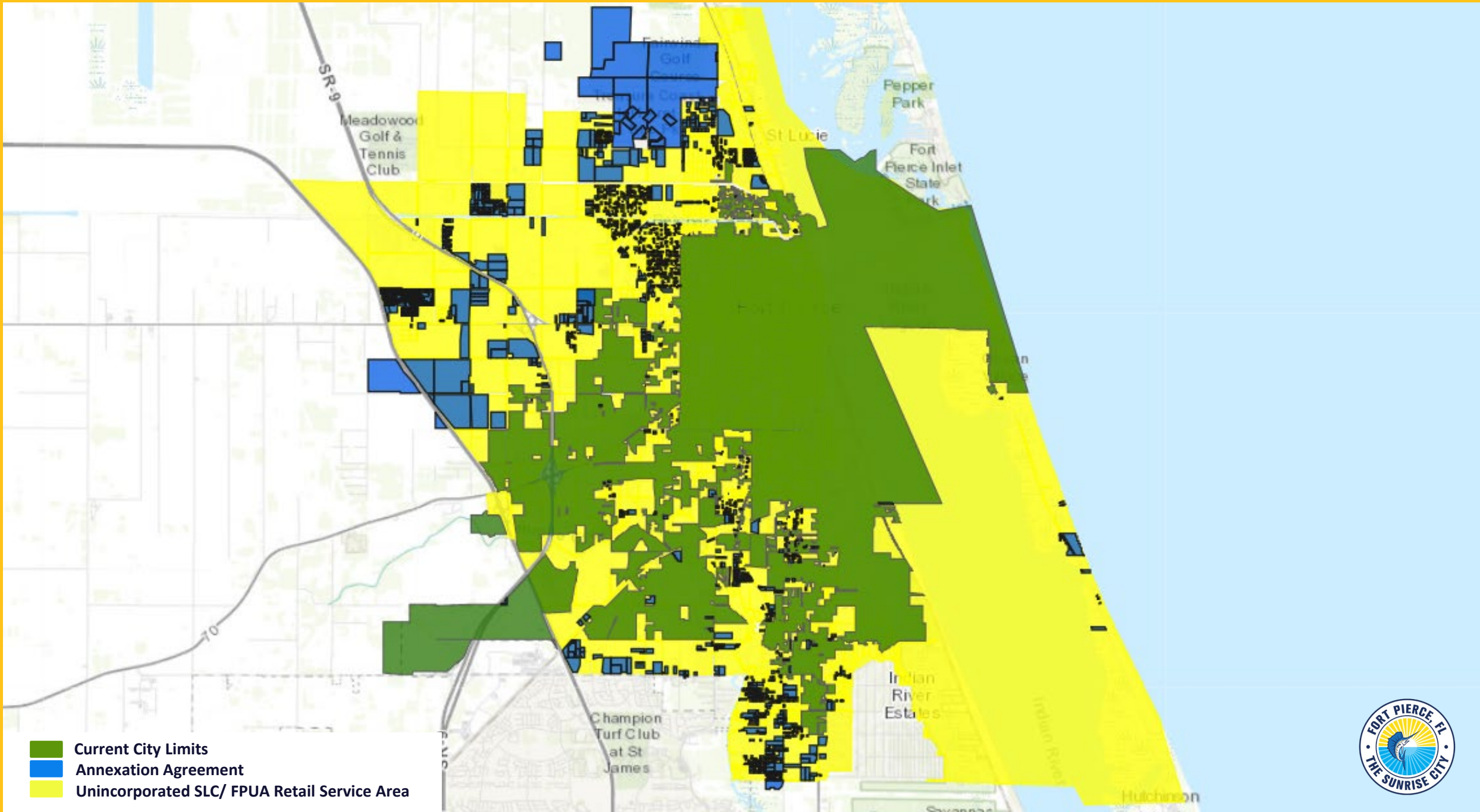




# WHERE WE ARE

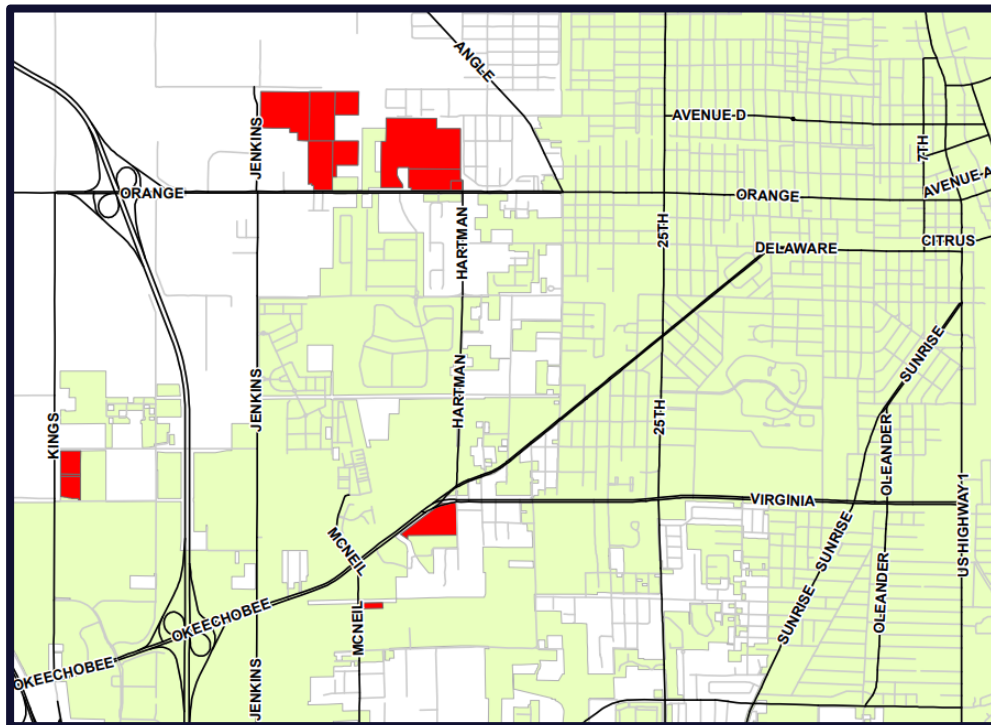




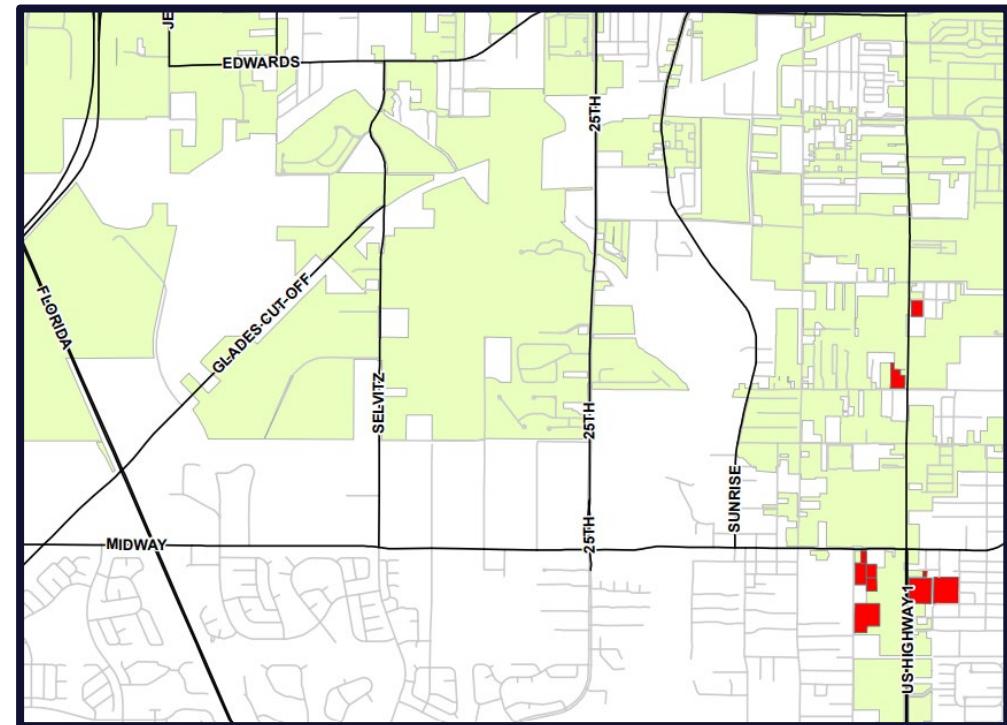


# Voluntary Annexations Snapshot

January 2022 to present



Parcels North of Edwards Road



Parcels South of Edwards Road



# WHERE WE'RE GOING





# Why Annex?

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Proper annexation of areas adjacent to the city is crucial to establishing and maintaining **operational efficiency**.

---

Unclear city limits can lead to administrative **confusion, inefficiency, duplication, and excessive costs**.

---

Through annexation, administrative and technical personnel can consistently address the area's needs with a **clear understanding of municipal and county responsibilities**.



# Enclaves

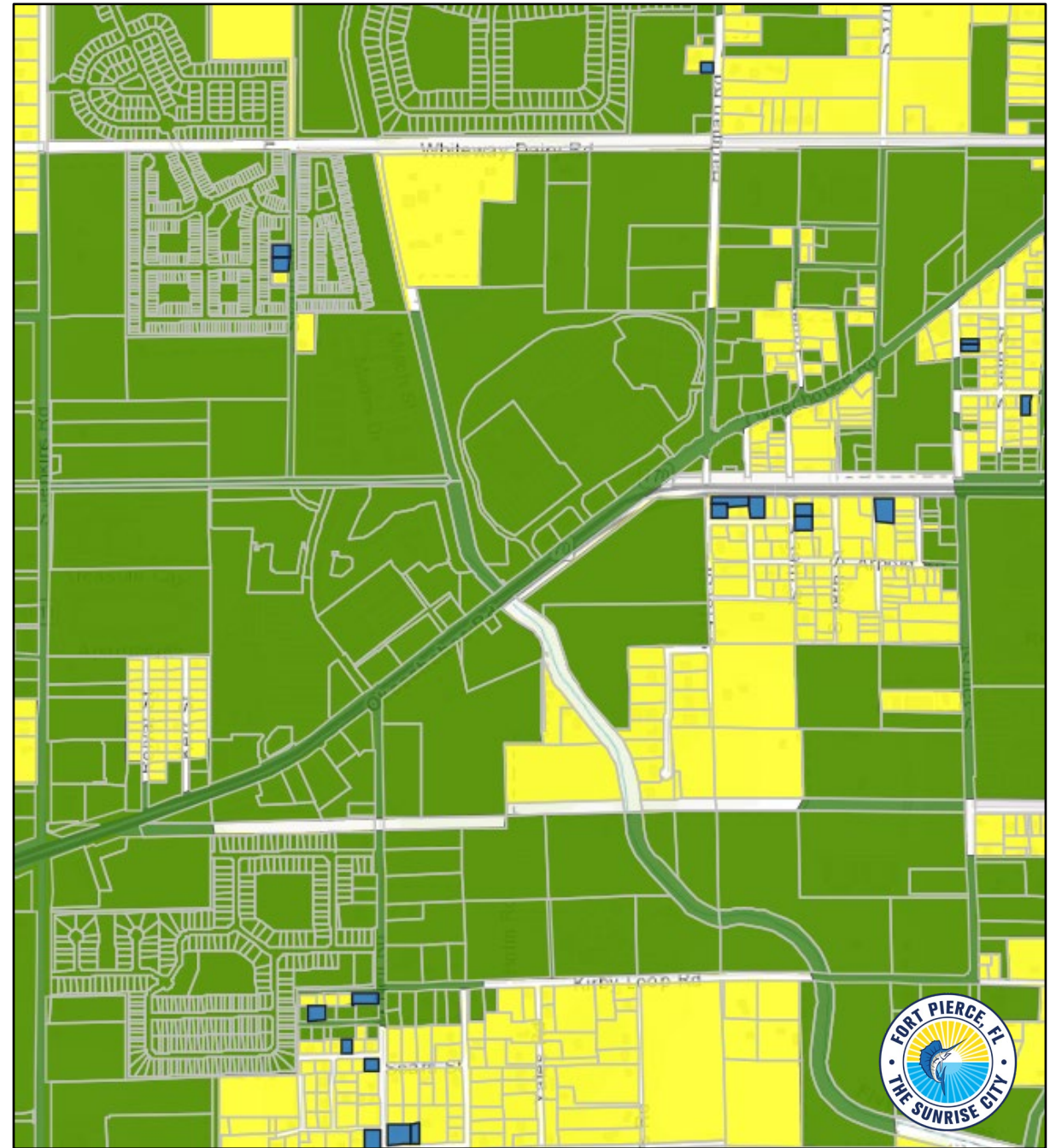
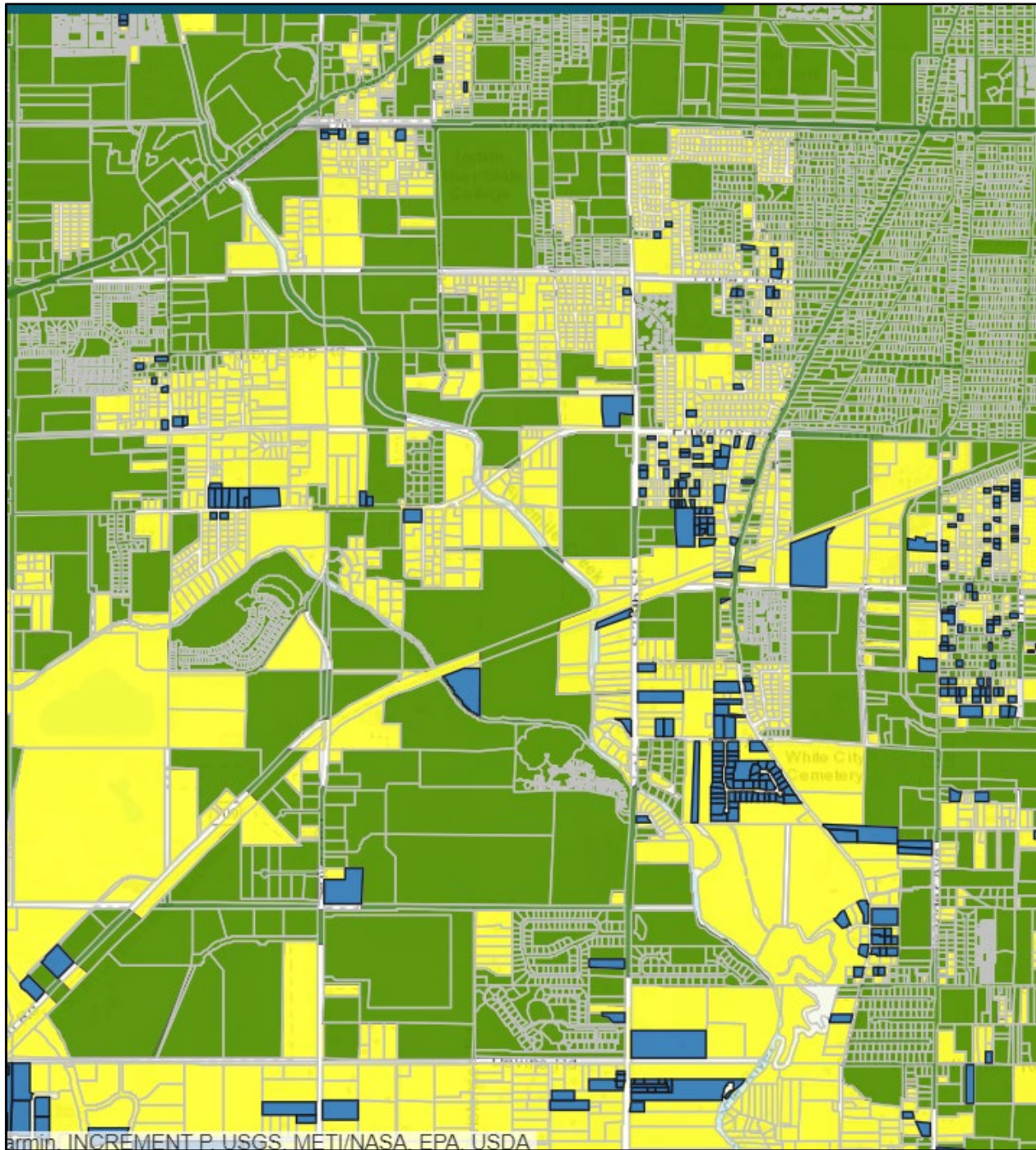
## 171.031 Definitions

(13) “Enclave” means:

- (a) Any **unincorporated improved or developed area** that is **enclosed within and bounded on all sides by a single municipality**; or
- (b) Any **unincorporated improved or developed area** that is enclosed within and **bounded by a single municipality and a natural or manmade obstacle** that allows the passage of vehicular traffic to that unincorporated area only through the municipality.

**"The Legislature recognizes that enclaves can create significant problems in planning, growth management, and service delivery, and therefore declares that it is the policy of the state to eliminate enclaves."**





# Interlocal Service Boundary Agreement (ISBA)



ISBA process gives the City and County an opportunity to negotiate the transition of services for a defined area.

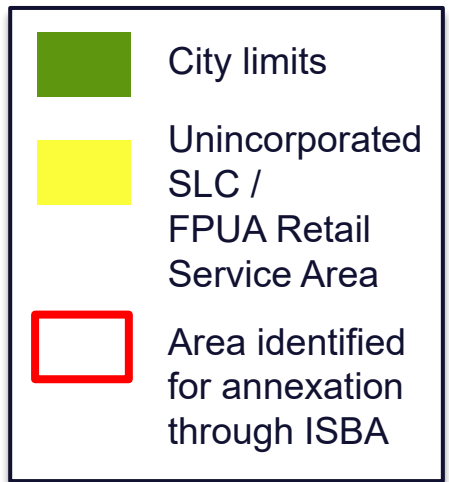
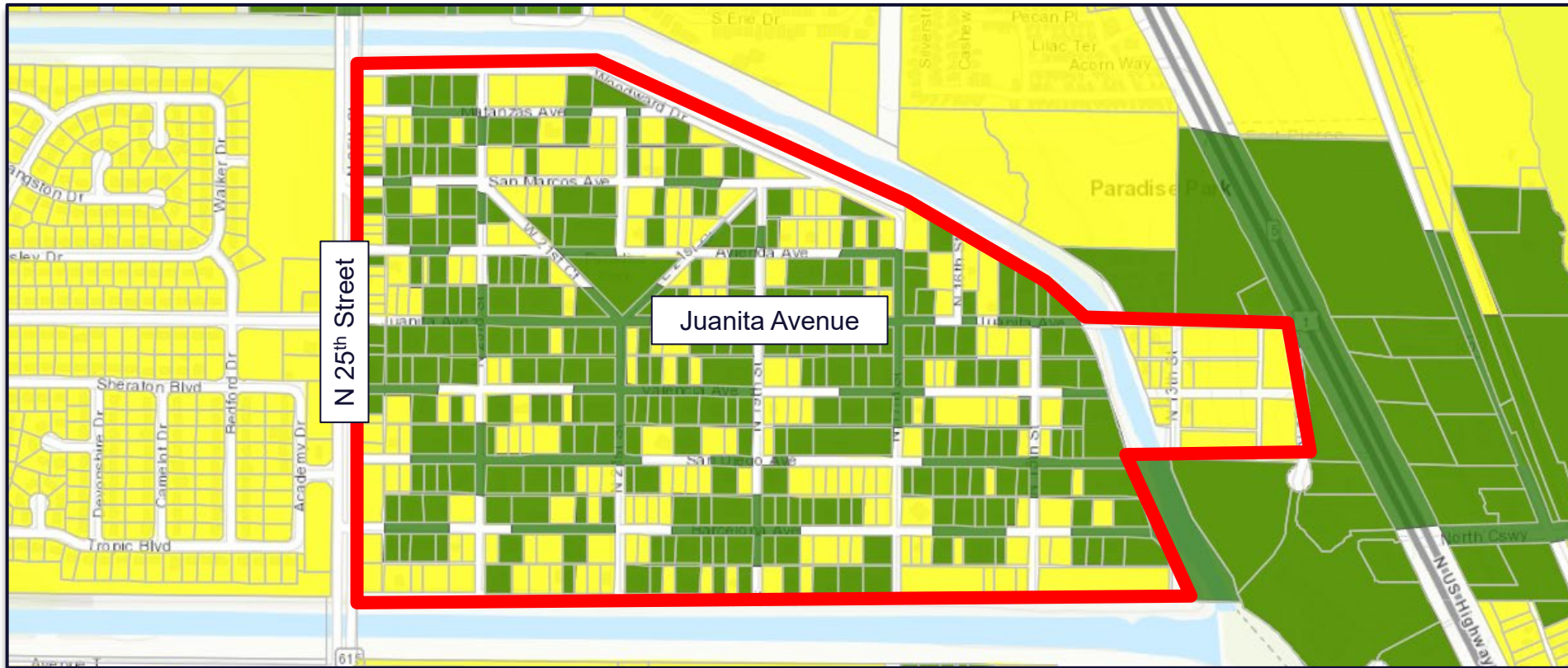


ISBA is tailored to address the needs of the specific area and each agreement is unique.



City adopted Resolution 23-R14 for Paradise Park and Fiesta Hill on 2/6/23 to initiate the process with St. Lucie County.

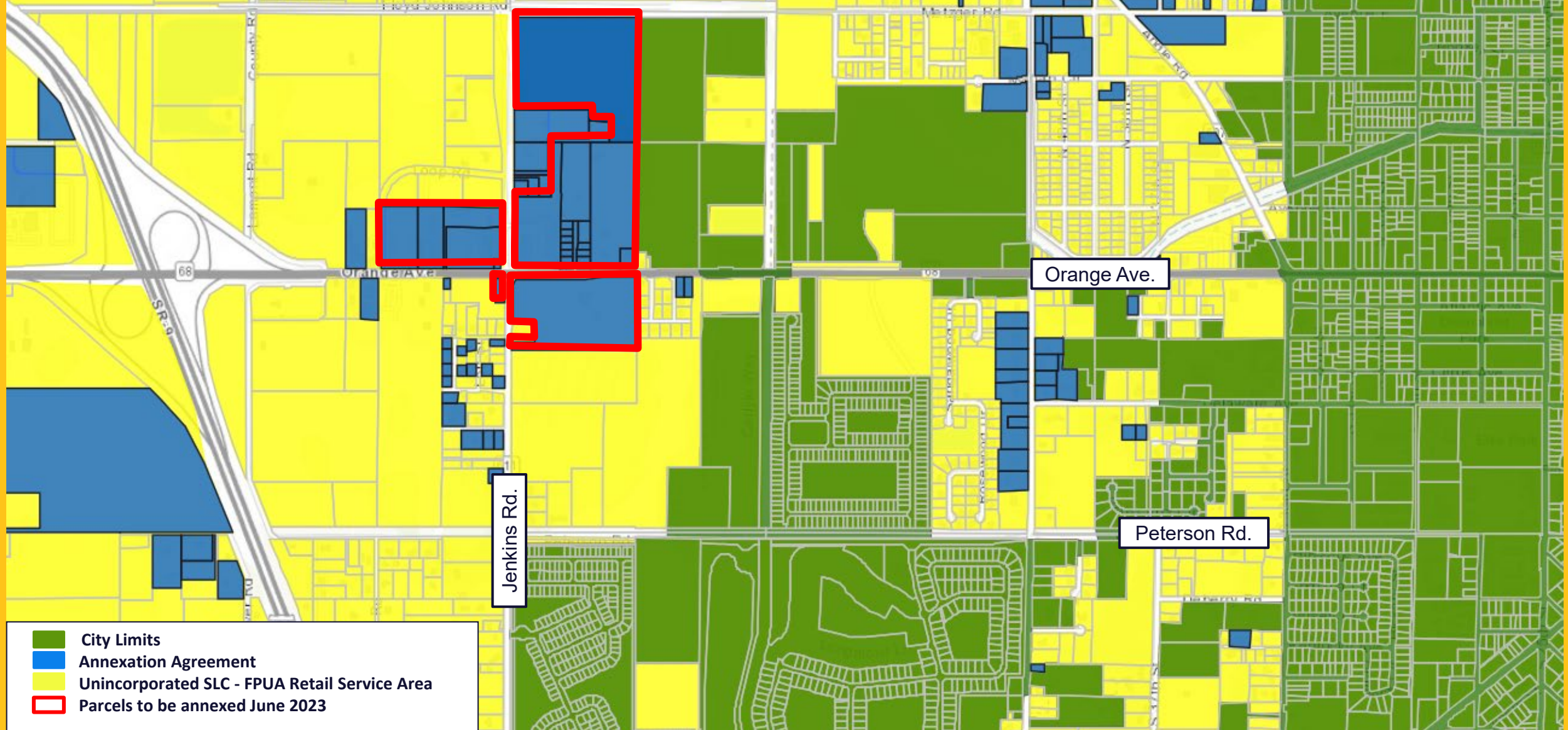




# Paradise Park

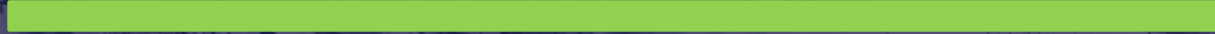
- Proposed annexation through ISBA.
- Approximately 220 parcels to be annexed.

# Contiguous Parcels with Agreements

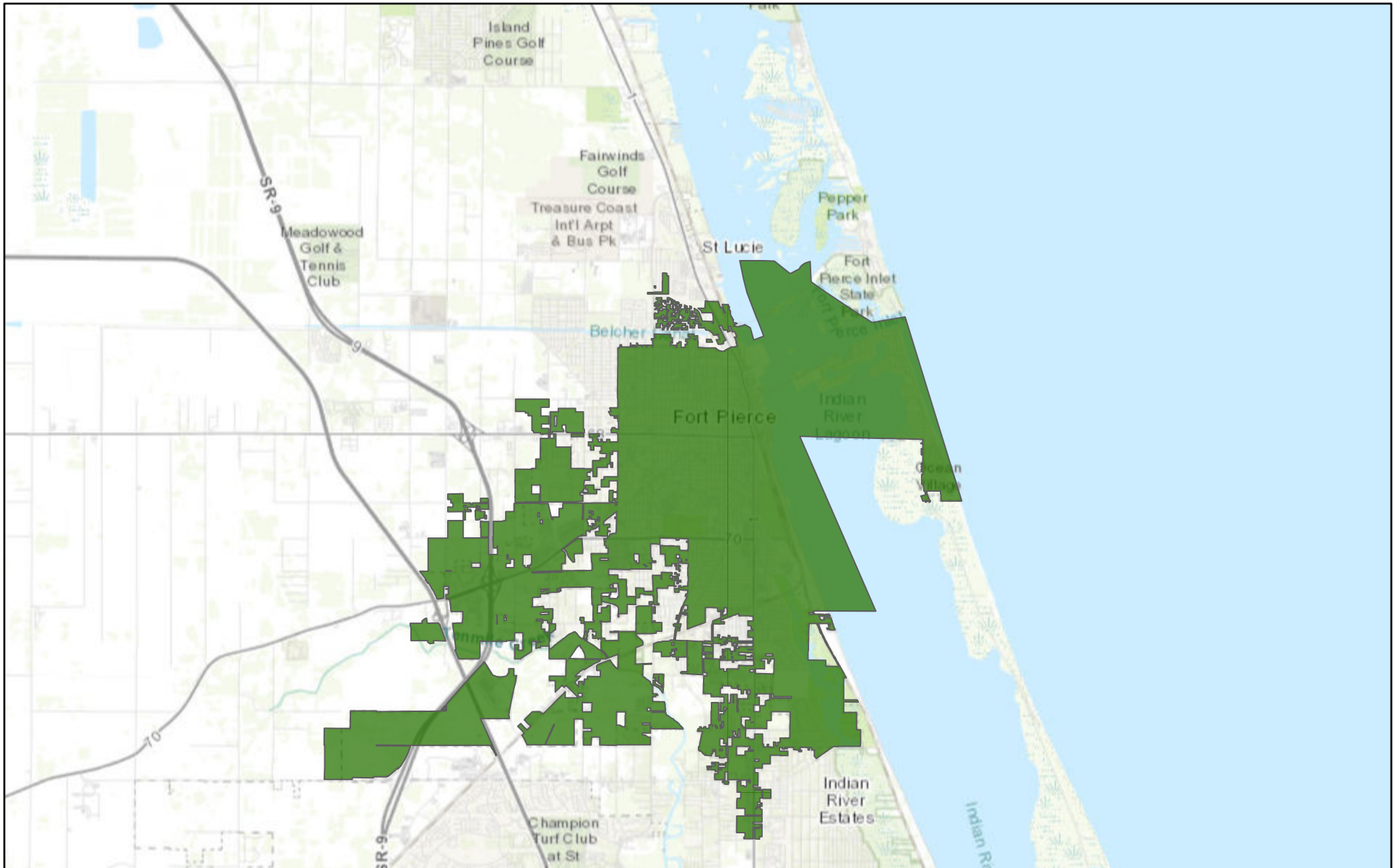




# QUESTIONS



# Fort Pierce City Limits • March 2023



March 23, 2023

 Ft Pierce City Limits

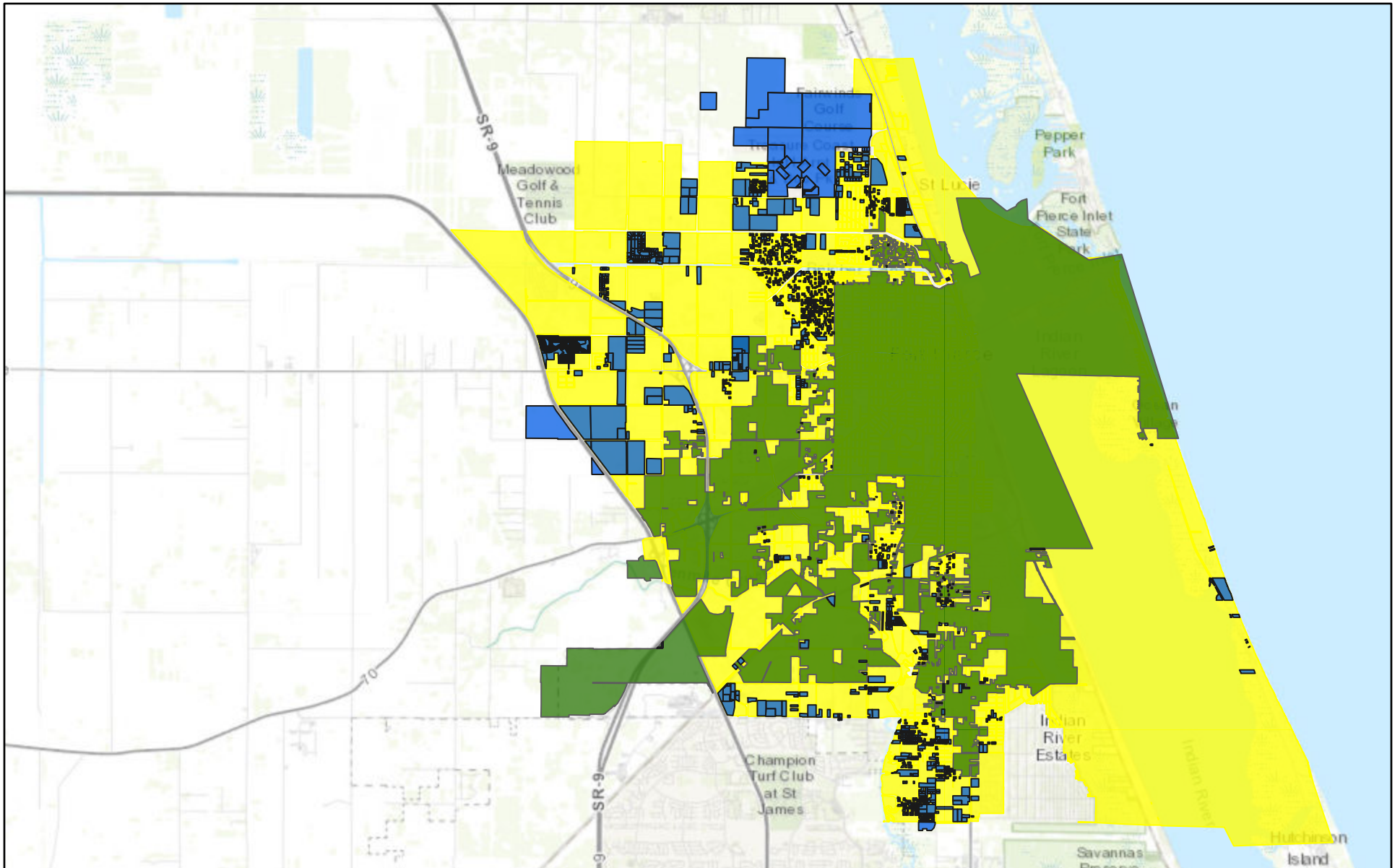
1:144,448

0 1 2 4 mi



0 1.75 3.5 7 km

SLC Property Appraiser's Office, Esri, HERE, Garmin, USGS, NGA, EPA, USDA, NPS

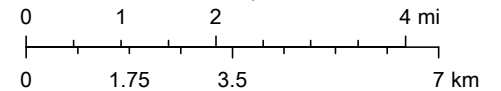
# Fort Pierce Annexation and Utilities Map • March 2023



March 23, 2023

-  Annexation Agreements
-  FPUA Retail Service Area FP
-  Ft Pierce City Limits

1:144,448



SLC Property Appraiser's Office, Esri, HERE, Garmin, USGS, NGA, EPA, USDA, NPS



February 17, 2023

Daniel S. McIntyre, Interim County Administrator  
St. Lucie County  
2300 Virginia Avenue  
Fort Pierce, FL 34982

Dear Mr. McIntyre:

The Fort Pierce City Commission adopted Resolution No. 23-R14 on February 6, 2023, at its regularly scheduled meeting, initiating the negotiation process of an interlocal service boundary agreement under Chapter 171, Part 11, F.S. The initiating resolution relates to prospective future negotiations to address planning and annexation issues.

A copy of the adopted resolution is provided, and it is requested that it be included as part of the public records in this matter.

We look forward to continuing our successful collaboration with St. Lucie County.

Sincerely,

Nicholas C. Mimms, P.E., ICMA-CM  
City Manager

NCM:jdr

Attachment

c: Mayor and Commissioners  
City Attorney  
City Clerk  
Economic Development Manager

## RESOLUTION NO. 23-R14

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF FORT PIERCE, FLORIDA, PURSUANT TO CHAPTER 171, PART II, FLORIDA STATUTES, THE INTERLOCAL SERVICE BOUNDARY AGREEMENT ACT, INITIATING THE PROCESS PROVIDED FOR THE PURPOSE OF ADDRESSING THE ISSUES MORE PARTICULARLY SET FORTH THEREIN; REPEALING ALL RESOLUTIONS IN CONFLICT HERETWITH AND PROVIDING FOR AN EFFECTIVE DATE.

**WHEREAS**, Part II, Chapter 171, Florida Statutes, entitled the "Interlocal Service Boundary Agreement Act" (Act) provides an alternative to Part I of said Chapter for local governments regarding the annexation of territory into a municipality and the subtraction of territory from the unincorporated areas of the county; and

**WHEREAS**, the Act further intends to establish a more flexible process for adjusting municipal boundaries and to address a wider range of the effects of annexations; and

**WHEREAS**, the overriding goal of the process set forth within the Act is to promote sensible boundaries that reduce the cost of local government and increase the level of service of residents within the boundary of unincorporated St. Lucie County; and

**WHEREAS**, the City of Fort Pierce pursuant to an interlocal service boundary agreement with the County of St. Lucie wishes to fill in its municipal boundaries; and

**WHEREAS**, it is the intent of the City Commission of the City of Fort Pierce to initiate discussions with St. Lucie County regarding the development of an interlocal service boundary agreement for lands shown in Exhibit "A" to address the above-referenced concerns.

**NOW, THEREFORE, BE IT RESOLVED** by the City Commission of Fort Pierce, Florida, as follows:

**Section 1.** That the City of Fort Pierce hereby invites St. Lucie County to enter into negotiations under the act to address issues concerning planning and annexation for the areas identified in Exhibit "A".

**Section 2.** That the City of Fort Pierce hereby identifies the issues to be negotiated as follows:


- A. The process, definitions, schedule, and criteria for voluntary and referendum annexations in the municipal service area in replacement or modification of the requirements of Chapter 171, Part I, Florida Statutes.
- B. The establishment of one or more municipal services areas, as defined in Section 171.202(11)(a), Florida Statutes which the City anticipates will include area as shown in Exhibit "A".
- C. The establishment of a process for land use decisions consistent with Part II of Chapter 163, Florida Statutes, for lands in the municipal service area(s).
- D. The incorporation of mutually agreed upon extraterritorial powers to be exercised by the City within unincorporated areas as shown in Exhibit "A". These powers may be in addition to other municipal powers otherwise held by the City.

**Section 3.** All conflicting policies are superseded by this policy.

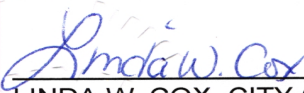
**Section 4.** All resolutions or parts of resolutions in conflict herewith are hereby repealed.

**Section 5.** This resolution shall take effect upon adoption.

**IN WITNESS WHEREOF**, this Resolution has been duly adopted this 6<sup>th</sup> day of February 2023.

  
\_\_\_\_\_  
LINDA HUDSON, MAYOR

ATTEST:

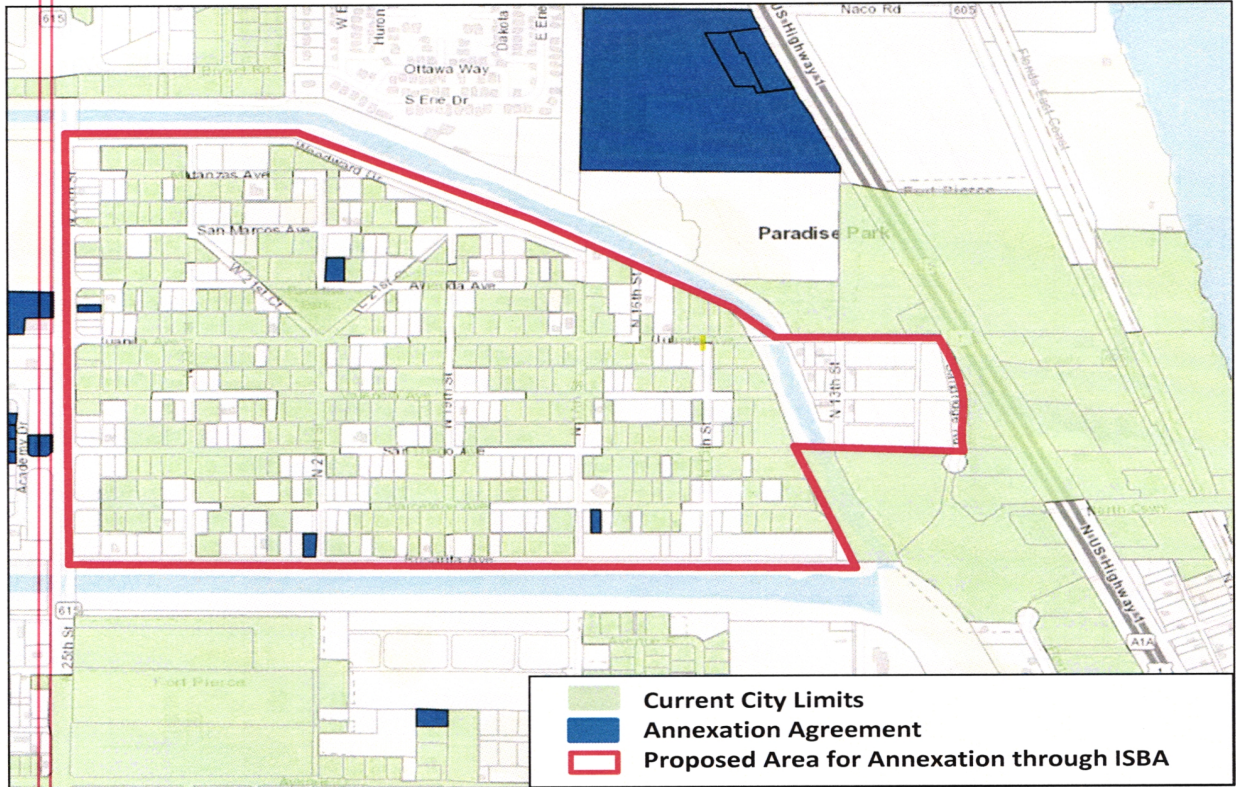
  
\_\_\_\_\_  
LINDA W. COX, CITY CLERK

(CITY SEAL)

APPROVED AS TO FORM  
AND CORRECTNESS:



  
\_\_\_\_\_  
TANYA M. EARLEY, ESQ.  
CITY ATTORNEY

**Exhibit "A"**



Paradise Park & Fiesta Hill



| LocationCity                                                                        |                    |
|-------------------------------------------------------------------------------------|--------------------|
|  | Fort Pierce        |
|  | Saint Lucie County |

Total lots = 501 (257 developed & 244 vacant)

Total Unincorporated lots = 235 (32 developed & 203 vacant)\*

\*subset of total lots

**RESOLUTION NO. 23-037**

**A RESOLUTION PURSUANT TO CHAPTER 171, PART II, FLORIDA STATUTES, THE INTERLOCAL SERVICE BOUNDARY AGREEMENT ACT, RESPONDING TO CITY OF FORT PIERCE RESOLUTION NO. 23-R14 WHICH RESOLUTION INITIATED THE PROCESS PROVIDED FOR THE PURPOSE OF ADDRESSING THE ISSUES CONCERNING PLANNING AND ANNEXATION FOR THE AREA IDENTIFIED IN EXHIBIT "A" ATTACHED TO THE CITY'S RESOLUTION, PROVIDING FOR AN EFFECTIVE DATE.**

**WHEREAS**, Part II, Chapter 171, Florida Statutes, entitled the "Interlocal Service Boundary Agreement Act" (Act) provides an alternative to Part I of said Chapter for local governments regarding the annexation of territory into a municipality and the subtraction of territory from the unincorporated areas of the county; and

**WHEREAS**, the City of Fort Pierce has adopted a Resolution (Resolution No. 23-R14) commencing the process for negotiating an interlocal service boundary agreement with the County; and

**WHEREAS**, the Board of County Commissioners of St. Lucie County, Florida desires to respond to the City's resolution regarding the development of an interlocal service boundary agreement for lands shown in Exhibit "A".

**NOW, THEREFORE, BE IT RESOLVED** by the Board of County Commissioners of St. Lucie County, as follows:

**Section 1.** St. Lucie County desires to enter into negotiations under the act to address issues concerning planning and annexation for the areas identified in Exhibit "A".

**Section 2.** St. Lucie County is willing to discuss the issues that were identified by the City as follows:

- A. The process, definitions, schedule, and criteria for voluntary and referendum annexations in the municipal service area in replacement or modification of the requirements of Chapter 171, Part I, Florida Statutes.
- B. The establishment of one or more municipal services areas, as defined in Section 171.202(11)(a), Florida Statutes which the City anticipates will include area as shown in Exhibit "A".
- C. The establishment of a process for land use decisions consistent with Part II of Chapter 163, Florida Statutes, for lands in the municipal service area(s).

D. The incorporation of mutually agreed upon extraterritorial powers to be exercised by the City within unincorporated areas as shown in Exhibit "A". These powers may be in addition to other municipal powers otherwise held by the City.

In addition, the County would like to discuss the potential transfer of maintenance responsibilities for County roads, related stormwater facilities, and park within any agreed municipal service area.

**Section 3.** This resolution shall take effect upon adoption.

|                                      |     |
|--------------------------------------|-----|
| Commissioner Cathy Townsend, Chair   | XXX |
| Commissioner Linda Bartz, Vice Chair | XXX |
| Commissioner Jamie Fowler            | XXX |
| Commissioner Chris Dzadoovsky        | XXX |
| Commissioner Larry Leet              | XXX |

**IN WITNESS WHEREOF**, this Resolution has been duly adopted this \_\_\_\_\_ of \_\_\_\_\_, 2023.

**ATTEST:**

**BOARD OF COUNTY COMMISSIONERS  
ST. LUCIE COUNTY, FLORIDA**

\_\_\_\_\_  
**DEPUTY CLERK**

**BY:** \_\_\_\_\_  
**CHAIR**

**APPROVED AS TO LEGAL FORM AND  
CORRECTNESS:**

**BY:** \_\_\_\_\_  
**COUNTY ATTORNEY**

**Joint Meeting with Fort Pierce and St. Lucie  
County -1:00**

**2. f.**

**Meeting Date:** 03/28/2023

**Re:**

---

**SUBJECT:**

Avenue D Model Block - Interlocal Agreement - RFI

---

**Attachments**

Draft RFI - Avenue D Model Block Project

Draft ILA Exhibit A – Avenue D Model Block Project

Draft ILA Map

Draft ILA-RFI Map

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**Form Review**

Form Started By: Linda Cox  
Final Approval Date: 03/20/2023

Started On: 03/20/2023 10:27 AM

County/City

Address

Ft. Pierce, FL 34982

## REQUEST FOR INFORMATION

RFI Number: **23-0XX**

Title: **Moore's Creek Redevelopment Project (a.k.a. Avenue D Model Block Project)**

Response Due Date and Time (On or Before): **Month, Day, Year @ X:00 p.m.**

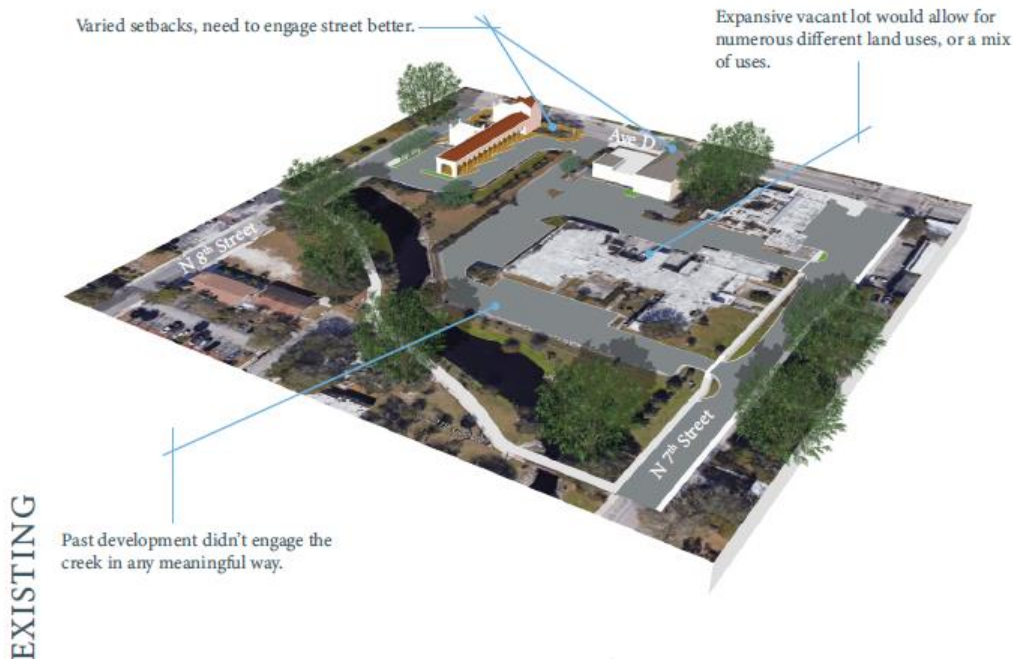
### REQUEST FOR INFORMATION (RFI)

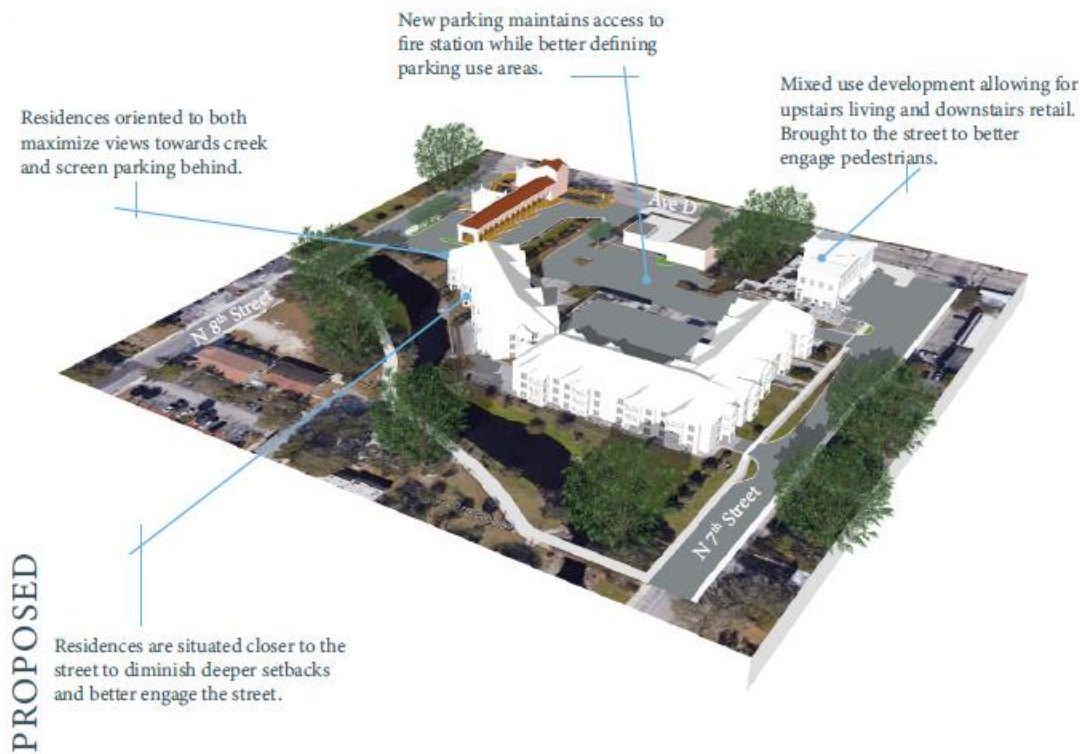
County/City

The City of Fort Pierce, the Fort Pierce Redevelopment Agency and St. Lucie County (the Parties) are requesting the following information from prospective vendors about the services described below.

#### 1. PURPOSE

The Parties are soliciting Request for Information (RFI) for the design and construction of a mixed-used development ('Model Block'), as generally described within the 2020 Fort Pierce Redevelopment Agency Community Redevelopment Plan. Parcels included in this RFI are within the jurisdiction of the City of Fort Pierce. Development of the parcels would be through the City of Fort Pierce Planning and Building Department.





The Fort Pierce Redevelopment Agency (FPRA) was established in 1982 to guide the city in its redevelopment efforts. The purpose of the agency is to revitalize both the physical and economic environment of the redevelopment area.

The 2020 FPRA Community Redevelopment Plan can be accessed here: [https://www.cityoffortpierce.com/DocumentCenter/View/16821/2020-FPRA-Plan\\_updated](https://www.cityoffortpierce.com/DocumentCenter/View/16821/2020-FPRA-Plan_updated).

## 2. **BACKGROUND**

The Lincoln Park neighborhood is one of the oldest communities in Fort Pierce. As the city expanded beyond the original Fort established in 1800's, a settlement called Edgartown emerged and over time, the community developed a bustling commercial district. During its heyday in the 1950s and 1960s, Avenue D was the main corridor in the Village of Lincoln Park – it was St. Lucie County's bustling center for African American-owned shops, restaurants, businesses, and a theater. Today, the area is experiencing revitalization, celebrating its rich cultural history, and making progress to again become the center of pride for the community.

The neighborhood is adjacent to historic Fort Pierce's downtown and waterfront. The project site is located approx. a third of a mile from Downtown Fort Pierce and the waterfront and is adjacent to Moore's Creek. Downtown Fort Pierce is experiencing significant growth with the construction of King's Landing, a development poised to connect downtown Fort Pierce to Edgartown. With a focus on structures and design that enhance and complement the existing pedestrian-friendly atmosphere of Fort Pierce, King's Landing features easily

accessible walk-up restaurant and retail space, as well as unique residences and a low profile, boutique-style hotel.

A portion of the project site is also located within a Qualified Opportunity Zones by the U.S. Department of Treasury.

### **3. OBJECTIVE**

The Parties goal is to solicit interested parties who are qualified and experienced to develop a “Model Block” for the Lincoln Park neighborhood. Services to be considered for this “Model Block” project include, but are not limited to, affordable housing, retail opportunities, commercial/retail/office opportunities, community resource/family success center, and onsite parking. The community resource/family success is intended to include the St. Lucie County Community Services offices (Housing, Human Services and Veteran Services) as well as Women, Infants and Children (WIC) and Florida Community Health Center (OB-GYN/Pediatrics).

Consideration should be given to the following elements as well:

- Be an aesthetic and economic stimulus for existing revitalization efforts.
- Supporting the development and growth of minority-owned small businesses.
- Present an attractive enhancement to the surrounding community.
- Represent a timeless quality development where people want to patronize.
- Take advantage of surrounding public transit routes.

Other complimentary services are welcomed.

### **4. PROJECT SITE DESCRIPTION**

The Moore’s Creek Redevelopment Project (a.k.a. Avenue D Model Block Project) is comprised of multiple parcels of land owned separately by each of the Parties and generally located at the corner of Avenue D and N. 7th St. in Fort Pierce.

The specific parcels of land available include:

The City of Fort Pierce owned parcels are located on North 8<sup>th</sup> Street along Moore’s Creek. The parcels are currently being utilized as part of the Moore’s Creek Linear Park which includes sidewalks, lighting, and stormwater features. The three (3) City of Fort Pierce parcels total approximately 0.59 acres, as described below:

- Parcel ID 2410-601-0202-000-6
  - 0.25 acres in size; with a Future Land Use designation of ‘COS’ Conservation/Open Space and zoned ‘OS-1’ Conservation and Open Space.
- Parcel ID 2410-601-0203-000-3
  - 0.24 acres in size; with a Future Land Use designation of ‘COS’ Conservation/Open Space and zoned ‘OS-1’ Conservation and Open Space.
- Parcel ID 2410-601-0204-010-7

- 0.10 acres in size; with a Future Land Use designation of 'COS' Conservation/Open Space and zoned 'R-4' Medium Density Residential.

The Fort Pierce Redevelopment Agency owned parcels are located on North 7<sup>th</sup> Street along Moore's Creek. The parcels are currently zoned General Commercial 'C-3' and have a Future Land Use designation of Conservation and Open Space 'COS'. The parcels are currently being utilized as part of the Moore's Creek Linear Park which includes sidewalks, lighting, stormwater features, and parking. The two (2) Fort Pierce Redevelopment Agency parcels total approximately 0.71 acres, as described below:

- Parcel ID 2410-601-0182-000-9
  - 0.25 acres in size; with a Future Land Use designation of 'COS' Conservation/Open Space and zoned 'C-3' General Commercial.
- Parcel ID 2410-601-0183-000-6
  - 0.46 acres in size; with a Future Land Use designation of 'COS' Conservation/Open Space and zoned 'C-3' General Commercial.

The St. Lucie County owned parcels are located at between Avenue D, N 8th Street and N 7th Street. The parcels total approx. 4.5 acres, as described below:

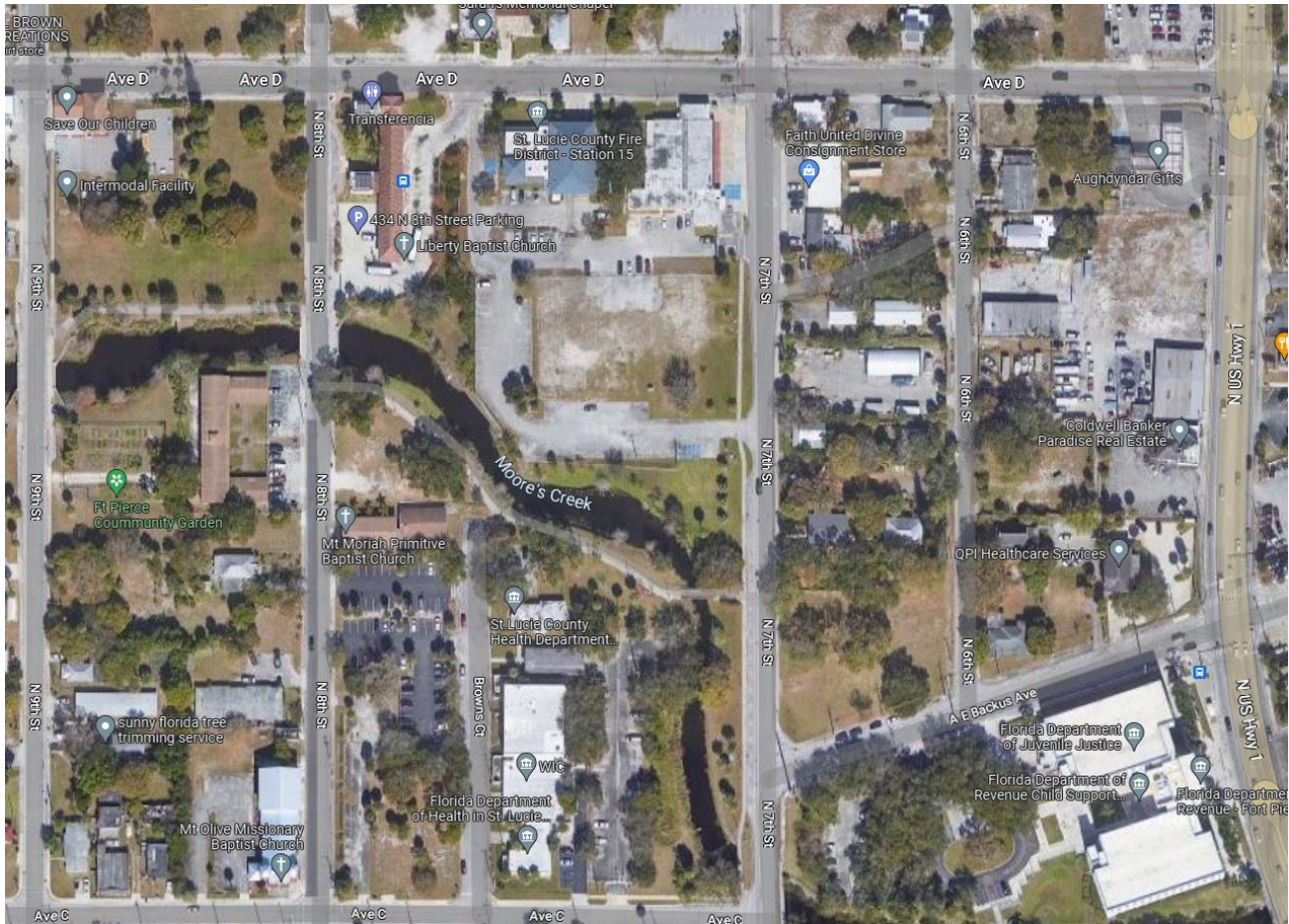
- Parcel ID 2410-601-0175-000-7
  - 0.52 acres in size; with a Future Land Use designation of 'GC' General Commercial and are zoned 'C3' Commercial General
- Parcel ID 2410-601-0181-000-2
  - 2.3 acres; with a Future Land Use designation of "COS' Conservation/Open Space and are zoned 'C3' Commercial General
- Parcel ID 2410-604-0102-000-4
  - 0.96 acres; with a Future Land Use designation of 'INST' Institutional and are zoned 'C3' Commercial General
- Parcels 2401-601-0207-000-1 (0.17 acres), 2410-604-0115-000-8 (0.17 acres), 2410-604-0112-000-7 (0.17 acres), and 2410-604-0107-000-9 (0.20 acres)
  - The parcels have a Future Land Use designation of 'RM' Residential and are zoned 'R-4' Medium Density Residential.

The City of Fort Pierce will consider comprehensive plan future land use and zoning amendments to facilitate the Moore's Creek Redevelopment Project (a.k.a. Avenue D Model Block Project).

The City of Fort Pierce Comprehensive Plan can be accessed here:

[https://library.municode.com/fl/fort\\_pierce/codes/comprehensive\\_plan?nodeId=COPLFOPI FL](https://library.municode.com/fl/fort_pierce/codes/comprehensive_plan?nodeId=COPLFOPI FL).





## 5. SPECIFIC INFORMATION REQUESTED

Respondents to this RFI are asked to be thorough, but concise. The RFI response must include the following:

- A. The respondent's name, place of business address(es), contact information, including representative name and alternative, if available, telephone number(s) and e-mail address(es). Specify the type of business submitting the LOI (e.g., sole proprietorship, partnership, not-for-profit, corporation, etc.)
- B. A description of the respondent's business and its experience as it relates to the services outlined in this RFI. This description should include a narrative explaining past experiences in which the respondent has engaged with other government agencies to deliver such services.
- C. A statement of interest in or knowledge of the services outlined in this RFI, including a high level outline of any specific product, concept, technology or approach that would pertain to the project description contained in this RFI including, but not limited to:

- Conceptual or schematic designs for use of the property.
- Preliminary or conceptual plan showing gross square footage, building heights, etc.
- Proposed development timeframe or phasing plan.
- A preliminary business plan, including pro forma capital and operating budgets indicating sources of revenues and required expenditures, over an extended period of years from commencement.
- General timeframes for improvement, development and/or occupancy of the property.
- Relevant Financial Information
  - Describe if a long-term lease or a sale of the property is pursued.
  - Describe financing approach.
  - Describe intent to request public financing sources to support this project and list the sources anticipated to be utilizing.
  - Indicate experience applying for and using tax increment financing and other government funding mechanisms such as bonds, tax credits, and grants.

## 6. **PROPRIETARY INFORMATION**

Any portion of the submitted response which is asserted to be exempt from disclosure under Chapter 119, Florida Statutes, shall be clearly marked “exempt”, “confidential”, or “trade secret” (as applicable) and shall also contain the statutory basis for such claim on every page. Pages containing trade secrets shall be marked “trade secret as defined in Section 812.081, Florida Statutes”. Failure to segregate and identify such portions shall constitute a waiver of any claimed exemption and the Agency will provide such records in response to public records requests without notifying the respondent. Designating material simply as “proprietary” will not necessarily protect it from disclosure under Chapter 119, Florida Statutes. An entire response should not be considered trade secret.

## 7. **RESPONSE SUBMISSION**

Respondents to this RFI shall submit one (1) electronic copy of its response, which shall not exceed twenty, one-sided, pages in length.

Responses to this RFI shall be provided no later than **5:00 PM, Eastern Standard Time, Day, Month X, 2023**. Responses shall be e-mailed to:

\_\_\_\_\_, Purchasing Manager  
<email>

Responses received after the date and time listed above will not be considered.

## 8. **VENDOR COSTS**

Vendors are responsible for all costs associated with preparing a response to this RFI. The Parties will not be responsible for any vendor costs associated with preparing a



## EXHIBIT A

# AVENUE D *Model Block*

## OVERVIEW

Local retail markets depend on local consumers and residents to activate them. The Avenue D ‘model block’ seeks to help mitigate the affordable housing issue in Fort Pierce, and Florida. No longer are large vacant lots simply used as residual, symptomatic spaces for parking lots and service areas. The proposed model block includes low apartment buildings and provides ample opportunities for renters and owners to set down roots in Fort Pierce. The model block also provides existing residents options in their living experience.

Capitalizing on the existing green corridor, the residences are oriented to highlight views towards Moore's Creek and the downtown area. Large parking lots have been diminished and landscaping helps to break the ‘heat island’ up into smaller, more manageable spaces.

Additional retail and commercial structures are proposed immediately adjacent Avenue D. Here, a Multi-Modal central station is finally afforded a population for its use, and commercial opportunities to further the reach of a major retail thoroughfare.



Varied setbacks, need to engage street better.

Expansive vacant lot would allow for numerous different land uses, or a mix of uses.



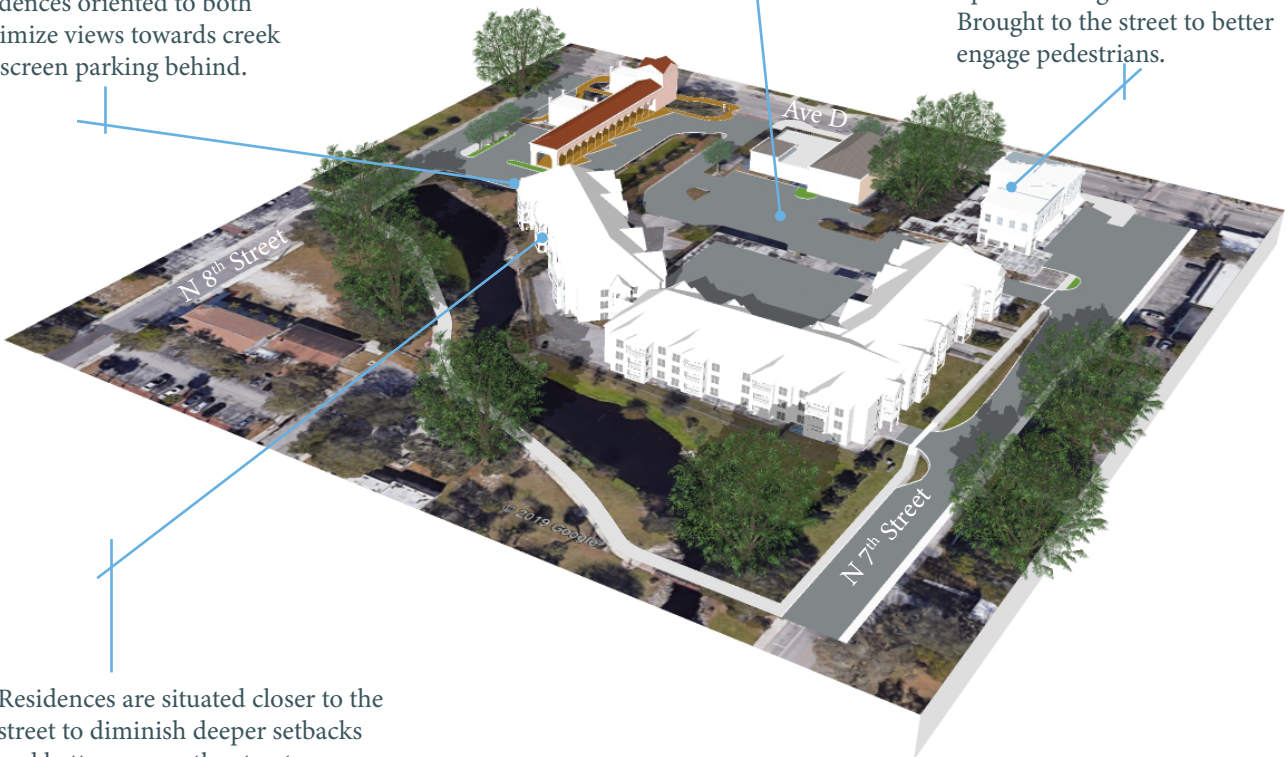
EXISTING

Past development didn't engage the creek in any meaningful way.

New parking maintains access to fire station while better defining parking use areas.

Mixed use development allowing for upstairs living and downstairs retail. Brought to the street to better engage pedestrians.

Residences oriented to both maximize views towards creek and screen parking behind.



PROPOSED

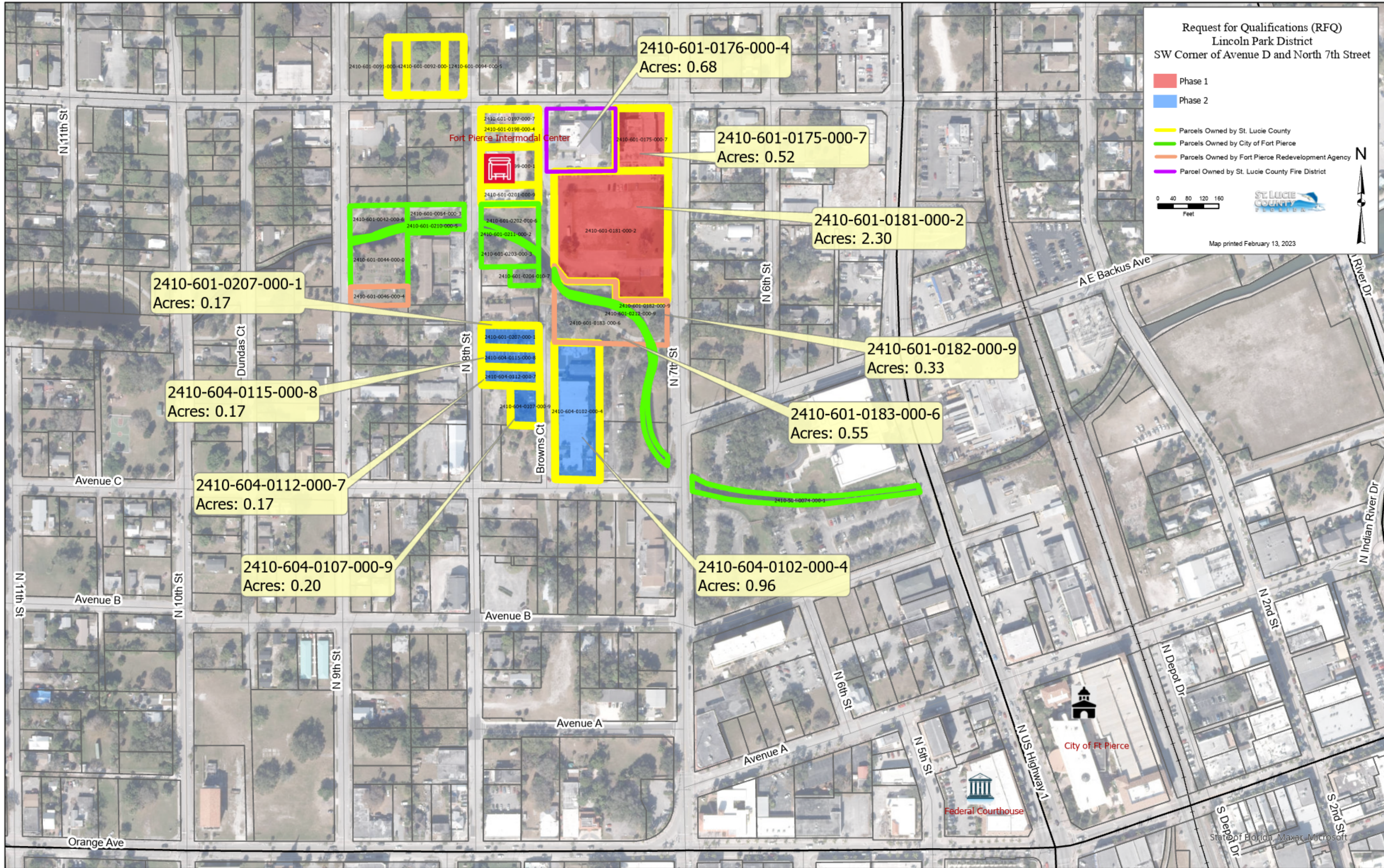
Residences are situated closer to the street to diminish deeper setbacks and better engage the street.

Request for Qualifications (RFQ)  
Lincoln Park District  
SW Corner of Avenue D and North 7th Street

- Phase 1
- Phase 2
- Parcels Owned by St. Lucie County
- Parcels Owned by City of Fort Pierce
- Parcels Owned by Fort Pierce Redevelopment Agency
- Parcel Owned by St. Lucie County Fire District

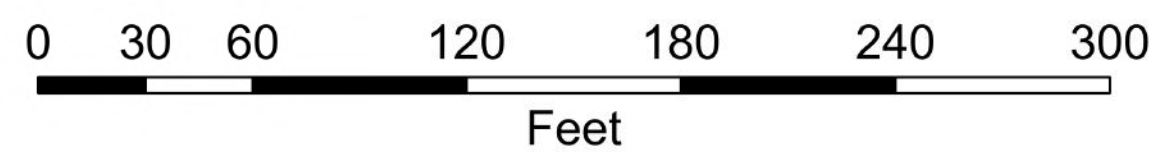
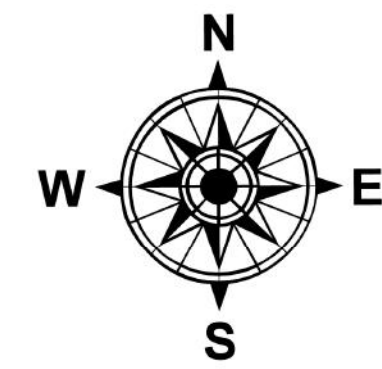


Map printed February 13, 2023

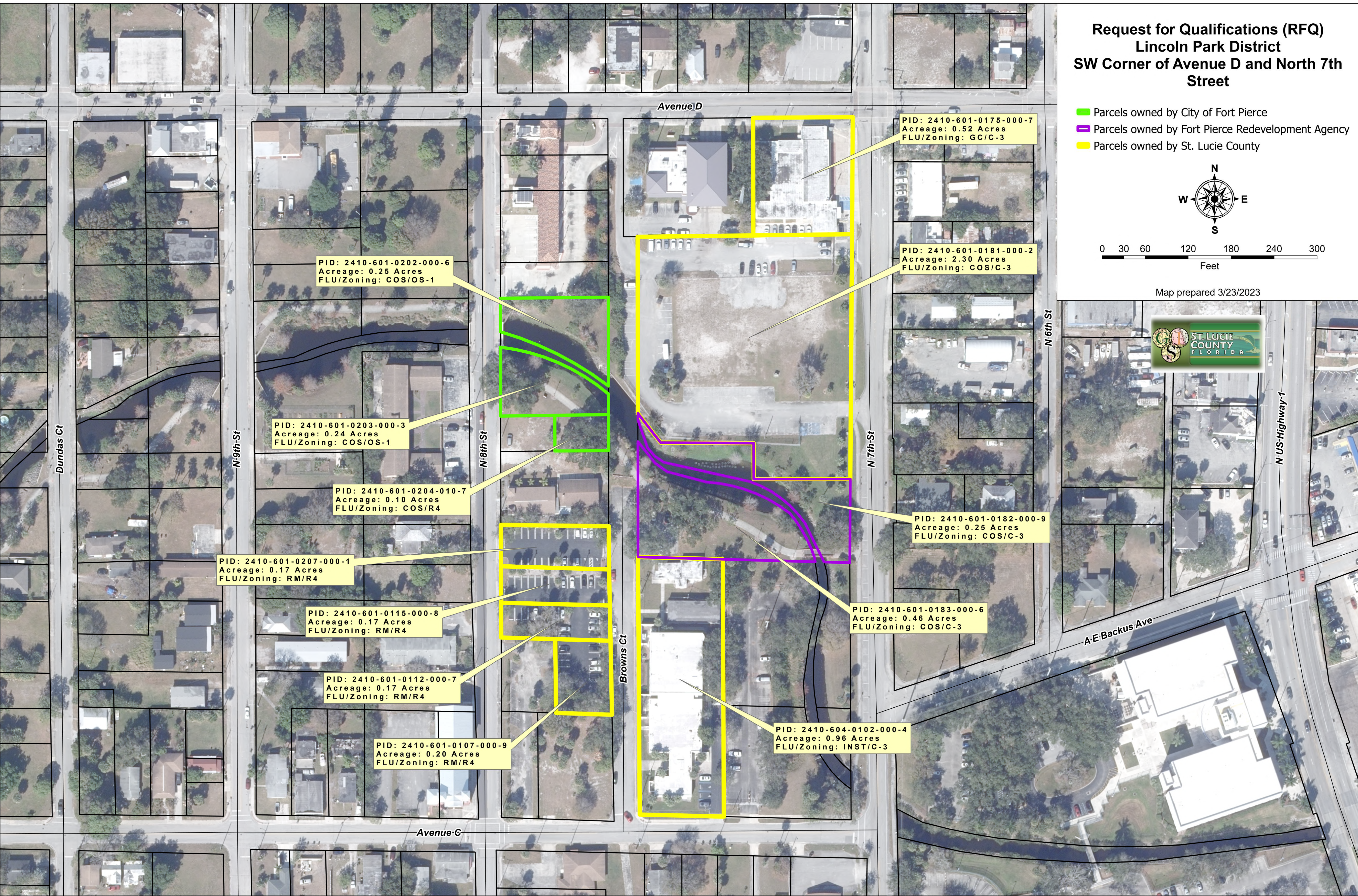


**Request for Qualifications (RFQ)  
Lincoln Park District  
SW Corner of Avenue D and North 7th Street**

- Parcels owned by City of Fort Pierce
- Parcels owned by Fort Pierce Redevelopment Agency
- Parcels owned by St. Lucie County



Map prepared 3/23/2023



PID: 2410-601-0202-000-6  
Acreage: 0.25 Acres  
FLU/Zoning: COS/OS-1

PID: 2410-601-0203-000-3  
Acreage: 0.24 Acres  
FLU/Zoning: COS/OS-1

PID: 2410-601-0204-010-7  
Acreage: 0.10 Acres  
FLU/Zoning: COS/R4

PID: 2410-601-0207-000-1  
Acreage: 0.17 Acres  
FLU/Zoning: RM/R4

PID: 2410-601-0115-000-8  
Acreage: 0.17 Acres  
FLU/Zoning: RM/R4

PID: 2410-601-0112-000-7  
Acreage: 0.17 Acres  
FLU/Zoning: RM/R4

PID: 2410-601-0107-000-9  
Acreage: 0.20 Acres  
FLU/Zoning: RM/R4

PID: 2410-601-0175-000-7  
Acreage: 0.52 Acres  
FLU/Zoning: GC/C-3

PID: 2410-601-0181-000-2  
Acreage: 2.30 Acres  
FLU/Zoning: COS/C-3

PID: 2410-601-0182-000-9  
Acreage: 0.25 Acres  
FLU/Zoning: COS/C-3

PID: 2410-601-0183-000-6  
Acreage: 0.46 Acres  
FLU/Zoning: COS/C-3

PID: 2410-604-0102-000-4  
Acreage: 0.96 Acres  
FLU/Zoning: INST/C-3