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Customer Email
lcox@cityoffortpierce.com

Street
PO Box 1480

City
Fort Pierce

State
FL

ZIP Code
34954

Your Name
Rose Urbach

Email Address
rurbach@localiq.com

Customer Name
City Of Fort Pierce Legals

Customer Phone Number
(772) 460-2200

Customer Address
PO Box 1480
Fort Pierce, FL 34954

Account Number (If Known)
463454

Name
City Of Fort Pierce Legals

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CITY OF FORT PIERCE LEGALS
PO BOX 1480
FORT PIERCE, FL 34954
ATTN LINDA COX

STATE OF WISCONSIN
COUNTY OF BROWN

Before the undersigned authority personally appeared, who on oath says that he or she is the Legal Coordinator of the St Lucie News Tribune, published in St. Lucie County, Florida: that the attached copy of advertisement, being a PUBLIC NOTICE was published on publicly accessible, website of St. Lucie County, Florida, or in a newspaper by print in the issues of, on:

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Affiant further says that the website or newspaper complies with all legal requirements for publication in chapter 50, Florida Statutes.

[Handwritten signature]

Subscribed and sworn to before me, by the legal clerk, who is personally known to me, on September 3rd, 2023:

[Handwritten signature of Kathleen Allen]

Notary, State of WI, County of Brown

[Handwritten date: 1-7-25]

My commission expires

KATHLEEN ALLEN
Notary Public
State of Wisconsin

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CITY OF FORT PIERCE NOTICE OF PROPOSED ANNEXATION

The City Commission of the City of Fort Pierce, Florida, pursuant to Chapter 171 of Florida State Statutes, and of the Code of Ordinances of the City of Fort Pierce, will on Tuesday, September 5, 2023 at 5:05 p.m., and Monday, September 18, 2023 at 5:05 p.m. hold Public Hearings on the enactment of the following proposed annexation ordinance on first and second readings, respectively, in the City Hall Commission Chambers, 100 North U.S. #1, Fort Pierce, Florida; said ordinances entitled:

ORDINANCE NO. 23-052 - AN ORDINANCE EXTENDING THE TERRITORIAL LIMITS OF THE CITY OF FORT PIERCE, FLORIDA, TO INCLUDE ONE (1) PARCEL AT OR NEAR APPROXIMATELY AVE. Q, AND N 29th ST, FORT PIERCE, FLORIDA AND SHOWN ON EXHIBIT A; DIRECTING THE ST. LUCIE COUNTY PROPERTY APPRAISER TO ASSESS SAID PROPERTY AND PLACE IT ON THE CITY TAX ROLLS AS OF JANUARY 1, 2024; DIRECTING THE ST. LUCIE COUNTY TAX COLLECTOR TO COLLECT TAXES ON THE HEREIN DESCRIBED PROPERTY; ESTABLISHING THE FORT PIERCE ZONING DESIGNATION OF SINGLE-FAMILY LOW DENSITY; ESTABLISHING THE FORT PIERCE LAND USE DESIGNATION OF LOW DENSITY RESIDENTIAL; DIRECTING FILING OF THE ORDINANCE WITH THE CLERK OF THE CIRCUIT COURT AND CHIEF ADMINISTRATIVE OFFICER OF ST. LUCIE COUNTY; DIRECTING REVISION OF THE CHARTER BOUNDARY ARTICLE TO BE FILED WITH THE DEPARTMENT OF STATE AND SUBMITTED TO THE OFFICE OF ECONOMIC AND DEMOGRAPHIC RESEARCH; PROVIDING FOR A SEVERABILITY CLAUSE; REPEALING ALL ORDINANCES OR PARTS THEREOF IN CONFLICT HERewith; AND PROVIDING FOR AN EFFECTIVE DATE.



All interested parties may appear at the Public Hearings and be heard with respect to the proposed annexation. Said proposed ordinance and application will be available for inspection in the City Clerk's Office, City Hall, 100 North U.S. #1, Fort Pierce, Florida.

Pursuant to Section 286.0105, Florida Statutes, the City hereby advises you that if you or another person decide to appeal any decision made by the City Commission with respect to any matter considered at its meeting or hearing, that you or said person will need a record of the proceedings, and that for such purpose, affected persons may need to insure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

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.

/s/ Linda W. Cox
City Clerk
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Pickleball

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according to the Sports & Fitness Industry Association, which provides research, industry reports and custom research services.

"We've seen such a crazy, unprecedented amount of growth in this sport," Zhang said, "and it really started during the (coronavirus) pandemic."

Pickleball began to take off in 2020 because it was the perfect sport to play during social distancing. It was a way for the whole family to get outside for physical activity and social interaction, and it's easy to learn, Zhang said.

"It's super inclusive," she said. "I can't think of too many sports where you have a grandfather playing with a grandchild."

Why do millennials, Gen Z love pickleball?

The average age of players dropped to 38.1 years old in 2021, a decrease of 2.9 years from 2020, according to the Sports & Fitness Industry Association. Players younger than 24 fueled the biggest increase from 2020 to 2021.

"It's really exciting for us to see that demographic growing so quickly," said Zhang, who's 27. "As a millennial myself, I have tons of friends getting excited about it."

Two years ago, Zhang started playing pickleball with fellow millennials after work and became obsessed. She made it into a career when she found her current job as USA Pickleball's director of communications and content.

She loves hearing about friends in their 20s getting "schooled" by 60-year-olds.

"It happens all the time," she said. "I don't know too many sports out there where you can find that same sort of scenario."

What exactly is pickleball?

Even though pickleball's popularity has exploded recently, it's not a new sport.

USA Pickleball was formed in 2005, but the sport was invented in 1965. Three dads — Joel Pritchard, Bill Bell and Barney McCallum — created the game to entertain their children, who



Beau Yeiser, of Stuart, applies grip to his paddle before competing in a 3.5 doubles match during the first day of the two-day Paddle Tap Pickleball Tournament on Saturday. CRYSTAL VANDER WEIT/TCPALM

were bored with their usual summer-time activities on Bainbridge Island near Seattle, Washington.

The game was named after the Pritchards' dog, Pickles, who would chase the ball and run off with it.

Pickleball is a combination of tennis, badminton and ping-pong. It's played on similar lines as a tennis court, but much smaller. Players use a whistle ball and paddles that are twice the size of ping-pong paddles.

Why are tennis courts being converted?

In 2022, USA Pickleball's database of places to play increased to 10,724 known locations. Nearly 1,557 new locations were added to the database at 130 new locations per month.

Between 35% and 45% of the sport's growth in the last five years is because about 3,500 tennis courts were converted into pickleball courts, according to Carl Schmits, USA Pickleball's managing director of facilities, development and equipment standards.

However, there hasn't been a corresponding rebalance of resources, according to Schmits. About 250,000 tennis courts were built when that sport boomed in the 1970s and '80s, with about 33 million players. Today, that number has dropped to 23 million.

"We're not trying to usurp tennis' presence," Zhang said. "We're just hoping to be cooperative and make sure that there are enough facilities for everyone to play on."

She experienced the lack of courts playing with friends in Denver, Colorado.

"We'd be waiting for over a half-hour in line to get onto a pickleball court," she said, "and then you look and see the tennis courts are completely empty."

In Fort St. Lucie, the Whispering Pines Park Racket and Paddle Center opened in August with eight tennis courts that were converted into 24 pickleball courts. City officials had received frequent requests to convert tennis courts or build new pickleball courts. They met with pickleball players to discuss the lack of facilities.

In Fort Pierce, an existing tennis court was converted into pickleball courts at Jaycee Park on South Hutchinson Island in December 2022 at the request of residents.

However, the Vero Beach City Council denied allowing the nonprofit Pickleball University, which operates the courts at Pochontas Park, to convert tennis courts at Riverside Park because residents were concerned about noise.

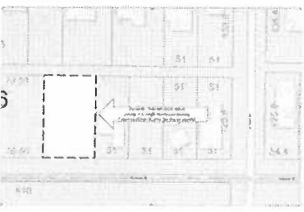
"It definitely has been a recurring issue and topic among local city councils — just how to get proper access for the rising demand of pickleball," Zhang said. "They, of course, are nowhere near able to find supply for this insane demand."

Laurie K. Blandford is TCPalm's entertainment reporter and columnist dedicated to finding the best things to do on the Treasure Coast. Follow her on Twitter @TCPalmLaurie and Facebook @TCPalmLaurie. Email her at laurie.blandford@tcpalm.com. Sign up for her What To Do in 772 weekly newsletter at profile.tcpalm.com/newsletters/manage.

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/s/ Linda W. Cox
City Clerk
Publish: 8/20/23 and 9/3/23

Fontenay

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Hazardous Materials Safety Administration.

Instead of suggesting a nuclear holocaust might be in the works, Posey merely said a collision involving a Brightline train and a freight train could result in hazardous materials fouling the Indian River Lagoon.

Both of those scenarios sound awful. However, they also seem to have, at best, a tenuous connection to reality.

The "logic" runs this way: With Brightline's higher-speed trains sharing tracks with freight trains, there's a possibility of a collision. If one of those freight trains happens to be carrying hazardous materials, there's a chance for a spill.

Or, if you follow Meihel's line of thinking, a collision could also trigger a chemical explosion so strong it would damage the nuclear reactor that's designed to withstand an earthquake and separated from the tracks by about two miles of lagoon water at its nearest point.

Real reasons for concern ... or just excuses?

Both Posey's missive and the alliance's news release dropped about the same time Indian River County Sheriff Eric Flowers was complaining to my colleague, Larry Reisman, that Brightline had been "cautious" by calling a meeting with area first responders to discuss how to handle an accident, should one occur.

That was almost certainly a no-win situation for Brightline: Had the company not held such a meeting, then it could have been labeled irresponsible and uncares by critics.

It's interesting all of these voices who say they're concerned about safety are amping up just as the issues between Brightline and local boaters over the use of the St. Lucie River railroad bridge in Stuart seem to have been ironed out.

It's almost as if critics were hoping the bridge issue would kill Brightline's plans, but since it hasn't, they're searching for new reasons to keep the service from moving forward. Even if those reasons are flimsy.

I think much of the criticism of Brightline would go away if company officials would follow through on their promise to put a station somewhere on the Treasure Coast, but for whatever reason, that hasn't happened yet.

Statistics deserve close analysis

It's been widely reported since Brightline started passenger service between West Palm Beach and Miami in 2018, its trains have been involved in at least 90 deaths. That's a startling number, but it deserves further analysis.

The Broward County Sheriff's Office did a de-

tailed study of all 64 Brightline-related accidents that happened within its jurisdiction from 2018 through last year, including 32 that resulted in fatalities.

Some were thought to be suicides, where people intentionally walked in front of the trains. Others appeared to be situations where pedestrians, bicyclists or cars got onto the tracks by mistake. In many cases, the victims appeared to be impaired by drugs or alcohol.

"There was not one single case where Brightline was at fault," said Major Jeff Cirimigliano.

Brightline said the same is true for accidents in Dade and Palm Beach counties. To date, not one accident along the route has been found to be the fault of a Brightline operator or equipment.

Let's make the route safe, without resorting to hysteria

I'm not trying to diminish the loss of life. Any suicide or any accident is tragic. Full stop.

But does the potential risk outweigh the benefits of having the service? US 1 and Interstate 95 have been ranked among Florida's most dangerous highways, in terms of accident statistics. So who's up for shutting those roads down?

Based on its ridership estimates, Brightline is expecting its passengers along the Orlando-West Palm Beach route to travel 471 million fewer vehicle miles each year by choosing train rides over car trips.

According to U.S. Department of Transportation statistics, Florida's death rate for traffic fatalities was 172 per every 100 million vehicle miles traveled in 2021.

Using that ratio, along with Brightline's ridership projections, eight fewer people will die each year in auto accidents because they're riding trains instead. That doesn't sound like a huge number — unless you happen to be one of the eight who doesn't die.

I absolutely believe local government officials should be looking at ways they can make railroad grade crossings within their communities safe. I'm in favor of putting up fencing along areas where pedestrians (or even animals) might be more likely to wander onto the tracks. I'm in favor of using the best available technology, like warning sensors to indicate when people or objects are on the tracks.

However, I'm not in favor of stoking people's fears about nuclear mishaps or freight train-related spills as a reason to shut down Brightline's plans.

Sadly, I fear the closer we get to Brightline's launch date for the West Palm Beach-Orlando service, whenever that might be, the more desperate the rhetoric used by train opponents is going to get.

I have a new term for it: Brightline Derangement Syndrome. And it's as real as any of these doomsday scenarios are.

This column reflects the opinion of Blake Fontenay. Contact him via email at bfontenay@gannett.com or at 772-232-5424.