CITY PLANNING BOARD

BOARD AGENDA

Planning Board Regular Meeting - Monday, August 14, 2023 - 2:00 p.m.
City Hall - City Commission Chambers, 100 North U.S. #1, Fort Pierce, Florida

1. **CALL TO ORDER**

2. **PLEDGE OF ALLEGIANCE**

3. **ROLL CALL**

4. **CONSIDERATION OF ABSENCES**

5. **APPROVAL OF MINUTES**

   a. Minutes from the July 12, 2023 meeting

6. **NEW BUSINESS**

   a. Annexation - Patrick & Keniesha Burton - Avenue Q - Parcel ID: 2405-501-0131-000-4

   b. Annexation - Ubilla-Duque Holdings, LLC 3307 S. US Hwy 1 - Parcel ID: 2427-601-0050-000-7

   c. Conditional Use with New Construction - Olson Residence - 2507-234-0002-000-5 and 2507-234-0003-000-2

   d. Site Plan (Development Review and Design Review) - NAPA Auto Parts - 4001 Oleander Avenue

e. Final Plat - Villas at Kings Landing - 125 A. E. Backus Avenue

7. **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 Chair, as this section of the Agenda is limited to thirty minutes. The Planning Board will not be able to take any official actions under Comments from the Public. Speakers will address the Board and the Public with respect. Inappropriate language will not be tolerated.

8. **DIRECTOR'S REPORT**

9. **BOARD COMMENTS**

10. **ADJOURNMENT**

Any person seeking to appeal any decision by the Planning Board with respect to any matter considered at this meeting is advised that a record of proceedings is required in any such appeal and that such person may need to insure that a verbatim record of the proceedings is made including the testimony and evidence upon which the appeal is to be based.
Persons who require special accommodations under the Americans with Disabilities Act (ADA) should contact (772) 467-3729, at least five (5) days prior to the meeting. Persons who are hearing or speech impaired may use the Florida Relay System by dialing 711.

Planning Board **5. a.**

Meeting Date: 08/14/2023

Re: Planning Board Minutes 7/12/23

Submitted For: Kev Freeman, Planning Director, Planning & Zoning

Information

SUBJECT:

Minutes from the July 12, 2023 meeting

Attachments

Planning Board Minutes 7/12/23

Form Review

Form Started By: Alicia Rosenthal Started On: 07/24/2023 09:57 AM

Final Approval Date: 07/24/2023

D R A F T

CITY OF FORT PIERCE

PLANNING BOARD

Planning Board Minutes

OF THE REGULAR MEETING OF THE FORT PIERCE CITY PLANNING BOARD HELD ON WEDNESDAY, JULY 12, 2023, IN FORT PIERCE CITY HALL, COMMISSION CHAMBERS, 100 NORTH US HIGHWAY 1, FORT PIERCE, FLORIDA.

1. CALL TO ORDER

2. PLEDGE OF ALLEGIANCE

3. ROLL CALL

Present:	John Heaning; Uline Daniel; Nichelle Clemons; Harold Albury; Anton Kreisl; Frank Creyaufmiller, Chairman
Absent:	Alexander Edwards
Staff Present:	Kev Freeman, Planning Director Vennis Gilmore, Assistant Planning Director Ryan Altizer, Senior Planner Alicia Rosenthal, Planning and Development Organizer

4. CONSIDERATION OF ABSENCES

Mr. Edwards was excused.

5. APPROVAL OF MINUTES

Ms. Daniel entered the meeting after the minutes were approved.

a. Minutes from the June 12, 2023 meeting

Motion was made by Anton Kreisl, and seconded by Nichelle Clemons to approve the minutes from the June 12, 2023 meeting.

AYE: Nichelle Clemons, Harold Albury, Anton Kreisl, John Heaning, Chairman Frank Creyaufmiller

Passed

6. **HEARING OF THE LOCAL PLANNING AGENCY**

a. **Future Land Use Map Amendment - Selvitz Road Mixed Use - Parcel IDs:2432-211-0006-000-3, 2432-211-0005-000-6, 2432-343-0001-000-4**

Mr. Gilmore gave an overview of the application. The request is to change the Future Land Use designation of three (3) parcels of land from Low Density Residential (RL) to Mixed-Use Development (MXD). Mr. Gilmore said the site area is approximately 122.8 acres. Mr. Gilmore showed a Future Land Use (FLU) comparison chart from existing to proposed residential and commercial use. Mr. Gilmore answered questions from the Board on the site being used for a mining location, if the pond will be part of the water mitigation, and mixed uses allowed on the land.

Mr. Freeman clarified that the pond is a consequence of the mining once on the site and the pond will have to be accessed for stormwater mitigation. Mr. Freeman explained the state requires the FLU chart to show potential maximum development possible. He said the maximum numbers are unlikely because the chart does not consider mitigation, wetlands, roadways, easements and dedications.

Mariana Arias Sanz, Land Planner for Cotleur & Hearing, showed a PowerPoint presentation for both the Future Land Use and the Rezoning to Planned Development. She noted the major point of access will be from Selvitz Road. Ms. Arias Sanz identified the surrounding uses and said changing the Future Land Use to Mixed Use is a perfect transition because it proposes more uses similar to the surrounding zoning. She said the Planned Development (PD) zoning will allow flexibility for the transitional development. Ms. Arias Sanz showed the preliminary bubble plan which included light industrial warehouse, RV storage or flex space, high density residential apartments, and single family homes. Ms. Arias Sanz answered questions from the Board on the access road to industrial uses and homes.

The following members of the public spoke against the application:

Gabriele Klaesen, resident, stated the city shall ensure the FLU is compatible within and outside city boundaries. She addressed concerns with the traffic on Christensen and Devine Roads, and she suggested a development meeting with the neighbors.

Jane Rowley, resident, stressed the importance of a 6 - 8 foot wall behind the 6 acres to protect the existing ranchette homes.

Jill Sunderland, resident, provided a hard copy of her reasons for not approving the application. She expressed concerns with the density, where the apartments will be located, traffic, cost to community for water access, and Devine and Christensen being substandard roads.

Mickey Sigmon, resident, explained a development was shot down before for this same property. Mr. Sigmon noted the development will create harassment to his cattle, increase speeding in the area, lower property values and damage Devine and Christensen Roads.

Michelle Calandro, resident, has concerns with the infrastructure and the overcrowded Fort

Pierce Central High School. She stated Selvitz Road is in need of repair, and she has concerns with the property not being developed as what is being shown today.

Jean Woodard, resident, expressed concerns with affordable housing, setting a precedent, and if the traffic studies looked at the surrounding new developments.

Ronna Perry, resident, stated she has a big issue with overdevelopment and promises not being kept. She is not happy with the beauty of the community, wildlife being taken away and excessive growth causing fatality incidents and speeding on the roadways. Ms. Perry said she hopes the residences on Devine and Christensen Roads are protected prior to any type of building.

David Istanich, resident, said this project will change the rural lifestyle he bought into, and it will affect the infrastructure, traffic and sewage. He noted small ranchette homes would be okay.

Missy Brinker, resident, expressed concerns with her livestock, traffic, lowered property values and who will clean the neighborhood ditches and culverts.

Robert Schooley, resident, expressed concerns with safety for his children and property values declining.

Chairman Creyaufmiller said the city needs to do a better job with notifying the public about Planning Board meetings.

Kev Freeman summarized the Future Land Use concerns during public comment. He mentioned issues with the transition, land uses, traffic, traffic capacity, school district, suitability of the site and environmental issues for development.

Dan Sorrow, Senior Planner from Cotleur and Hearing, explained the proper transition of land use. He stated the majority of the 122 acres will be low density residential and buffers and drainage will be increased. He noted the Future Land Use will have to go to the state for DEP approval. Mr. Sorrow said he is convinced he can satisfy most residences by having a community meeting to address the residences concerns.

Board discussion ensued. Ms. Daniel expressed concerns with property values, speeding, flooding, losing trees and Fort Pierce Central High School being overcrowded. Chairman Creyaufmiller had concerns with the health, safety and welfare of the existing community. He said a community meeting is required along with comments from the school board before moving the application to City Commission. Mr. Heaning said the issues from the public are heartfelt. He suggested the meeting signs and notification from the city need to get better, and he has major concerns with access, traffic and infrastructure.

Motion was made by Harold Albury, and seconded by Nichelle Clemons to forward a recommendation of approval to the City Commission to change the Future Land Use for three parcels from RL, Low Density Residential to MXD, Mixed-Use Development.

AYE: Harold Albury, John Heaning, Nichelle Clemons, Chairman Frank Creyaufmiller
NAY: Anton Kreisl, Uline Daniel
Passed

7. NEW BUSINESS

a. **Zoning Atlas Map Amendment - Selvitz Road Mixed Use Planned Development - Parcel IDs: 2432-211-0006-000-3, 2432-211-0005-000-6, 2432-343-0001-000-4**

Mr. Gilmore gave an overview of the application and answered questions from the Board. The request is to change the zoning of three (3) parcels of land from Low Density Residential (R1) to Planned Development (PD). The site area is approximately 122.8 acres. Mr. Gilmore gave a brief history of the property and showed the surrounding uses and approved projects. Mr. Gilmore provided the concept plan showing five PODS and the site data for each POD.

Chairman Creyaufmiller noted the 16 conditions, and he stated the city does a good job at protecting property owners.

Mariane Arias Sanz, Land Planner from Cotleur & Hearing, stated the project has been highly scrutinized by the city, and through public and community meetings the details will be worked out. She said the bubble plan is providing the framework to come in with a detailed site plan at a later date.

Ronna Perry, resident, expressed confusion with the approval allowing a certain use or if the owner of the property is able to come in and do what they want to do.

Mr. Freeman explained the applicant is suggesting certain types of developments in the outlines of the property. If the application is approved based on the conceptual plan, the applicant will have to come back with each lot showing the drainage, access, and dedicated property for the roadway. Mr. Freeman noted that all comments that staff heard will have to be addressed at the site plan. Mr. Freeman highlighted that this is not the final process, and there will be at least five more public hearings.

Mickey Sigmon, resident, said ranchettes is the way to go.

Jean Woodard, resident, asked several questions. She wanted to know how the development will affect the canal, does the development affect the health, safety and welfare of the neighborhood, how will notification be held in the future and how will the developer get in touch with the community for the neighborhood meeting.

Gabriele Klaesen, resident, asked about access to the greenways on Selvitz Road and in Oak Alley.

Jill Sunderland, resident, expressed concerns with the density in PODS 1 and 2 and the traffic on Christensen Road.

Dan Sorrow, Senior Planner from Cotleur & Hearing, said there was no intention of not wanting the public to come to the meeting, and he stated a community meeting is not required by the developer. He noted ranchette homes with horses is not compatible next to industrial use. Mr. Sorrow said there will be no access on Devine Road. There will be access on Christensen Road wth the majority of the access off of Selvitz Road. He said there will be low density residential along Christensen Road and St. Lucie County may have emergency access on Christensen Road. Mr. Sorrow said there will be 3-story garden style apartments and the homes will be designed like the Palm Lakes or Oak Hammock neighborhoods. He highlighted it will be a high quality, gated community with a high level of planning. Mr. Sorrow said they will send a letter to residences within 1,000 feet of the development for the community meeting.

The residents asked that all residences on Christensen Road be included in the mailing for the community meeting.

Keith Burn, resident, asked how far down the light industrial area goes.

Board discussion ensued.

Mr. Albury stated the city has to grow, and they are not looking at dollars, they are looking at housing for people. Mr. Albury said this is not an invasion of property. The developers want to work hand in hand with the community. Many buffers will be created, so it flows within the community and is not an eyesore.

Ms. Daniel expressed concerns with too many apartments and property values going down. She said the city needs to fix the flooding issues before 700- 800 units are developed. Ms. Daniel noted that Fort Pierce Central High School is full and has no room for additional students.

Mr. Heaning said the project is not in the right area and the infrastructure is not there.

Mr. Kreisl has concerns with approving the conceptual plan, the buffer around the light industrial area and number of units expected to see in POD 2, which is the low density residential area. Mr. Kreisl said he would like to see more light industrial to the north on the conceptual plan.

Motion was made by Nichelle Clemons, and seconded by Harold Albury to forward a recommendation of approval to the City Commission to change the zoning from R-1, Low Density Residential to PD, Planned Development with the associated development plan and the following 17 conditions:

1. If the applicant intends to phase the project due to the future selling or leasing of all or portions of the planned development, such as land areas and dwelling units, The Planned Development Final Site Plans must adhere to City Code Sections 125-212(b)(6) and 125-212(c)(1)(c): Phasing. When provisions for phasing are included in the development plan, each phase of development must be so planned and so related to previous development, surrounding properties, and the available public facilities and services, that failure to proceed with subsequent phases will not adversely impact drainage, utilities, parking or the traffic flow of the completed phases. A development phasing schedule indicating:
    a. The approximate date when construction of the project can be expected to begin.
    b. The number of phases in which the project will be built and the approximate date when construction of each phase can be expected to begin and be completed.
    c. A general description of the buildings and streetscapes including standards for height, building coverage, parking areas, and public improvements proposed for each phase of the development.

2. Per City Code Section 125-212(c)(1)(e), Any Site Plan phase applications must submit zoning regulations and a list of any exceptions from the standard zoning ordinance and land development code for any features of the proposed development plan.

3. Per City Code Section 125-212(b)(3), In all planned developments at least 20 percent of the site shall be devoted to open space, regardless of project size or intended use; open space shall be land devoid of any aboveground structures or buildings, except pergolas, gazebos, pavilions or other open-air structures; or landscape structures such as terraces, planters, walls or retaining walls. Open space may include natural areas, buffer areas, upland habitats, including those areas of on-site preservation required by the other provisions of this Code; recreation areas, but not including swimming pools, tennis courts or other impervious activity areas; but may include parks, golf courses, sports fields; bicycle, pedestrian or equestrian paths and facilities; common open space, common landscaping or

planting areas; stormwater detention and retention facilities providing that no more than 30 percent of the overall open space requirement shall be satisfied in this manner; water features, conservation areas or other areas intended for public purposes other than street or road rights-of-way, but shall exclude aquatic areas for conservation and development (A-1 and A2 zoning).

4. Prior to development, a Final PD site plan application shall be submitted as a Major Amendment to the PD zoning.

5. The Final PD plan shall conform to the requirements of the City Code of Ordinances and be subject to the general standards for approval of Planned Development Zoning.

6. Prior to submittal of Final PD site plan, a state wetland jurisdictional determination shall be conducted to determine the exact boundaries of the wetlands located on site. Further wetland evaluation and assessment shall be conducted to further determine mitigation options available for this site.

7. Prior to submittal of Final PD site plan, a Gopher Tortoise Survey shall be carried out on site.

8. Prior to submittal of Final PD site plan, and if required by the USFWS (US Fish and Wildlife Service), a Wood Stork foraging Habitat Assessment shall be carried out on site.

9. A detailed stormwater and drainage plan and statement shall be submitted at time of Final PD site plan.

10. The Final PD site plan shall be in unified control and property ownership. All land intended to be included in the planned development shall be under the legal control of the applicant.

11. The Final PD site plan shall include a general description of the buildings and streetscapes including standards for height, building coverage, parking areas, and public improvements proposed for each phase of the development.

12. The Final PD site plan shall include quantitative data for the total number and type of dwelling units; parcel sizes; proposed lot coverage of buildings and structures; residential gross densities; total amount of open space; and the total amount of nonresidential acreage.

13. The Final PD site plan shall include all agreements, provisions and covenants which govern the use, maintenance, and continued protection of the planned development and any of its common open space or other shared areas. This material shall include material which binds successors in title to any commitments concerning completion of the project and its maintenance and operation.

14. The Final PD site plan shall contain the following information, at minimum:
    a. A Landscape and irrigation plan per section 125-314. c. of the City Ordinance.
    b. Proposed lot lines and other divisions of land for management, use or allocation purposes.
    c. The location, size and height of present and proposed buildings and structures.
    d. The location and size of all areas proposed to be conveyed, dedicated, or reserved for streets, parks, playgrounds, public and semi-public buildings, and similar uses.
    e. The existing and proposed vehicular circulation system, including off-street parking, and loading areas.
    f. The pedestrian circulation system, including its interrelationships with the vehicular circulation system, within the development to adjacent streets, showing all curb cuts

and sidewalks.
g. The existing and proposed utility systems, including sanitary sewers, storm sewers and water, electric and gas lines.
h. The proposed buffering treatment of the perimeter of the planned development, refuse stations, storage areas, or loading areas, including materials and techniques used such as screens, fences, and walls.

15. A Unity of Title with the St. Lucie County Clerk of Courts and a Parcel Combination with the St. Lucie County Property Appraiser shall be completed prior to the issuance of any Building Permit.

16. After completion of the Unity of Title and Lot Combination, a General Address Request Form for the newly created Parcel ID and for any and each proposed building and residential unit shall be submitted to the Planning Department.

17. A community meeting with the residences is needed prior to going to the City Commission meeting.

AYE: Anton Kreisl, Nichelle Clemons, Harold Albury, Chairman Frank Creyaufmiller
NAY: John Heaning, Uline Daniel
Passed

b. **Site Plan and Design Review - Twins Carwash - 5340 S. US Highway 1**

Mr. Altizer gave an overview of the application. The request is for a site plan to construct a 4,930 square-foot automated carwash with self-service vacuums. The owner's intent is to utilize established corporate images which are a modern interpretation of prairie design with some craftsman detailing. The site area is approximately 2.19 acres with a Future Land Use of General Commercial (GC) and Zoning of General Commercial (C-3).

Ravi Alur, Applicant Representative from Aspire Engineering, answered questions from the Board on the traffic flow pattern for the self serve vacuums. Mr. Alur said the consumer can either exit the car wash or proceed to the vacuum section.

Motion was made by Anton Kreisl, and seconded by Harold Albury to forward a recommendation of approval to the City Commission for the Site Plan and Design Review with the following condition:
1. A completion certification by a landscape architect, cost estimate, and landscape bond pursuant to City Code 123-6 shall be required before the Final Certificate of Occupancy is approved for the site

AYE: John Heaning, Uline Daniel, Nichelle Clemons, Harold Albury, Anton Kreisl, Chairman Frank Creyaufmiller
Passed

c. **PULLED AT STAFF'S REQUEST - Site Plan - Gator Trace on The Greens – Gator Trace Planned Development - 2435-311-0001-000-4, 2435-243-0001-000-6**

d. **PULLED AT STAFF'S REQUEST - Final Plat - Gator Trace on The Greens – 2435-311-0001-000-4, 2435-243-0001-000-6**

e. **Planning Board Procedures**

Chairman Creyaufmiller reviewed the changes to the procedures noting the election date of the Chair and Vice-Chair, the day and time of the Planning Board meeting and the order of agenda items being presented.

Motion was made by Uline Daniel, and seconded by Nichelle Clemons to adopt the new Planning Board procedures.

AYE: Harold Albury, Anton Kreisl, John Heaning, Uline Daniel, Nichelle Clemons, Chairman Frank Creyaufmiller

Passed

Motion was made by Harold Albury, and seconded by Uline Daniel to allow Chairman Creyaufmiller and Vice-Chair Clemons to stay in their respective positions until the March 2024 Planning Board election. If Ms. Clemons is not reappointed to the Planning Board at the August 2023 City Commission meeting, a new Vice-Chair will need to be elected.

AYE: Uline Daniel, Harold Albury, Anton Kreisl, John Heaning, Chairman Frank Creyaufmiller

NAY: Nichelle Clemons

Passed

8. **COMMENTS FROM THE PUBLIC**

There were no comments from the public.

9. **DIRECTOR'S REPORT**

No report was given.

10. BOARD COMMENTS

Chairman Creyaufmiller suggested the Planning department get additional staff, so the department has time to plan. He said parks are needed in the new residential development areas of the Ctiy of Fort Pierce.

11. ADJOURNMENT

Cotleur & Hearing

Selvitz Road Mixed-Use

Future Land Use Map Amendment and Planned Development Rezoning

July 12, 2023

Planning Board Meeting

City of Fort Pierce, Florida

Project Team |

Applicant – Donald Stevenson

Landscape Architects and Planners – Cotleur & Hearing

- Daniel Sorrow, PLA, AICP, LEED AP BD+C
- Mariana Arias Sanz, AICP
- Phoebe Prentner

Traffic Engineer – MacKenzie Engineering & Planning

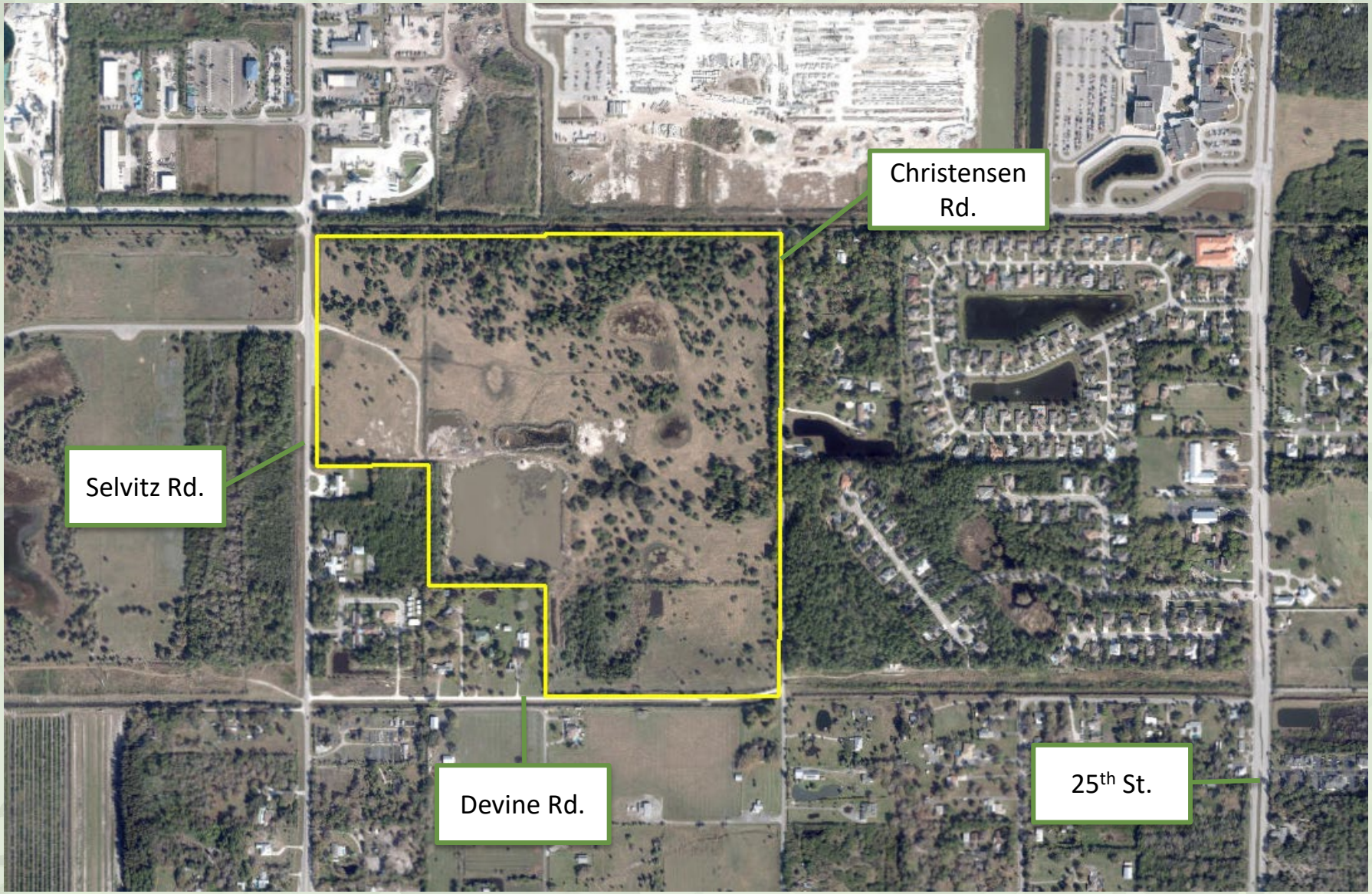
- Shaun MacKenzie, PE

Location | Context Road Network

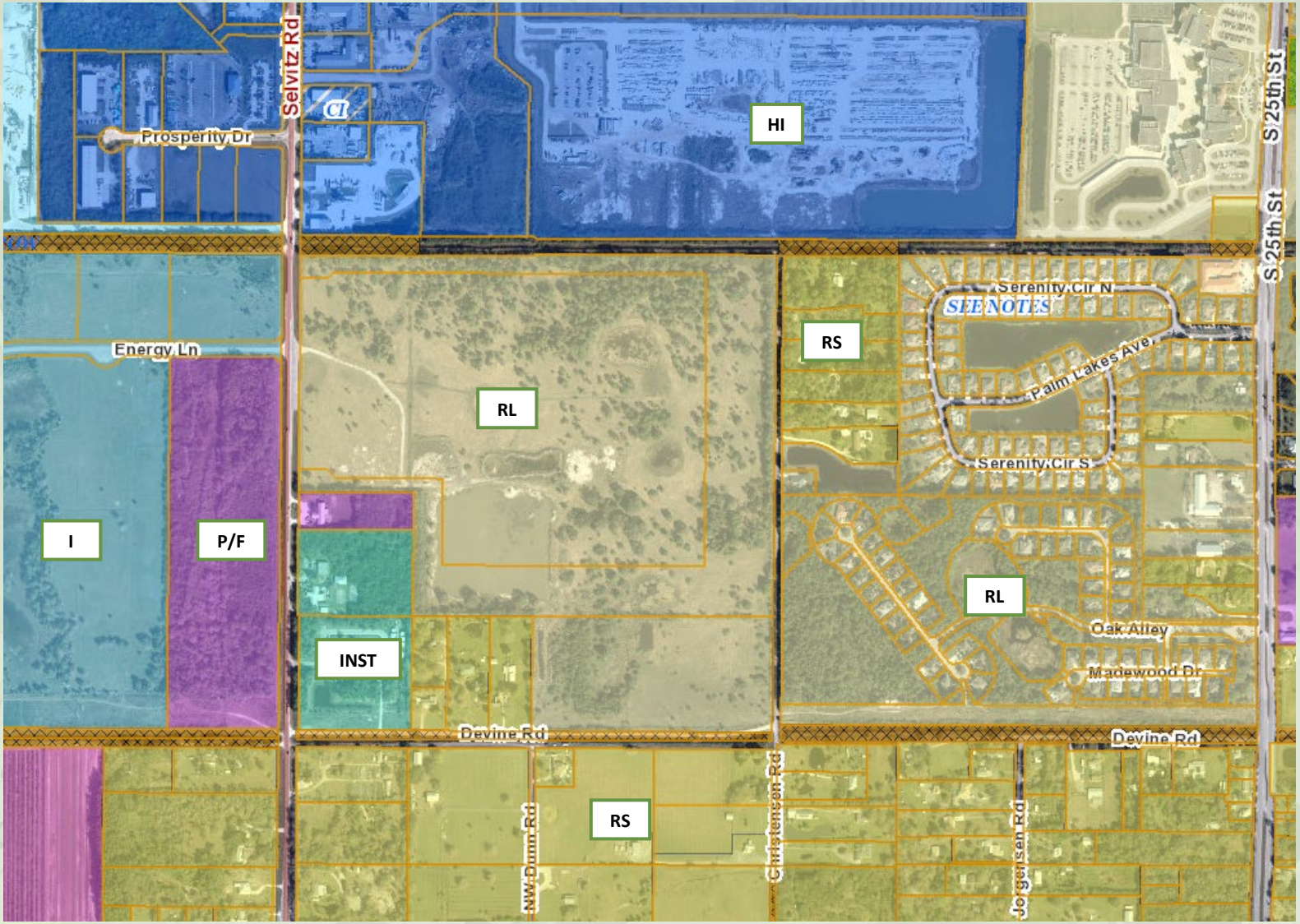


Aerial | Existing Conditions

Cotleur & Hearing



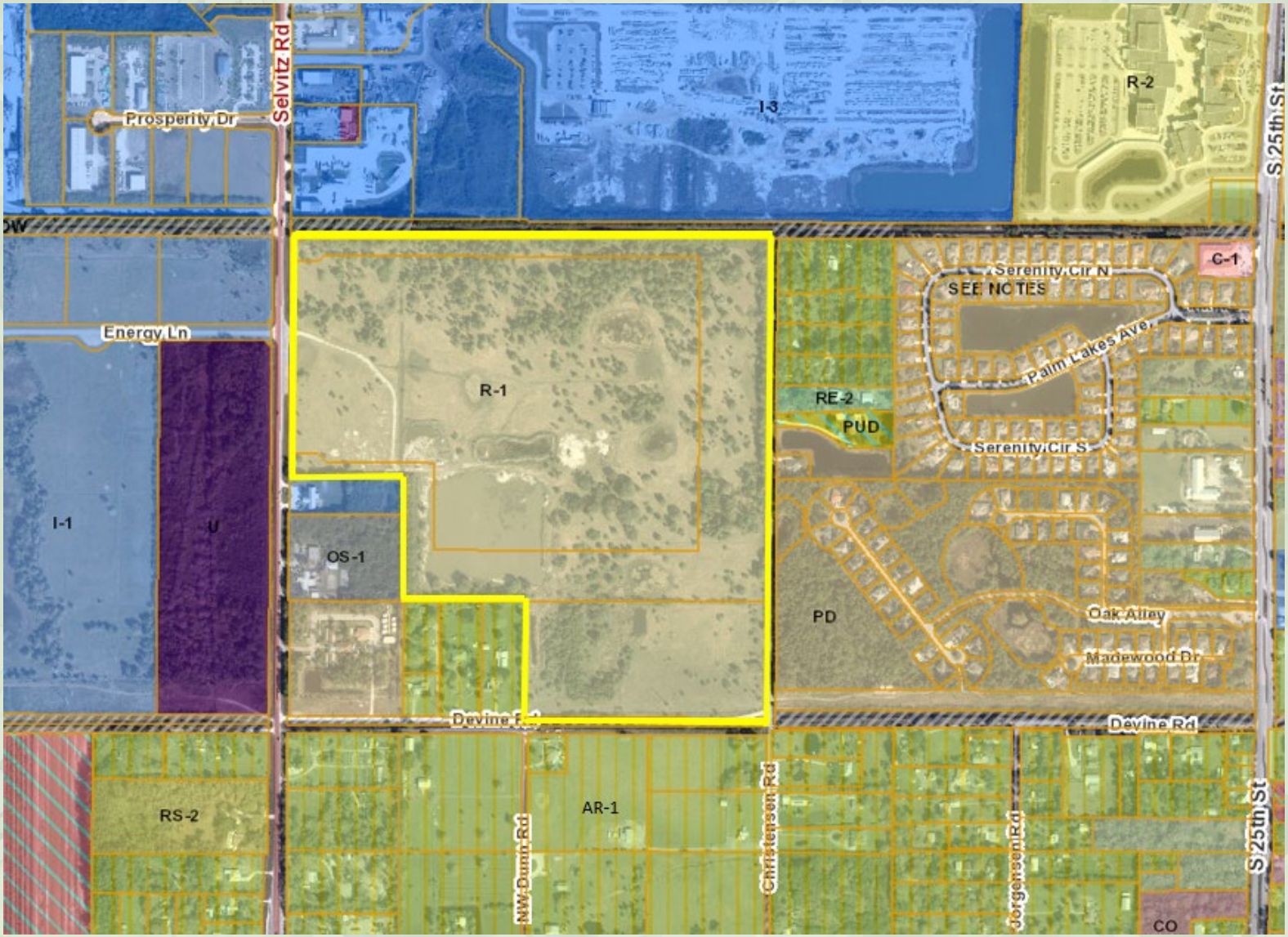
FLUM | Existing Future Land Uses



Selvitz Road Mixed-Use

City of Fort Pierce, FL

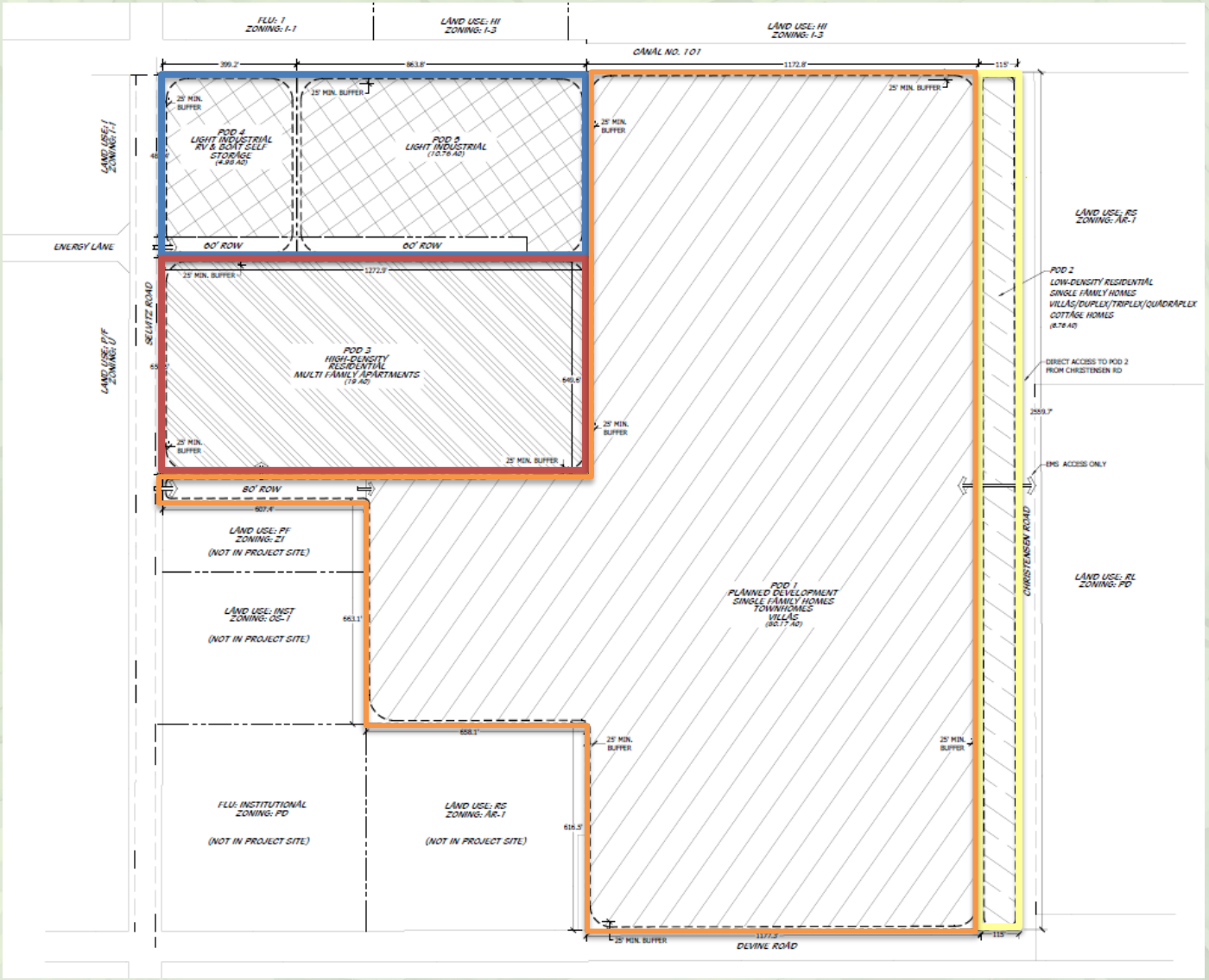
Zoning | Existing Zoning Designations



Selvitz Road Mixed-Use

City of Fort Pierce, FL

Planned Development | Bubble Plan



Selvitz Road Mixed-Use

City of Fort Pierce, FL

Conclusion |

FLUMA – agree with staff recommendation of **approval**

PD Rezoning – agree with staff recommendation of **approval with 16 conditions**

Thank you |

Cotleur & Hearing

Questions?

Comments for rezoning of property on Christensen, Selvitz & Devine Roads, July 12, 2023
Bill & Jill Sunderland, 4640 Christensen Road. Fort Pierce, FL 34981

We are present today at this City of Fort Pierce Zoning Planning Committee meeting to record our objections to the rezoning request of the property located on the NE Corner of Selvitz Road and Devine Road, which will also heavily impact the residents of Christensen Road. It is important for this committee to know that homeowners who will be impacted by this potential zoning change were not properly notified by U.S. Mail that this rezoning request was submitted. The only notification we saw was a small rezoning hearing sign placed on July 8th, 2023 on Divine Road, which is dirt, but most of the residents don't use it so weren't aware of this meeting. With only a few days' notice, most of the residents are unable to attend today's meeting, hence the low turnout of residents. The last time this rezoning application was submitted, the residents packed City Hall to express their disapproval.

My husband and I have owned our property on Christensen Road for over 30 years. It is a wonderful rural community where people enjoy the outdoors. You can always find neighbors safely walking, riding their bicycles and children playing in the spacious yards. We also have pets, like dogs, cats, horses, cows, goats & chickens. Everyone has space to grow and live a good life.

Most of the houses on Christensen & Devine Roads are 3-5 acre plots, zoned R-1-low residential density. This rezoning proposal drastically increases the density by changing 122 acres into Mixed Use Development with a concept plan of adding 800+ units, mostly high density and if approved, it could have a capacity of over 2,000 units. This will have a substantially negative impact on the area. POD 2 is listed as 6.76 acres with a proposal of adding up to 74 units. Can you please explain how that many units is considered low-density residential? Keeping less than 7 acres for single-family does not seem appropriate for the area. We are also concerned with POD 1 having an indicated 400 - 2,000 units on 80 acres listed as a planned development. The concept plan does not make it clear how occupants of this development will be entering or leaving this development.

Traffic is another major concern. Christensen Road & Divine Road (which is just dirt), are both substandard roadways according to the Fort Pierce Public Works Department. These roads do not have proper drainage or shoulders and are identified as 50' wide. To help with the current traffic load, the county placed a "local traffic, no cut through" sign to reduce the traffic that cuts through from Christensen to Devine over to Selvitz. If this development is approved, the increase in traffic will be significantly more than these roads can accommodate. The plan also proposes adding up to 74 units that will enter/exit directly onto Christensen Road. Selvitz Road is two lanes and already in bad shape, West Midway Road is only two lanes west of Selvitz Road. This proposal estimates 1,600 – 5,000 vehicles per day traveling to and from this development. Can you please explain how these roads will be able to handle this volume? Who will pay for all the road upgrades needed if this unnecessary and unreasonable rezoning proposal is approved?

Our community is on private wells and septic tanks. What are the expected additional costs that current homeowners in the area will have to pay to provide the water and sewage needs of a development this large. The proposed 800 + units will also impact the fire and police departments, and waste disposal services. How will this development affect the property values of current residents? Is it anticipated that current homeowners will lose property for road upgrades and sidewalks?

As evidenced by overdeveloped communities in Florida south of Saint Lucie County, developers come into these beautiful rural areas, develop high-density units, leave most of the infrastructure upgrade costs to the

community, make a fortune, then leave. Current homeowners get stuck with the bad roads, all the traffic congestion and overloading of already overtaxed government services on all levels.

We do not want to see our beautiful community turn into another congested, traffic-ridden area like Port Saint Lucie or West Palm Beach. Please keep our open spaces for people to enjoy living in Fort Pierce.

There are numerous research studies that prove people are happier and heathier when they have space to spread out and enjoy the natural areas around them. The people of the City of Fort Pierce and Saint Lucie County have so many parks and nature areas, so we must think it's important.

Please DO NOT approve this rezoning request.

Thank you for your time and consideration of our objections to this rezoning request.

Cotleur & Hearing

Selvitz Road Mixed-Use

Future Land Use Map Amendment and Planned Development Rezoning

July 12, 2023

Planning Board Meeting

City of Fort Pierce, Florida

Project Team |

Applicant – Donald Stevenson

Landscape Architects and Planners – Cotleur & Hearing

- Daniel Sorrow, PLA, AICP, LEED AP BD+C
- Mariana Arias Sanz, AICP
- Phoebe Prentner

Traffic Engineer – MacKenzie Engineering & Planning

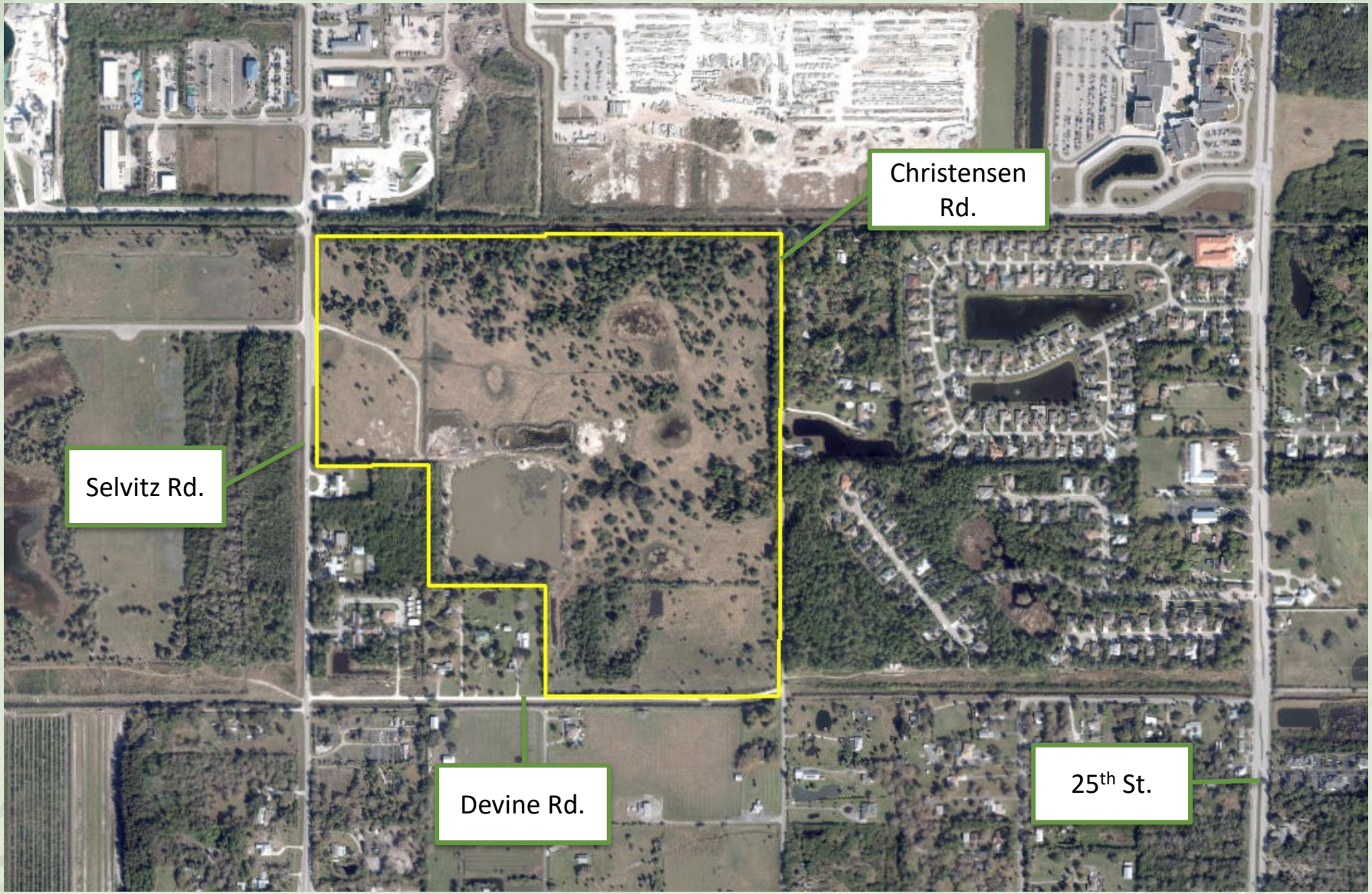
- Shaun MacKenzie, PE

Location | Context Road Network

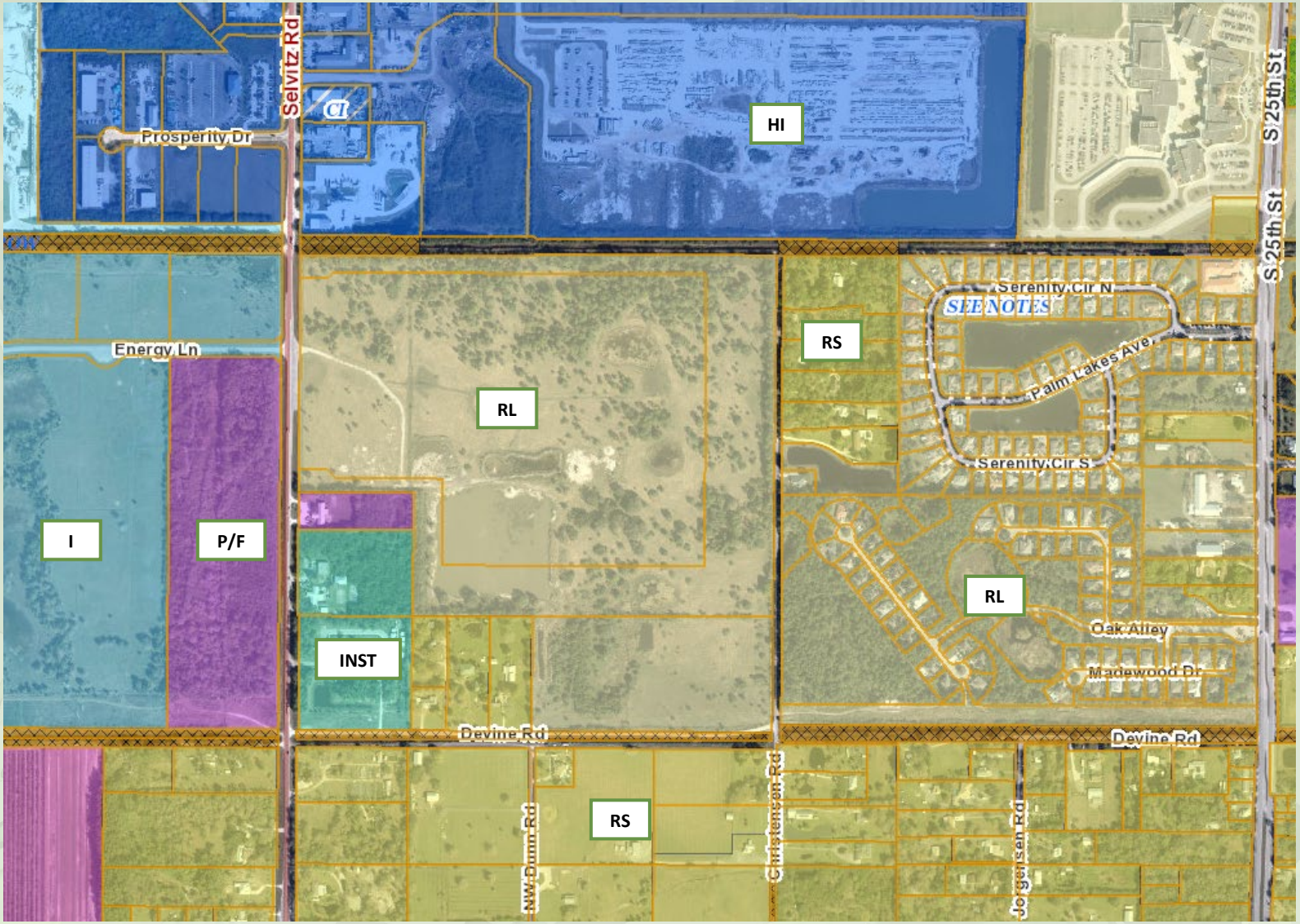


Aerial | Existing Conditions

Cotleur & Hearing



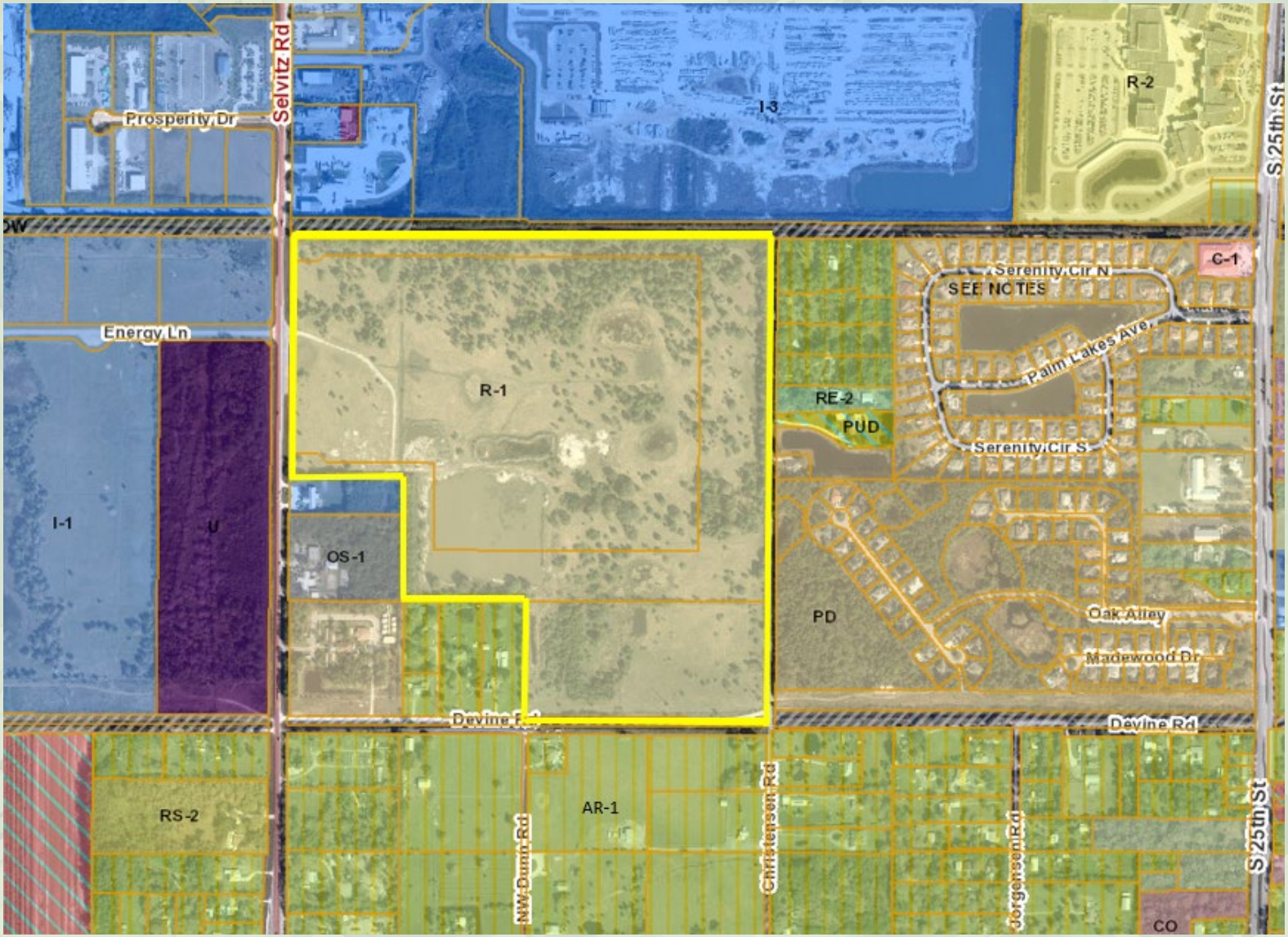
FLUM | Existing Future Land Uses



Selvitz Road Mixed-Use

City of Fort Pierce, FL

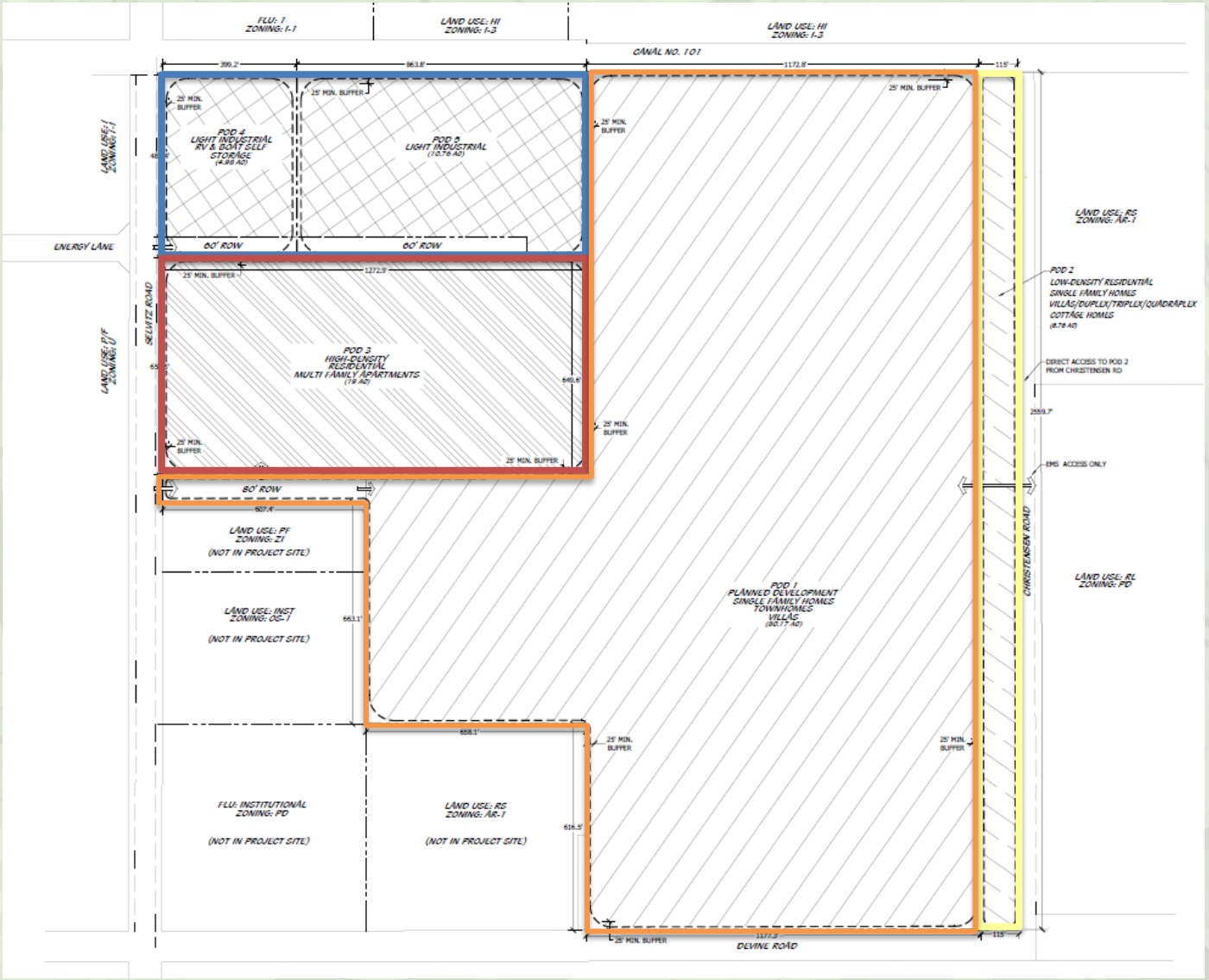
Zoning | Existing Zoning Designations



Selvitz Road Mixed-Use

City of Fort Pierce, FL

Planned Development | Bubble Plan



Selvitz Road Mixed-Use

City of Fort Pierce, FL

Conclusion |

FLUMA – agree with staff recommendation of **approval**

PD Rezoning – agree with staff recommendation of **approval with 16 conditions**

Thank you |

Cotleur & Hearing

Questions?

Comments for rezoning of property on Christensen, Selvitz & Devine Roads, July 12, 2023
Bill & Jill Sunderland, 4640 Christensen Road. Fort Pierce, FL 34981

We are present today at this City of Fort Pierce Zoning Planning Committee meeting to record our objections to the rezoning request of the property located on the NE Corner of Selvitz Road and Devine Road, which will also heavily impact the residents of Christensen Road. It is important for this committee to know that homeowners who will be impacted by this potential zoning change were not properly notified by U.S. Mail that this rezoning request was submitted. The only notification we saw was a small rezoning hearing sign placed on July 8th, 2023 on Divine Road, which is dirt, but most of the residents don't use it so weren't aware of this meeting. With only a few days' notice, most of the residents are unable to attend today's meeting, hence the low turnout of residents. The last time this rezoning application was submitted, the residents packed City Hall to express their disapproval.

My husband and I have owned our property on Christensen Road for over 30 years. It is a wonderful rural community where people enjoy the outdoors. You can always find neighbors safely walking, riding their bicycles and children playing in the spacious yards. We also have pets, like dogs, cats, horses, cows, goats & chickens. Everyone has space to grow and live a good life.

Most of the houses on Christensen & Devine Roads are 3-5 acre plots, zoned R-1-low residential density. This rezoning proposal drastically increases the density by changing 122 acres into Mixed Use Development with a concept plan of adding 800+ units, mostly high density and if approved, it could have a capacity of over 2,000 units. This will have a substantially negative impact on the area. POD 2 is listed as 6.76 acres with a proposal of adding up to 74 units. Can you please explain how that many units is considered low-density residential? Keeping less than 7 acres for single-family does not seem appropriate for the area. We are also concerned with POD 1 having an indicated 400 - 2,000 units on 80 acres listed as a planned development. The concept plan does not make it clear how occupants of this development will be entering or leaving this development.

Traffic is another major concern. Christensen Road & Divine Road (which is just dirt), are both substandard roadways according to the Fort Pierce Public Works Department. These roads do not have proper drainage or shoulders and are identified as 50' wide. To help with the current traffic load, the county placed a "local traffic, no cut through" sign to reduce the traffic that cuts through from Christensen to Devine over to Selvitz. If this development is approved, the increase in traffic will be significantly more than these roads can accommodate. The plan also proposes adding up to 74 units that will enter/exit directly onto Christensen Road. Selvitz Road is two lanes and already in bad shape, West Midway Road is only two lanes west of Selvitz Road. This proposal estimates 1,600 – 5,000 vehicles per day traveling to and from this development. Can you please explain how these roads will be able to handle this volume? Who will pay for all the road upgrades needed if this unnecessary and unreasonable rezoning proposal is approved?

Our community is on private wells and septic tanks. What are the expected additional costs that current homeowners in the area will have to pay to provide the water and sewage needs of a development this large. The proposed 800 + units will also impact the fire and police departments, and waste disposal services. How will this development affect the property values of current residents? Is it anticipated that current homeowners will lose property for road upgrades and sidewalks?

As evidenced by overdeveloped communities in Florida south of Saint Lucie County, developers come into these beautiful rural areas, develop high-density units, leave most of the infrastructure upgrade costs to the

community, make a fortune, then leave. Current homeowners get stuck with the bad roads, all the traffic congestion and overloading of already overtaxed government services on all levels.

We do not want to see our beautiful community turn into another congested, traffic-ridden area like Port Saint Lucie or West Palm Beach. Please keep our open spaces for people to enjoy living in Fort Pierce.

There are numerous research studies that prove people are happier and heathier when they have space to spread out and enjoy the natural areas around them. The people of the City of Fort Pierce and Saint Lucie County have so many parks and nature areas, so we must think it's important.

Please DO NOT approve this rezoning request.

Thank you for your time and consideration of our objections to this rezoning request.

Planning Board **6. a.**

Meeting Date: 08/14/2023

Re: Burton Annexation (Ave. Q)

Submitted For: Kev Freeman, Planning Director, Planning & Zoning

Information

SUBJECT:

Annexation - Patrick & Keniesha Burton - Avenue Q - Parcel ID: 2405-501-0131-000-4

SUMMARY:

Request for review of an application for an annexation of one (1) parcel into the city, with a City Zoning of R-1, Single Family Low-Density Residential, and a City Future Land Use of RL, Low Density Residential.

RECOMMENDATION:

Staff recommendation is for the Planning Board to move the proposed annexations for **APPROVAL** to City Commission.

ALTERNATIVES:

- Recommend approval with conditions
- Recommend Disapproval

RESPONSIBLE STAFF:

Kerry Charles - Planner

COORDINATED WITH:

Technical Review Committee

Fiscal Impact

OTHER INFORMATION:

N/A

Attachments

Applicant File

Staff Presentation

Form Review

Form Started By: Kerry Charles Started On: 07/21/2023 02:29 PM

Final Approval Date: 08/01/2023

THE SUNRISE CITY
FORT PIERCE
PLANNING DEPARTMENT Florida

RECEIVED
JUN 09 2023
CITY OF FORT PIERCE
PLANNING & ZONING

APPLICATION FOR ANNEXATION

Annexation applications will require the adoption of an ordinance which will require a public meeting before the Planning Board and two public hearings before the City Commission.

Application submission shall include the following:

- **TRC** (*Initial Submission): One (1) original and (8) paper copies of the application and support documents and provide one (1) electronic copy of the application packet as described below.
- **Planning Board**: One (1) original and (16) paper copies of the application and support documents and provide one (1) electronic copy of the application packet as described below.
- **City Commission**: One (1) original and (11) paper copies of the application and support documents and provide one (1) electronic copy of the application packet as described below.

In addition to a complete application, packets shall include:

- Warranty Deed
- Current Survey (completed within the last 12 months)

1. Address: TBD Ave Q Fort Pierce, FL
2. Legal description of real property for which annexation is being requested:
   Sunrise Park NO 1 BLK 6E 1/2 OF LOT 19 AND ALL OF LOT 20-LESS S 10FT - (0.22 AC)

   Property Tax ID: 2405-501-0131-000-4
3. Size of described property: 76.5' x 136' (10,404 Square Feet)
4. Project description: New Construction of Single Family Home
5. Current St. Lucie County Future Land Use Designation: RU, 5 du/ac
6. Current St. Lucie County Zoning: RS-4 Count
7. Is this a Historic property? NO
8. Appraised value: $25,000
9. Name of Owner(s): Patrick Burton and Keniesha Burton

   Signature of Owner(s): Patrick Burton Keniesha Burton (Jun 3, 2023 12:58 EDT)
   Mailing Address: 1537 Running Oak Lane
   City Royal Palm Beach State FL Zip 33411
   Phone (561) 601-5884 Fax

10. Name of Representative: N/A

Signature of representative: _____
Mailing Address: _____
City) _____ State _____ Zip _____
Phone _____ Fax _____
E-mail: _____

INTAKE MEETINGS ARE REQUIRED FOR ALL SUBMITTALS. CALL (772) 467-3729

OFFICE USE:

DATE RECEIVED: _____	Signed: _____	
File Number: _____	Check No: _____	Receipt No: _____
TRC Review: _____	Planning Board Review: _____	City Commission: _____
Ordinance No: _____	Date Approved: _____	

Prepared by and return to:
Grace Ramirez
Partnership Title and Escrow, LLC
1663 South Congress Avenue
West Palm Beach, FL 33406
(561) 720-2225
File No 23-2486p

Parcel Identification No 2405-501-0131-000-4

[Space Above This Line For Recording Data]

WARRANTY DEED

(STATUTORY FORM – SECTION 689.02, F.S.)

This indenture made the **25th day of May, 2023** between **Borges All Stars Painting, Inc., a Florida Corporation A/K/A Borges Alls Stars Painting, Inc., a Florida Corporation**, whose post office address is **4471 Luxemburg Court, Suite 102, Lake Worth, FL 33467**, of the County of Palm Beach, State of Florida, Grantor, to **Patrick Burton and Keniesha L. Burton, husband and wife**, whose post office address is **1537 Running Oak Lane, Royal Palm Beach, FL 33411**, of the County of Palm Beach, State of Florida, Grantees:

Witnesseth, that said Grantor, for and in consideration of the sum of TEN DOLLARS (U.S.$10.00) and other good and valuable considerations to said Grantor in hand paid by said Grantees, the receipt whereof is hereby acknowledged, has granted, bargained, and sold to the said Grantees, and Grantees' heirs and assigns forever, the following described land, situate, lying and being in St. Lucie, Florida, to-wit:

The East 1/2 of Lot 19 and all of Lot 20, Block 6, LESS the South 10 feet thereof, SUNRISE PARK #1, according to plat thereof as recorded in Plat Book 8, Page 42, of the Public Records of St Lucie County, Florida.

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

Subject to taxes for 2023 and subsequent years, not yet due and payable; covenants, restrictions, easements, reservations and limitations of record, if any.

TO HAVE AND TO HOLD the same in fee simple forever.

And Grantor hereby covenant with the Grantees that the Grantor is lawfully seized of said land in fee simple, that Grantor have good right and lawful authority to sell and convey said land and that the Grantor hereby fully warrant the title to said land and will defend the same against the lawful claims of all persons whomsoever.

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

Signed, sealed and delivered in our presence:

WITNESS
PRINT NAME:

WITNESS
PRINT NAME: Nuno Marques

Borges All Stars Painting, Inc., a Florida Corporation A/K/A
Borges Alls Stars Painting, Inc., a Florida Corporation

By: _____
Miguel A. Borges De Leon, President

STATE OF FLORIDA
COUNTY OF PALM BEACH

The foregoing instrument was acknowledged before me by means of (✓) physical presence or ( ) online notarization this 25th day of May, 2023 by Miguel A. Borges De Leon, President of Borges All Stars Painting, Inc., a FL Corporation A/K/A Borges Alls Stars Painting, Inc., a Florida Corporation on behalf of the Corporation.

Signature of Notary Public
Print, Type/Stamp Name of Notary

Notary Public State of Florida
Nuno Marques
My Commission HH 147420
Expires 09/08/2025

Personally known: _____
OR Produced Identification: ✓

Type of Identification Produced: FLDL

TYPE OF SURVEY:	BOUNDARY	PLOT PLAN	U/C TIE IN	FOUNDATION	FINAL
COMPLETED ON:	5-18-23				

LEGAL DESCRIPTION:

EAST ½ OF LOT 19 AND ALL OF LOT 20, BLOCK 6, SUNRISE PARK NO. 1, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 8, PAGE 42, OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA.

ABBREVIATIONS:

(C) = CALCULATED
(M) = MEASURED
(P) = PLATTED
CBS = CONCRETE BLOCK STRUCTURE
CMP = CORRUGATED METAL PIPE
CLF = CHAIN LINK FENCE
CNS = COULD NOT SET
CONC = CONCRETE
FFE = FINISHED FLOOR ELEVATION
FND = FOUND 5/8" IRON REBAR
IRC = 5/8" IRON REBAR WITH PLASTIC CAP
IR = 5/8" IRON REBAR
PCOR = PROPERTY CORNER
PL = PROPERTY LINE
PUDE = PUBLIC UTILITIES AND DRAINAGE EASEMENT
R/W = RIGHT-OF-WAY
R = RADIUS OF CURVE
L = LENGTH OF CURVE
Δ = DELTA OF CURVE
IR = 5/8" IRON REBAR "NO INDENTIFICATION"
● = SET 5/8" IRON REBAR WITH PLASTIC CAP "AJP PSM 6330"

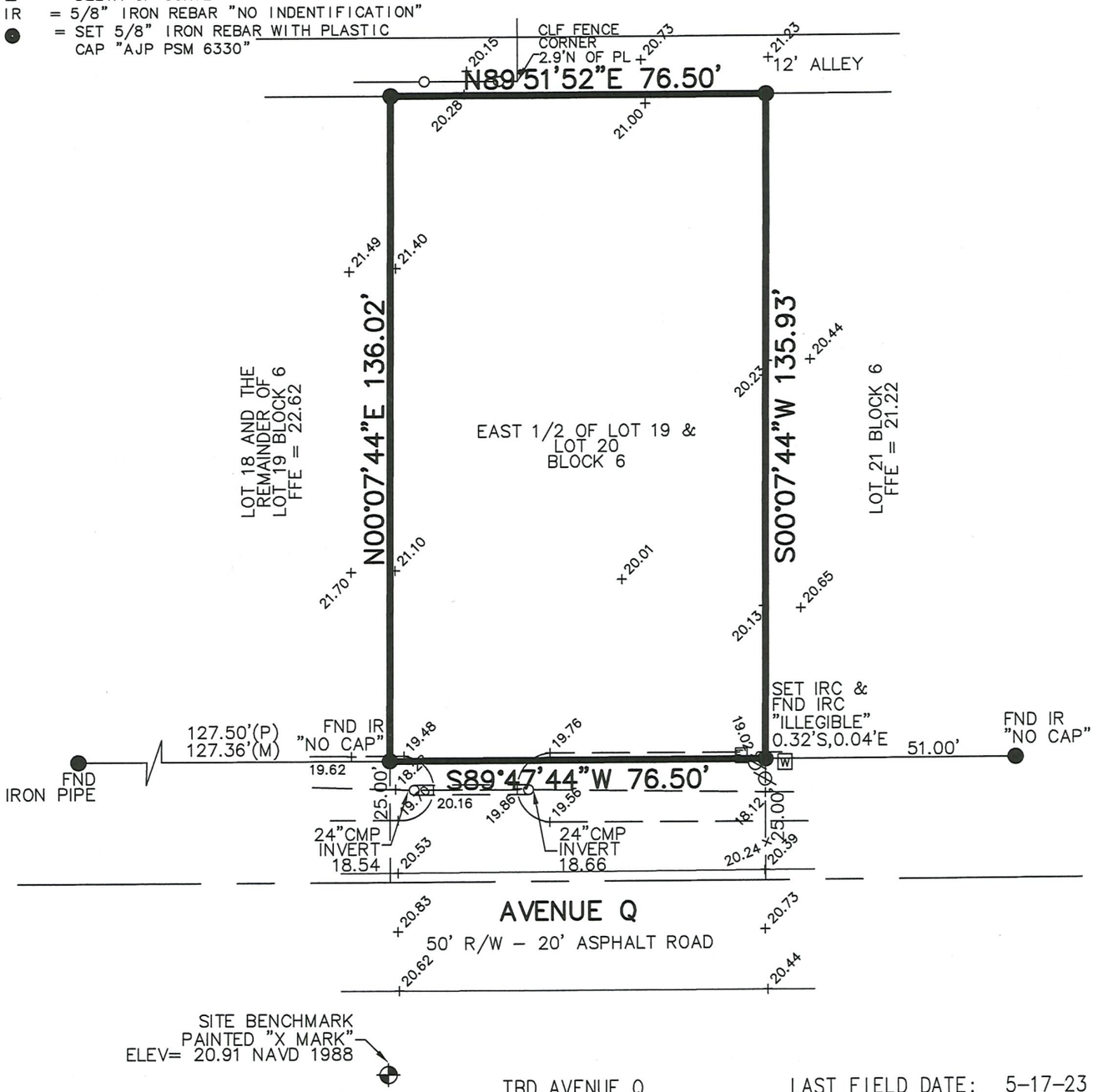
N

30 0 15 30

GRAPHIC SCALE IN FEET
SCALE: 1" = 30'

SURVEYOR'S REPORT:

1. THIS IS A BOUNDARY SURVEY AS DEFINED IN CHAPTER 5J-17.050(11), STANDARDS OF PRACTICE.
2. UNLESS OTHERWISE NOTED ONLY PLATTED EASEMENTS ARE SHOWN HEREON.
3. NO UNDERGROUND UTILITIES OR IMPROVEMENTS WERE LOCATED UNLESS OTHERWISE SHOWN.
4. THIS SITE LIES WITHIN FLOOD ZONE "X", ACCORDING TO THE FLOOD INSURANCE RATE MAP, COMMUNITY PANEL NO. 12111C0178 J, EFFECTIVE DATE FEBRUARY 16, 2012.
5. FLOOD ZONE SHOWN HEREON IS AN INTERPRETATION BY THE SURVEYOR AND IS PROVIDED AS A COURTESY. THE FLOOD ZONE SHOULD BE VERIFIED BY A DETERMINATION AGENCY.
6. BEARINGS SHOWN HEREON ARE BASED ON THE EAST LINE OF LOT 20 ASSUMED TO BEAR S00°07'44"W.
7. ALL LOT DIMENSIONS SHOWN ARE PER PLAT UNLESS OTHERWISE NOTED. ALL SURVEY MEASUREMENTS IN FEET.
8. ALL MAPPED FEATURES SHOWN HEREON ARE UNDER THE DIRECT SUPERVISION AND RESPONSIBILITY OF ALEXANDER J. PIAZZA PSM, INC.
9. SURVEY MAP AND REPORT OR THE COPIES THEREOF ARE NOT VALID WITHOUT THE ORIGINAL SIGNATURE AND SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.
10. ADDITIONS OR DELETIONS TO THE SURVEY MAP OR REPORT BY OTHER THAN THE SIGNING PARTY OR PARTIES IS PROHIBITED WITHOUT CONSENT OF THE SIGNING PARTY OR PARTIES.



SCALE: 1"=30'	**ALEXANDER J. PIAZZA PSM, INC.**		CERTIFIED TO: PATRICK AND KENIESHA BURTON	
DATE: 5-18-23	Surveying • Mapping • Consulting			
DRAWN: LW	619 SW Biltmore Street			
JOB NO.: 23-9987	Port St. Lucie, Florida 34983			
	Phone: (772) 340-7770			
	Fax: (772) 340-2250			
	LB#7280			
DATE:	REVISIONS:			
FB/PG:	-	-	-	-

ALEXANDER J. PIAZZA
Professional Surveyor & Mapper
Florida Certificate No.: 6330

K:\BUILDERS\DWG2023\23-9987.dwg, 5/18/2023 2:39:44 PM

CITY OF FORT PIERCE

PLANNING BOARD

August 14th, 2023

Burton Annexation
At or near Avenue Q

APPLICANT

Patrick & Keniesha Burton

PROPERTY OWNER(S)

Patrick & Keniesha Burton

PARCEL ID #(S):

2405-501-0131-000-4

SUMMARY

Request for review of an application for a Voluntary Application for Annexation for one (1) parcel of land at or near Avenue Q.

BACKGROUND

The applicant is requesting a voluntary annexation of one (1) parcel at or near Avenue Q in Fort Pierce, Florida. The parcel ID is 2405-501-0131-000-4.

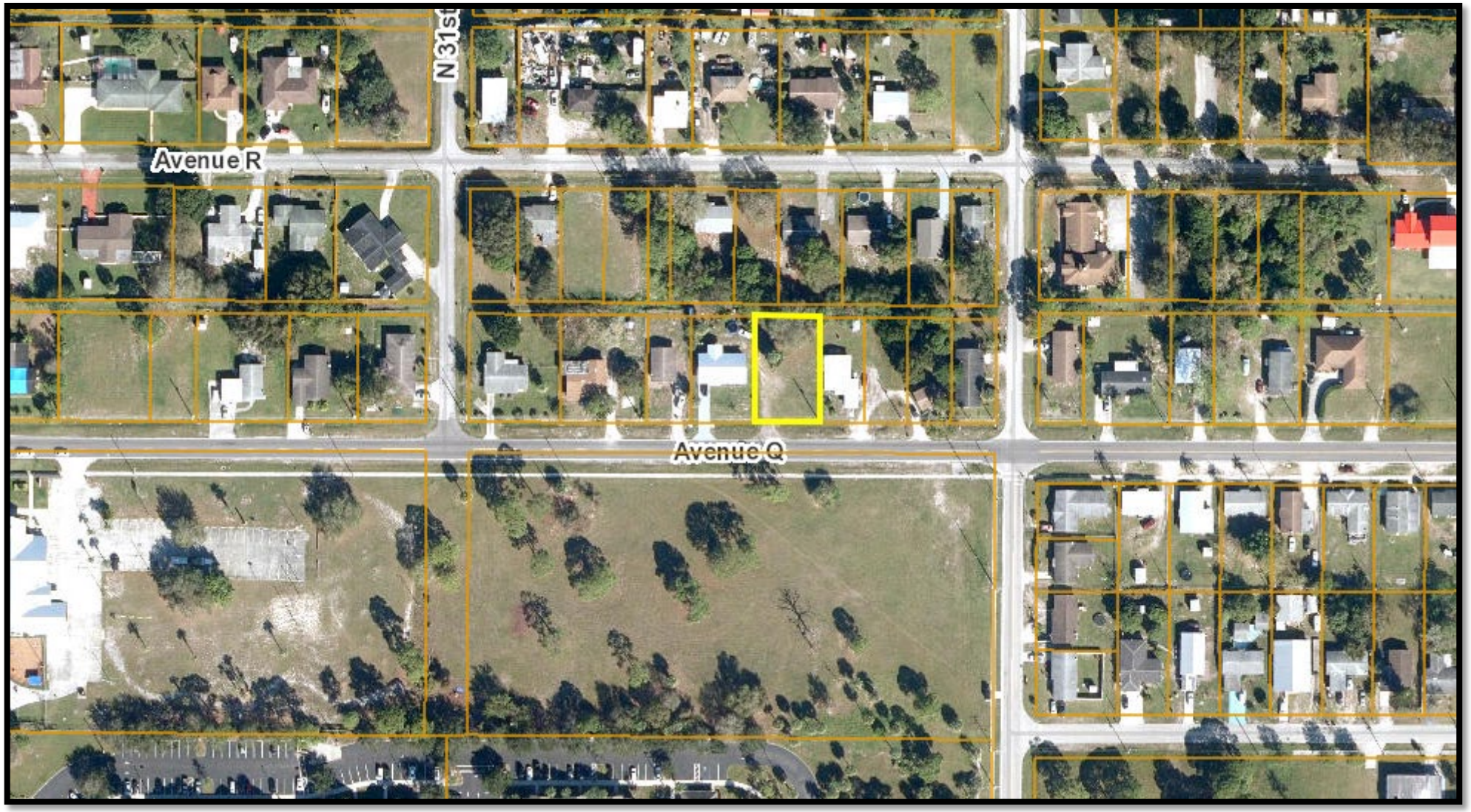
The subject property has St. Lucie County Future Land Use designations of Residential Urban 5 du/ac (RU) and a St. Lucie County Zoning designation of Residential, Single-Family, 4 du/ac (RS-4). The applicant is proposing Future Land Use designations of Low Density Residential (RL) with a Zoning classification of Single-Family Low Density Residential Zone (R-1).

COMPREHENSIVE PLAN

Pursuant to Comprehensive Plan policy 1.11.5 “properties annexed shall receive a land use designation compatible with the County land use designation, unless otherwise approved by the City Commission.” Staff has confirmed that the property is located within unincorporated St. Lucie County and is contiguous to the Fort Pierce City municipal boundary and within the FPUA service area. The subject proposed voluntary annexation is also consistent with Chapter 171.044, F.S., whereas the property is contiguous to a municipality and reasonably compact; and the annexation will not result in the creation of an enclave.

The current value of the property is $25,000. Should the Application for Annexation be approved it could create a new source of ad-valorem tax revenue annually to the City of Fort Pierce if developed, depending on the millage rate per year, which currently is 6.9000. Currently the property is vacant.

SITE LOCATION



SITE AREA = Approximately 0.22 Acres

Burton ANNEXATION

EXISTING & PROPOSED FLU - ZONING

Current SLC FLU:
RU, Residential Urban 5 du/ac

Current SLC Zoning:
RS-4, Residential, Single-Family,
4 du/ac

Proposed
FLU: RL, Low Density Residential

Proposed Zoning:
R-1, Single-Family Low Density Zone



Burton ANNEXATION

STAFF RECOMMENTATION

As proposed, the annexation meets the standards of the City's Comprehensive Plan, specifically Policy Section 1.11 regarding annexations.

Planning Staff recommends approval of the proposed annexation.

PB ACTIONS

- **Possible actions of the Planning Board:**

- Recommend APPROVAL of the proposed Annexation
  - Staff recommends approval

- Recommend DISAPPROVAL of the proposed Annexation

CITY OF FORT PIERCE

PLANNING BOARD

August 14th, 2023

Burton Annexation
At or near Avenue Q

THE SUNRISE CITY
FORT PIERCE
PLANNING DEPARTMENT
Florida

Patrick Burton & Keniesha Burton
1537 Running Oak Lane
Royal Palm Beach, FL 33411

Subject: Annexation – One parcel on Avenue Q – Technical Review Committee Comments for July 20, 2023 TRC Meeting

City of Fort Pierce Planning Department

In favor of Annexation

Fort Pierce Engineering Department

Recommend approval.

Fort Pierce Building Department

1. Building Official or his representative has no comment at the time of this meeting, but reserves submission of comments upon completion of the official plan review.
2. Any construction will need to meet the requirements of the Florida Budling Code 7th Edition.

Fort Pierce Police Department

No comments at this time.

St. Lucie County Planning Department

No comments at this time.

St. Lucie County PW/Engineering

No Comments at this time.

THE SUNRISE CITY
FORT PIERCE
PLANNING DEPARTMENT
Florida

City Clerk Office

No comments at this time.

Code Enforcement

No comments at this time.

Fort Pierce Utilities Authority

- FPUA W/WW Engineering: Only FPUA's water service is available to serve this property. Sewer service is Not available to serve this property. (Approved as noted)
- FPUA Electric & Gas Engineering: FPUA Electric & Gas Engineering has reviewed the application. Approved.
- FPUA Gas: Natural gas should be considered for water heating, cooking, clothes drying, back up power generation etc. as a lower cost energy option. Natural gas can be made available via main extension via Ave. Q. Approved
- FPUA Fiber: FPUAnet Fiber is available however there would be some construction cost as part of install.

St. Lucie County Fire District

No comments at this time.

Florida Department of Transportation

No comments at this time.

St. Lucie County School Board

No comments at this time.

Planning Board **6. b.**

Meeting Date: 08/14/2023

Re: Ubilia-Duque Holdings LLC Annexation

Submitted For: Kev Freeman, Planning Director, Planning & Zoning

Information

SUBJECT:

Annexation - Ubilla-Duque Holdings, LLC 3307 S. US Hwy 1 - Parcel ID: 2427-601-0050-000-7

SUMMARY:

Request for review of an application for an annexation of one (1) parcel into the city, with a City Zoning of C-3, General Commercial, and a City Future Land Use of GC, General Commercial.

RECOMMENDATION:

Staff recommendation is for the Planning Board to move the proposed annexation for **APPROVAL** to City Commission.

ALTERNATIVES:

- Recommend Approval with conditions
- Recommend Disapproval

RESPONSIBLE STAFF:

Kerry Charles, Planner

COORDINATED WITH:

Technical Review Committee

Fiscal Impact

OTHER INFORMATION:

N/A

Attachments

Applicant File

Staff Presentation

Form Review

Form Started By: Kerry Charles Started On: 07/21/2023 03:30 PM

Final Approval Date: 08/07/2023

THE SUNRISE CITY
FORT PIERCE
PLANNING DEPARTMENT Florida

APPLICATION FOR ANNEXATION

Annexation applications will require the adoption of an ordinance which will require a public meeting before the Planning Board and two public hearings before the City Commission.

Application submission shall include the following:

- **TRC** (*Initial Submission): One (1) original and (8) paper copies of the application and support documents and provide one (1) electronic copy of the application packet as described below.
- **Planning Board**: One (1) original and (16) paper copies of the application and support documents and provide one (1) electronic copy of the application packet as described below.
- **City Commission**: One (1) original and (11) paper copies of the application and support documents and provide one (1) electronic copy of the application packet as described below.

In addition to a complete application, packets shall include:

- Warranty Deed
- Current Survey (completed within the last 12 months)

1. Address: 3307 S US HIGHWAY 1, Fort Pierce, FL 34982
2. Legal description of real property for which annexation is being requested:
   See Attached Word PDF for Legal Description

   Property Tax ID: 2427-601-0050-000-7
3. Size of described property: 3.72 acres
4. Project description: The applicant seeks to annex to the City of Fort Pierce and develop a slab show room/ warehouse for business uses
5. Current St. Lucie County Future Land Use Designation: Commercial (COM)/Residential High (RH)
6. Current St. Lucie County Zoning: Commercial General (CG)/Residential, Multiple Family -11
7. Is this a Historic property? Unknown
8. Appraised value: $359,260
9. Name of Owner(s): Ubilla-Duque Holdings LLC

   Signature of Owner(s): Alejandro Toro (Authorized Agent)
   Mailing Address: 10250 SW Village Parkway
   City Port St. Lucie State Florida Zip 34987
   Phone 772-462-2455 Fax

10. Name of Representative: Alejandro Toro

Signature of representative:

Mailing Address: 10250 SW Village Parkway

City) Port St. Lucie State Florida Zip 34987

Phone 772-462-2455 Fax

E-mail: 772-462-2455

INTAKE MEETINGS ARE REQUIRED FOR ALL SUBMITTALS. CALL (772) 467-3729

OFFICE USE:

DATE RECEIVED: Signed:

File Number: Check No: Receipt No:

TRC Review: Planning Board Review: City Commission:

Ordinance No: Date Approved:

MICHELLE R. MILLER, CLERK OF THE CIRCUIT COURT - SAINT LUCIE COUNTY
FILE # 5137082 OR BK 4931 PAGE 2959, Recorded 12/28/2022 10:23:42 AM Doc
Tax: $4200.00

Prepared by:
Charlotte Walters
St. Lucie Title Services, Inc.
800 Virginia Avenue, Suite 47
Ft. Pierce, Florida 34982

File Number: 21841

General Warranty Deed

Made this December 22, 2022 A.D. By

Sophia S. Agapion and Stelios N. Sitaras AKA Stanley Sitaras and Katerina Makiej and Michael N. Sitaras, hereinafter called the grantor,

to **Ubilla-Duque Holdings, LLC, a Florida limited liability company**, whose post office address is: 427 S. Market Ave., Fort Pierce, FL 34982, hereinafter called the grantee:

(Whenever used herein the term "grantor" and "grantee" include all the parties to this instrument and the heirs, legal representatives and assigns of individuals, and the successors and assigns of corporations)

Witnesseth, that the grantor, for and in consideration of the sum of Ten Dollars, ($10.00) and other valuable considerations, receipt whereof is hereby acknowledged, hereby grants, bargains, sells, aliens, remises, releases, conveys and confirms unto the grantee, all that certain land situate in St. Lucie County, Florida, viz:

SEE ATTACHED EXHIBIT "A"

The above described property is not the homestead property of the herein named grantors.

Parcel ID Number: 2427-601-0050-000/7

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

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

And the grantor hereby covenants with said grantee that the grantor is lawfully seized of said land in fee simple; that the grantor has good right and lawful authority to sell and convey said land; that the grantor hereby fully warrants the title to said land and will defend the same against the lawful claims of all persons whomsoever; and that said land is free of all encumbrances except taxes accruing subsequent to December 31, 2022.

In Witness Whereof, *the said grantor has signed and sealed these presents the day and year first above written.*

Signed, sealed and delivered in our presence:

_____ _____ (Seal)
Witness #1 Printed Name Irene Agapion-Martinez
Sophia S. Agapion
Address: 616 Willoughby Blvd., Greensboro, North Carolina 27408

_____
Witness #2 Printed Name Aristeo Huerta

State of North Carolina
County of Guilford

The foregoing instrument was acknowledged before me by means of [X] physical presence or [ ] online notarization, this 22 day of December 2022 by Sophia S. Agapion, who is/are ~~personally known to me~~ or who has produced NC 31459588 as identification.

A ANDY OGUAMA
Notary Public
Guilford Co., North Carolina
My Commission Expires June 30, 2027

Notary Public _____ (Seal)
Print Name: AWA Andy Oguama
My Commission Expires: June 30, 2027

Prepared by:
Charlotte Walters
St. Lucie Title Services, Inc.
800 Virginia Avenue, Suite 47
Ft. Pierce, Florida 34982

File Number: 21841

Signed, sealed and delivered in our presence:

Witness #1 Printed Name Kyle Virabalin

Witness #2 Printed Name Khiet-nghi Luong

Stelios N. Sitaras (Seal)
Stelios N. Sitaras AKA Stanley Sitaras
Address: 1903 Creek Valley Lane, Sugarland, TX 77478

State of Texas
County of Fort Bend

The foregoing instrument was acknowledged before me by means of [X] physical presence or [ ] online notarization, this 23 day of December, 2022, by Stelios N. Sitaras AKA Stanley Sitaras, who is/are personally known to me or who has produced TX DL as identification.

HEATHER HUONG PHAM
Notary Public (Seal)
STATE OF TEXAS
My Comm. Exp. 06-17-24
Notary ID # 12893044-2

Notary Public
Print Name: Heather Pham

My Commission Expires:

Prepared by:
Charlotte Walters
St. Lucie Title Services, Inc.
800 Virginia Avenue, Suite 47
Ft. Pierce, Florida 34982

File Number: 21841

Signed, sealed and delivered in our presence:

Dipti C
Witness #1 Printed Name Dipti Contractor

C Parent
Witness #2 Printed Name Cheryl Parent

Katerina Makiej (Seal)
Katerina Makiej
Address: 7 Aspen Circle, Andover, MA 01810

State of Massachusetts
County of Essex

The foregoing instrument was acknowledged before me by means of [X] physical presence or [ ] online notarization, this 23rd day of December, 2022 by Katerina Makiej, who is/are personally known to me or who has produced MDL as identification.

Bonnie C Caruso
Notary Public
Print Name: BONNIE C CARUSO
My Commission Expires: 5/2/2025

(Seal)

BONNIE C. CARUSO
NOTARY PUBLIC
COMMONWEALTH OF MASSACHUSETTS
MY COMMISSION EXPIRES MAY 2 2025

Prepared by:
Charlotte Walters
St. Lucie Title Services, Inc.
800 Virginia Avenue, Suite 47
Ft. Pierce, Florida 34982

File Number: 21841

Signed, sealed and delivered in our presence:

Paul Michael Headley Jr (Seal)
Witness #1 Printed Name Paul Michael Headley Jr

Michael N. Sitaras
Address: 6567 Petunia Place, Carlsbad, CA 92011

Witness #2 Printed Name Jeffrey S. Melemed

State of California
County of _____

The foregoing instrument was acknowledged before me by means of [X] physical presence or [ ] online notarization, this ____ day of _____, 20____, by Michael N. Sitaras, who is/are personally known to me or who has produced _____ as identification.

_____
Notary Public
Print Name: _____

(Seal)

My Commission Expires: _____

Please See Attached
For Official Notary Wording

ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California
County of San Diego)

On December 21, 2022 before me, Susan A. Runner Notary Public
(insert name and title of the officer)

personally appeared Michael N. Sitaras
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature Susan A. Runner (Seal)

SUSAN A. RUNNER
Notary Public - California
San Diego County
Commission # 2314190
My Comm. Expires Dec 2, 2023

Exhibit "A"

THE NORTH 150 FEET OF THE SOUTH 202.68 FEET OF LOT 177 OF UNIT THREE MARAVILLA GARDENS, A SUBDIVISION, ACCORDING TO THE MAP OR PLAT THEREOF, AS RECORDED IN PLAT BOOK 6, PAGE(S) 62, OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA.

EXCEPTING THEREFROM RIGHTS OF WAY TO FLORIDA POWER AND LIGHT COMPANY FOR AN ELECTRIC TRANSMISSION AND DISTRIBUTION LINE.

ALSO EXCEPTING THEREFROM THE EAST 10 FEET THEREOF WHICH HAS BEEN DEEDED TO THE CITY OF FORT PIERCE, FOR THE LAYING AND MAINTAINING OF WATER MAINS AND OTHER UTILITIES, AND THE WEST 60 FEET THEREOF CONVEYED TO ST. LUCIE COUNTY, FLORIDA.

Alejandro Toro

From: Jose D. Ubilla <jose@realstoneandgranite.com>
Sent: Monday, June 26, 2023 4:04 PM
To: Alejandro Toro
Subject: Fwd: You paid an invoice! (#003542)

Good afternoon Alejandro.

Please see below.

Thank you !

Jose D. Ubilla
www.realstoneandgranite.com

---------- Forwarded message ---------
From: **City of Fort Pierce Finance Department** <messenger@messaging.squareup.com>
Date: Mon, Jun 26, 2023, 3:04 PM
Subject: You paid an invoice! (#003542)
To: <jose@realstoneandgranite.com>

[redacted]

City of Fort Pierce Finance Department

Invoice Paid

$630.00

Paid with Mastercard 6198 on June 26, 2023 at 12:04 PM

Planning Fees - 3307 S. US Hwy 1
Invoice #003542
June 26, 2023

Customer
Jose D Ubilla
jose@realstoneandgranite.com

Additional Recipients
arosenthal@cityoffortpierce.com

Download Invoice PDF

Invoice summary

Planning Dept Fees Various fees collected for Planning Dept for Projects *Advertising Fee for Annexation* *3307 S. US Hwy 1* *#23-02000008*	**$630.00**
Subtotal	$630.00
Total Paid	**$630.00**

Mastercard 6198 — 06/26/23, 12:04 PM

Send estimates or invoices for your business?
Process $1,000 in sales free when you sign up for Square.

Get Started

City of Fort Pierce Finance Department
wrydzewski@cityoffortpierce.com
772-467-3000

Please contact City of Fort Pierce Finance Department about its privacy practices.

Ubilla-Duque Holdings LLC
427 S Market Ave
Fort Pierce, FL 34982

AGENT CONSENT FORM

Project Name: Ubilla-Duque Holdings – Slab room & Warehouse – Fort Pierce

Parcel ID: 2427-601-0050-000-7

BEFORE ME THIS DAY PERSONALLY APPEARED Jose Ubilla, WHO BEING DULY SWORN, DEPOSES AND SAYS THE FOLLOWING:

I hereby give CONSENT to Engineering Design & Construction, Inc. to act on my behalf, to submit or have submitted applications and all required material and documents, and to attend and represent me at all meetings and public hearings pertaining all City, County and State permits for completion of the project indicated above. Furthermore, I hereby give consent to the party designated above to agree to all terms and conditions which may arise as part of the approval of this application for the proposed use of a commercial development & annexation.

FURTHER AFFIANT SAYETH NOT.

The foregoing instrument was acknowledged before me this 22 day of June, 2023, by Jose W. Ubilla (Name of Person Acknowledging) who is personally known to me or who has produced Personally Known (type of identification) as identification and who did (did not) take an oath.

Katelynn Tremonti
Notary Signature

Katelynn Tremonti
Printed Name of Notary

(Notary Seal)

KATELYNN TREMONTI
Commission # HH 281241
Expires May 5, 2026

My commission expires

MANAGER/ PARTNER
Owner's Signature

Ubilla Duque Holdings LLC
Owner's Name

427 S. MARKET AV.
Street Address

FORT PIERCE, FL 34982
City, State, Zip

(561) 719 1479 JOSE@REALSTONEANDSTEEL.COM
Telephone / Email

CITY OF FORT PIERCE

PLANNING BOARD

August 14th, 2023

Ubilla-Duque Holdings LLC– Annexation
At or near 3307 S. US Hwy 1

APPLICANT

Alejandro Toro

PROPERTY OWNER(S)

Ubilla-Duque Holdings, LLC

PARCEL ID #(S):

2427-601-0050-000-7

SUMMARY

Request for review of an application for a Voluntary Application for Annexation for one (1) parcel of land at or near 3307 S. US Highway 1.

BACKGROUND

The applicant is requesting a voluntary annexation of one (1) parcel at or near 3307 S. US Highway 1 in Fort Pierce, Florida. The parcel ID is 2427-601-0050-000-7.

The subject property has St. Lucie County Future Land Use designations of Commercial (COM)/Residential High (RH) and a St. Lucie County Zoning designation of Commercial General (CG)/Residential, Multi-Family, 11 du/ac (RM-11). The applicant is proposing Future Land Use designations of General Commercial (GC) with a Zoning classification of General Commercial (C-3).

COMPREHENSIVE PLAN

Pursuant to Comprehensive Plan policy 1.11.5 “properties annexed shall receive a land use designation compatible with the County land use designation, unless otherwise approved by the City Commission.” Staff has confirmed that the property is located within unincorporated St. Lucie County and is contiguous to the Fort Pierce City municipal boundary and within the FPUA service area. The subject proposed voluntary annexation is also consistent with Chapter 171.044, F.S., whereas the property is contiguous to a municipality and reasonably compact; and the annexation will not result in the creation of an enclave.

The current value of the property is $359,260. Should the Application for Annexation be approved it could create a new source of ad-valorem tax revenue annually to the City of Fort Pierce if developed, depending on the millage rate per year, which currently is 6.9000. Currently the property is vacant.

SITE LOCATION



SITE AREA = Approximately 3.72 Acres

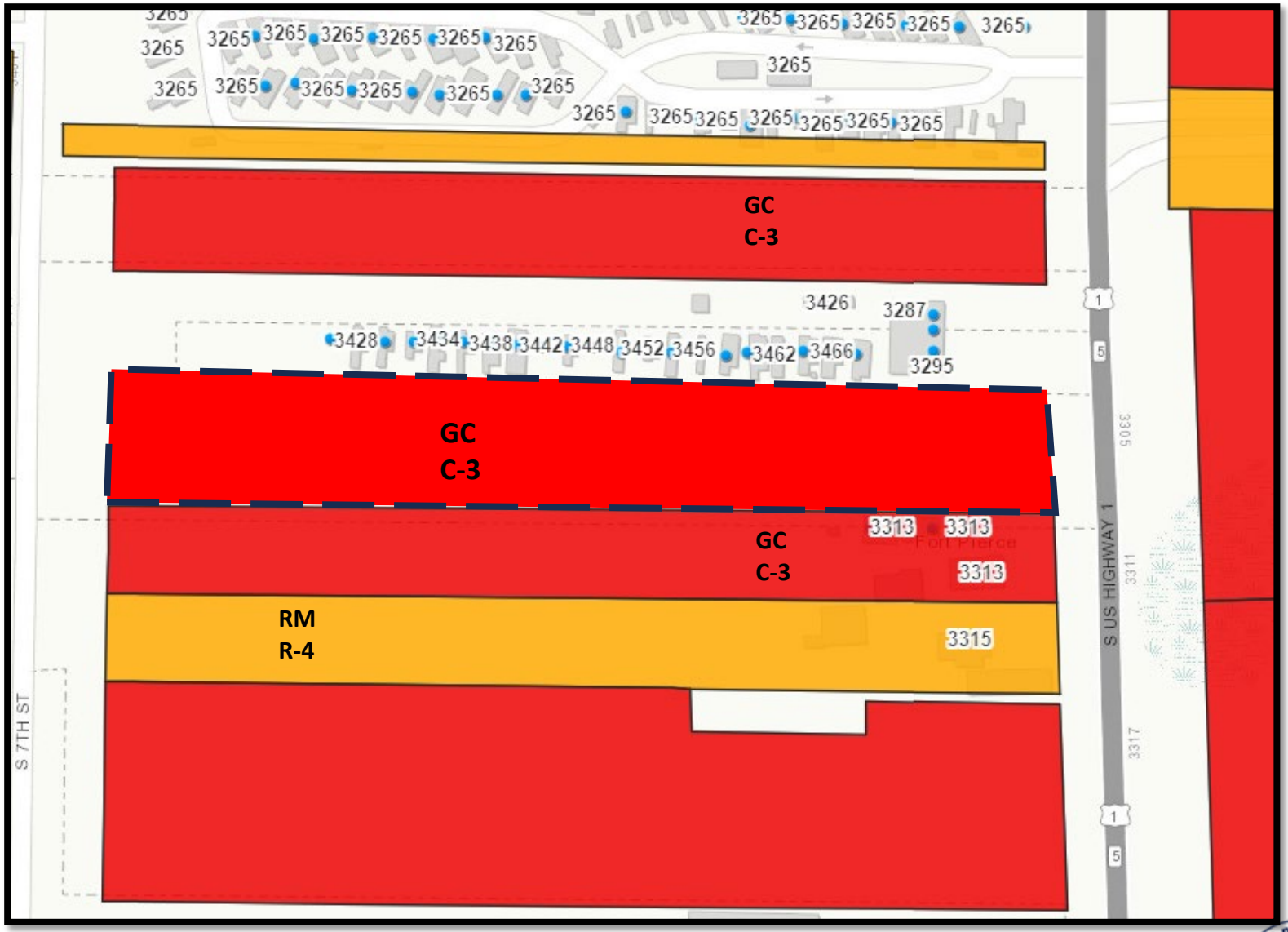
EXISTING & PROPOSED FLU - ZONING

Current SLC FLU:
COM/RH, Commercial/Residential High

Current SLC Zoning:
Commercial General (CG)RM-11,
Residential, Multi-Family,
11 du/ac

Proposed
FLU: GC, General Commercial

Proposed Zoning:
C-3, General Commercial



Ubilla-Duque Holdings LLC– ANNEXATION

STAFF RECOMMENTATION

As proposed, the annexation meets the standards of the City's Comprehensive Plan, specifically Policy Section 1.11 regarding annexations.

Planning Staff recommends approval of the proposed annexation.

PB ACTIONS

- **Possible actions of the Planning Board:**

- Recommend APPROVAL of the proposed Annexation
  - Staff recommends approval

- Recommend DISAPPROVAL of the proposed Annexation

CITY OF FORT PIERCE

PLANNING BOARD

August 14th, 2023

Ubilla-Duque Holdings LLC– Annexation
At or near 3307 S. US Hwy 1

THE SUNRISE CITY
FORT PIERCE
PLANNING DEPARTMENT
Florida

Alejandro Toro
10250 SW Village Pkwy
Port St. Lucie, FL

Subject: Annexation – One parcel on 3307 S. US Highway 1 – Technical Review Committee Comments for July 20, 2023 TRC Meeting

City of Fort Pierce Planning Department

In favor of Annexation

Fort Pierce Engineering Department

Recommend approval.

Fort Pierce Building Department

1. Building Official or his representative has no comment at the time of this meeting, but reserves submission of comments upon completion of the official plan review.
2. Any construction will need to meet the requirements of the Florida Building Code 7th Edition.
3. Building Permit required.
4. Signed and sealed construction drawings required.

Fort Pierce Police Department

No comments at this time.

St. Lucie County Planning Department

No comments at this time.

THE SUNRISE CITY
FORT PIERCE
PLANNING DEPARTMENT
Florida

St. Lucie County PW/Engineering

No comments at this time.

City Clerk Office

No comments at this time.

Code Enforcement

No comments at this time.

Fort Pierce Utilities Authority

- FPUA W/WW Engineering: Approved
- FPUA Electric Engineering: FPUA Electric & Gas Engineering has reviewed the application – Approved. Please contact Sal Scimeca for electric customer requirements and project coordination sscimeca@fpua.com 772.466.1600 ext. 6957
- FPUA Gas: Natural gas is readily available for backup power generation, water heating, etc. Main is located W. of US Highway 1. -- Approved
- FPUAnet Fiber: FPUAnet approves. FPUAnet Fiber is available however there would be some construction cost as part of install.

St. Lucie County Fire District

No comments at this time.

Florida Department of Transportation

No comments at this time.

St. Lucie County School Board

No comments at this time.

Planning Board **6. c.**

Meeting Date: 08/14/2023

Re: Conditional Use with New Construction - Olson Residence - 2507-234-0002-000-5 and 2507-234-0003-000-2

Submitted For: Kev Freeman, Planning Director, Planning & Zoning

Information

SUBJECT:

Conditional Use with New Construction - Olson Residence - 2507-234-0002-000-5 and 2507-234-0003-000-2

SUMMARY:

Request for review of a 35-foot-tall, 3-story residence with a building size of 21,954 square-feet and 6 parking spaces on Parcel IDs 2507-234-0002-000-5 and 2507-234-0003-000-2.

RECOMMENDATION:

Staff's recommendation is for the Planning Board to vote APPROVAL of the proposed Conditional Use to move to City Commission with one condition.

1. Prior to the issuance of Building Permit approval, a Unity of Title with the St. Lucie County Clerk of Courts and a Parcel Combination with the St. Lucie County Property Appraiser shall be provided.

ALTERNATIVES:

1. Recommendation of approval with alternate conditions
2. Recommendation of disapproval

RESPONSIBLE STAFF:

Ryan Altizer, Senior Planner
Kerry Charles, Planner

COORDINATED WITH:

- Technical Review Committee

Fiscal Impact

OTHER INFORMATION:

N/A

Attachments

Staff Report & Supporting Documents
Application Packet & Supporting Documents

Staff Presentation

Form Review

Form Started By: Ryan Altizer
Started On: 08/07/2023 10:22 AM
Final Approval Date: 08/07/2023

CITY OF FORT PIERCE

Planning Board

August 14th, 2023

Olson Residence – Conditional Use

APPLICANT

Mike Seal

PROPERTY OWNER(S)

Eric & Sandra Olson

PARCEL ID #s:

2507-234-0002-000-5 & 2507-234-0003-000-2

SUMMARY

In accordance with Section 125-76 and 125-192(b)(4) of the City Code, the applicant is requesting the review of an application for a Conditional Use for a 35-foot-tall single-family residence. Due to the existing height of the dune and base flood elevation, the second-floor elevation needed to rise approximately 9-feet 8-inches above the base floor elevation, consequently, greatly reducing the allowance for tall ceilings and structural requirements for a multi-level design.

SITE LOCATION



SITE AREA= 1.04 +/- Acres

FUTURE LAND USE

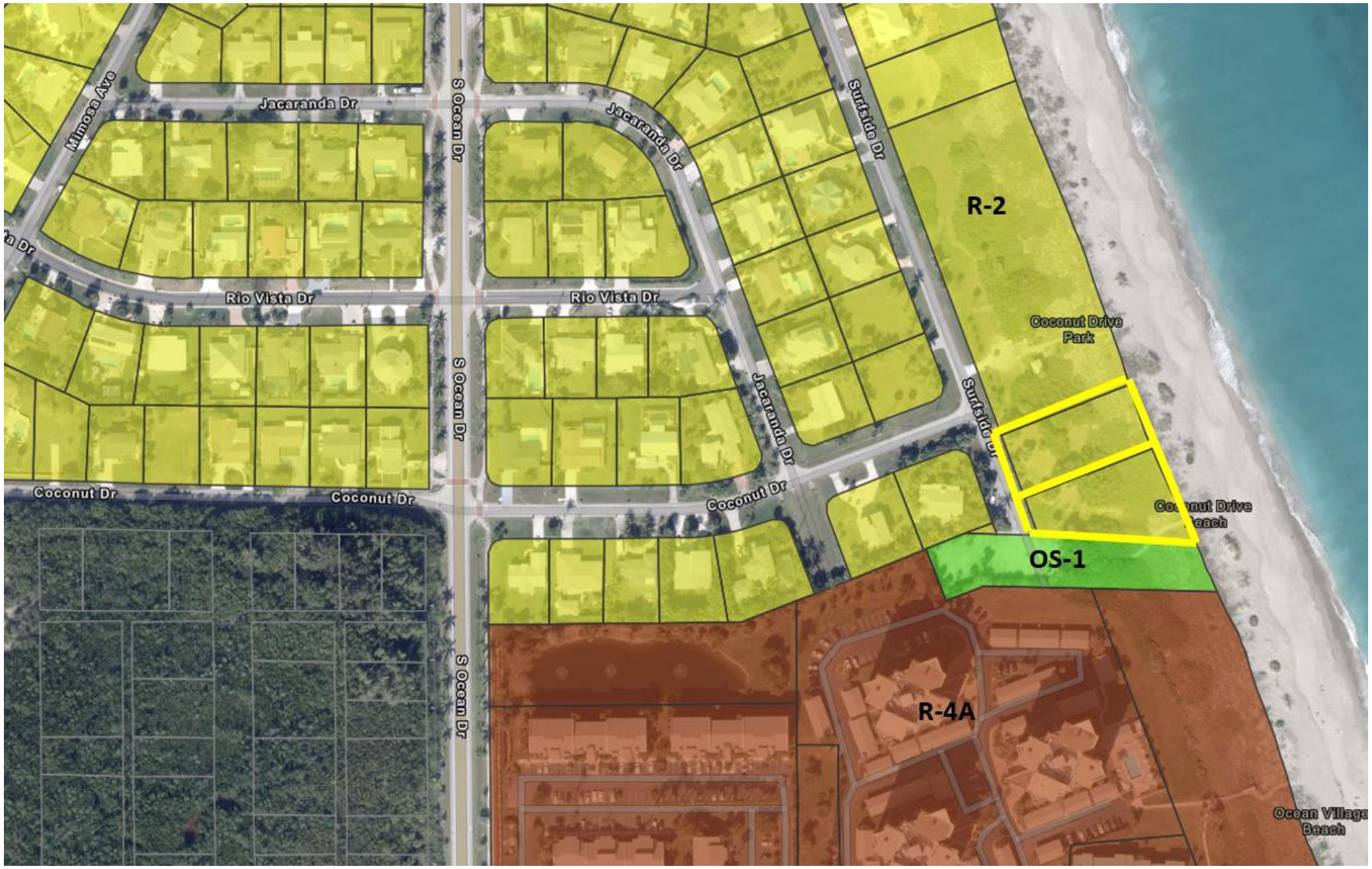
Future Land Use: Low Density Residential (RL)



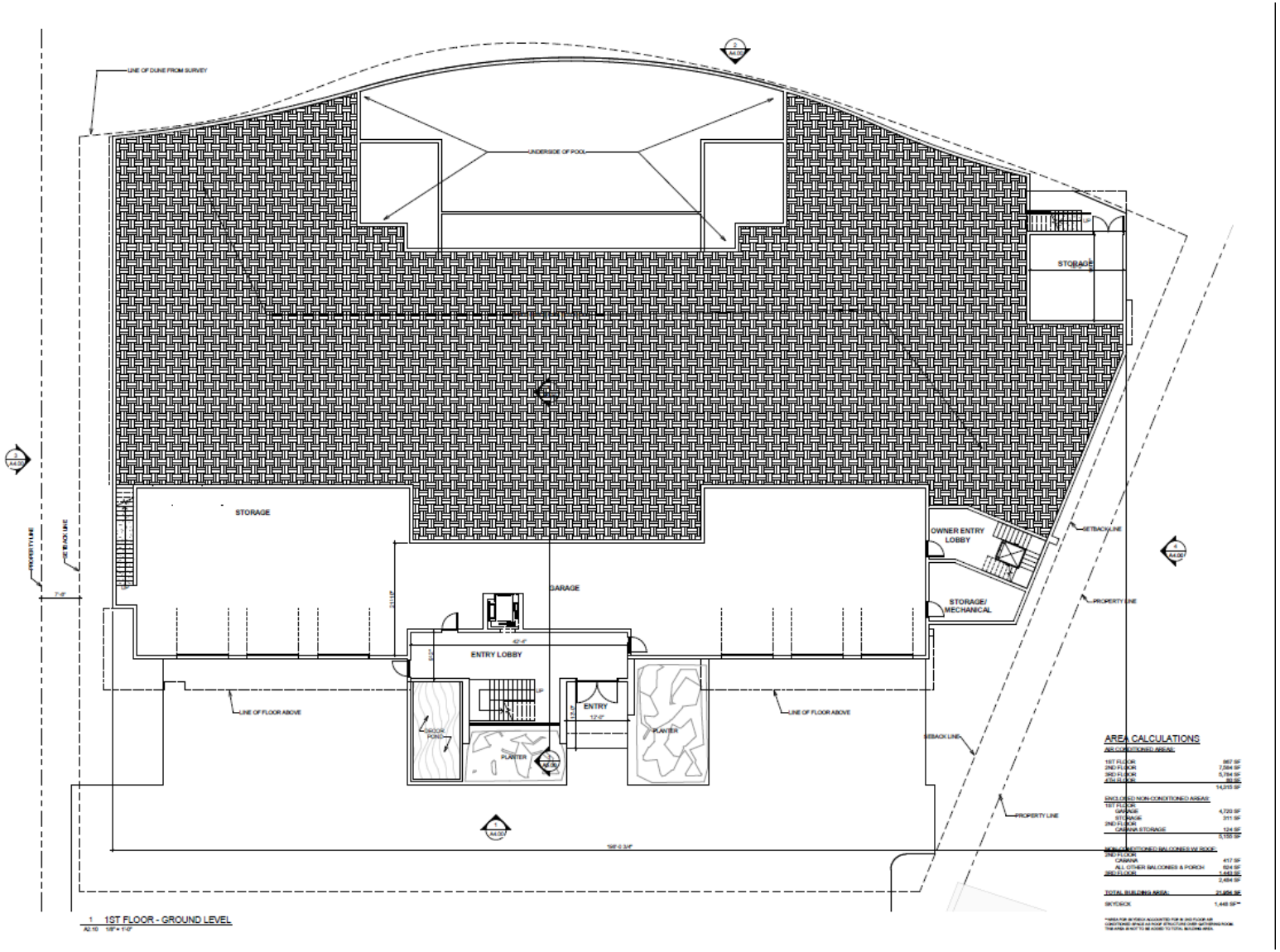
Olson Residence – Conditional Use

ZONING

Zoning: Single-Family Intermediate Density Zone (R-2)

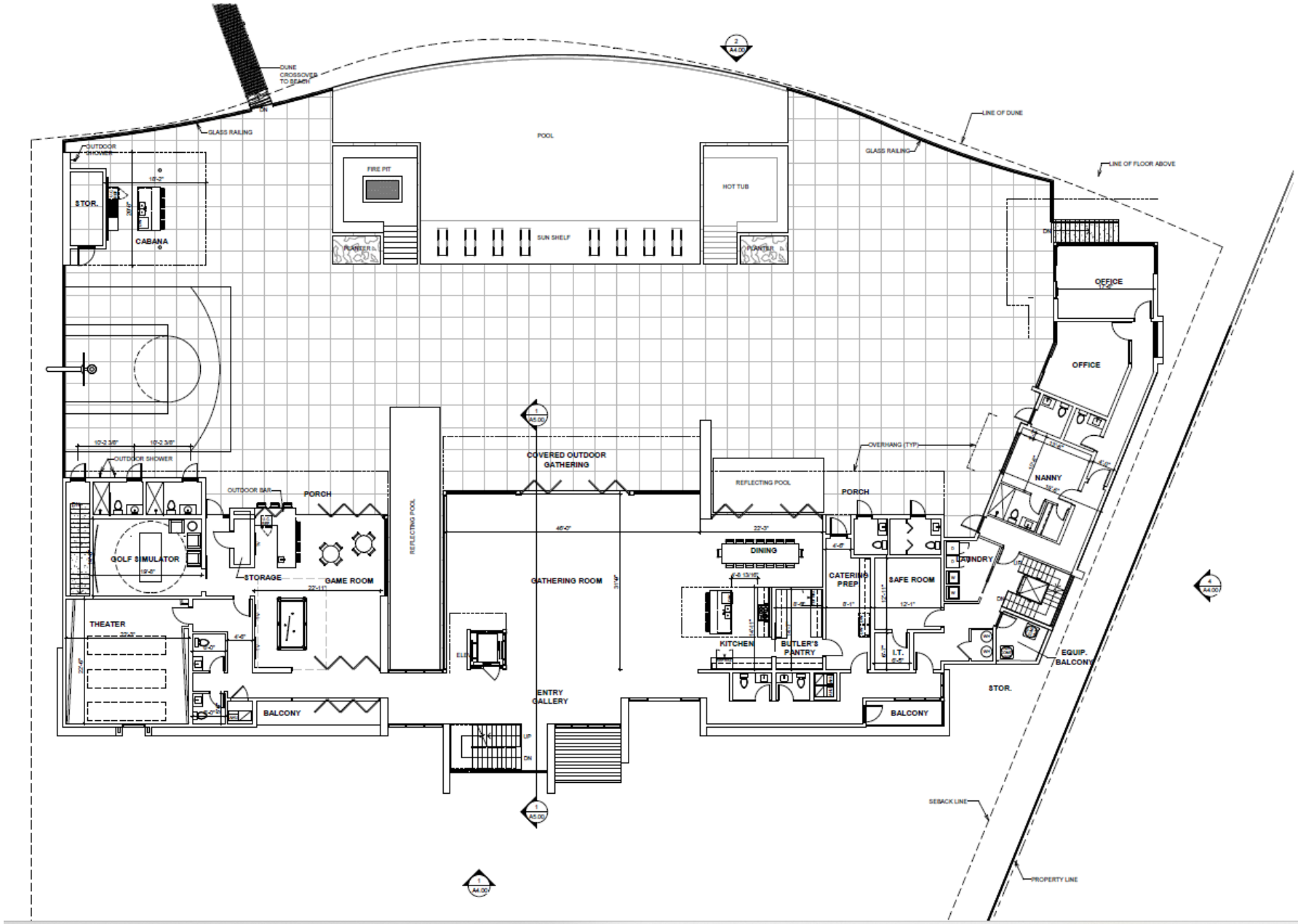


SITE PLAN



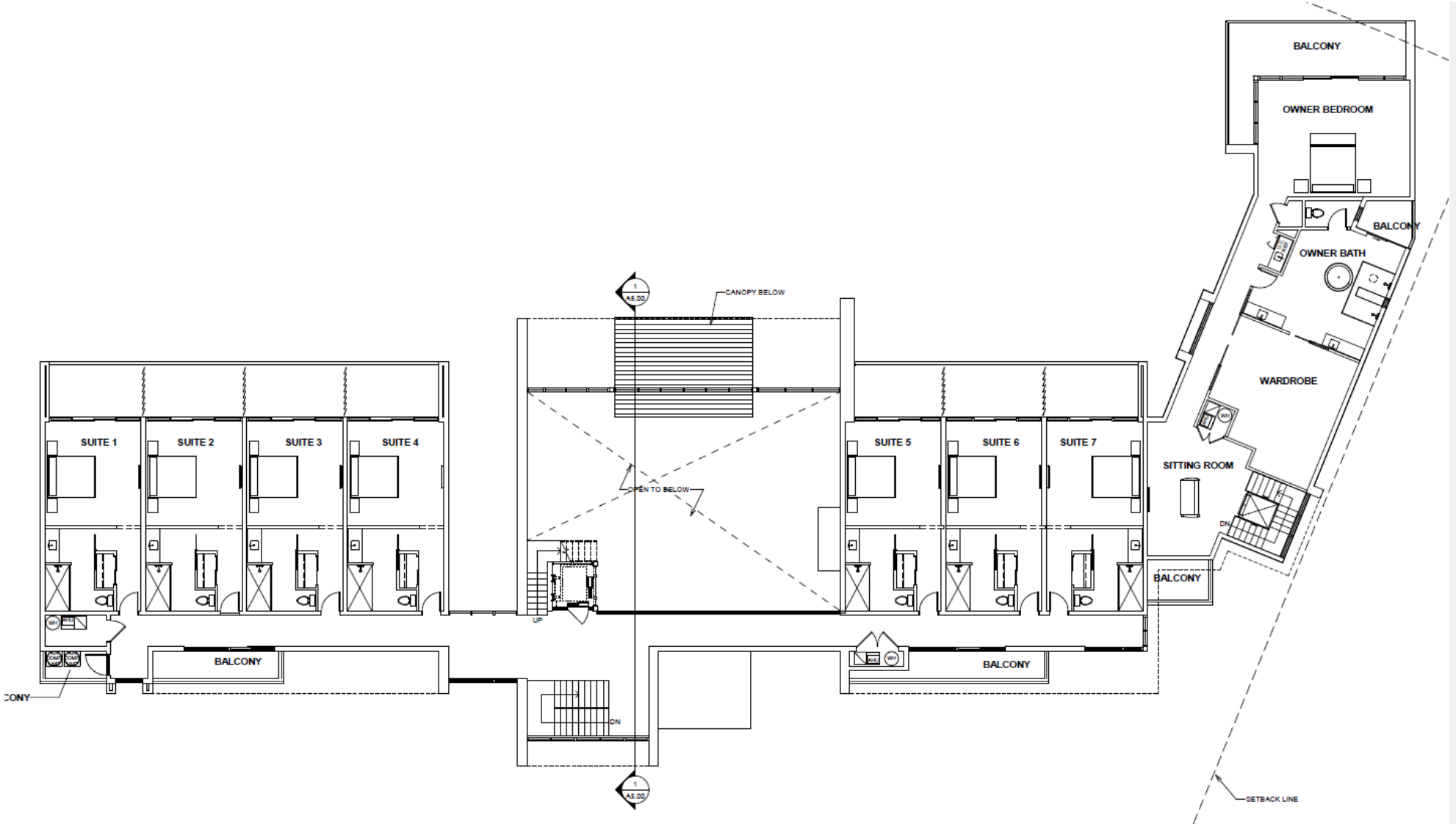
Olson Residence – Conditional Use

SITE PLAN



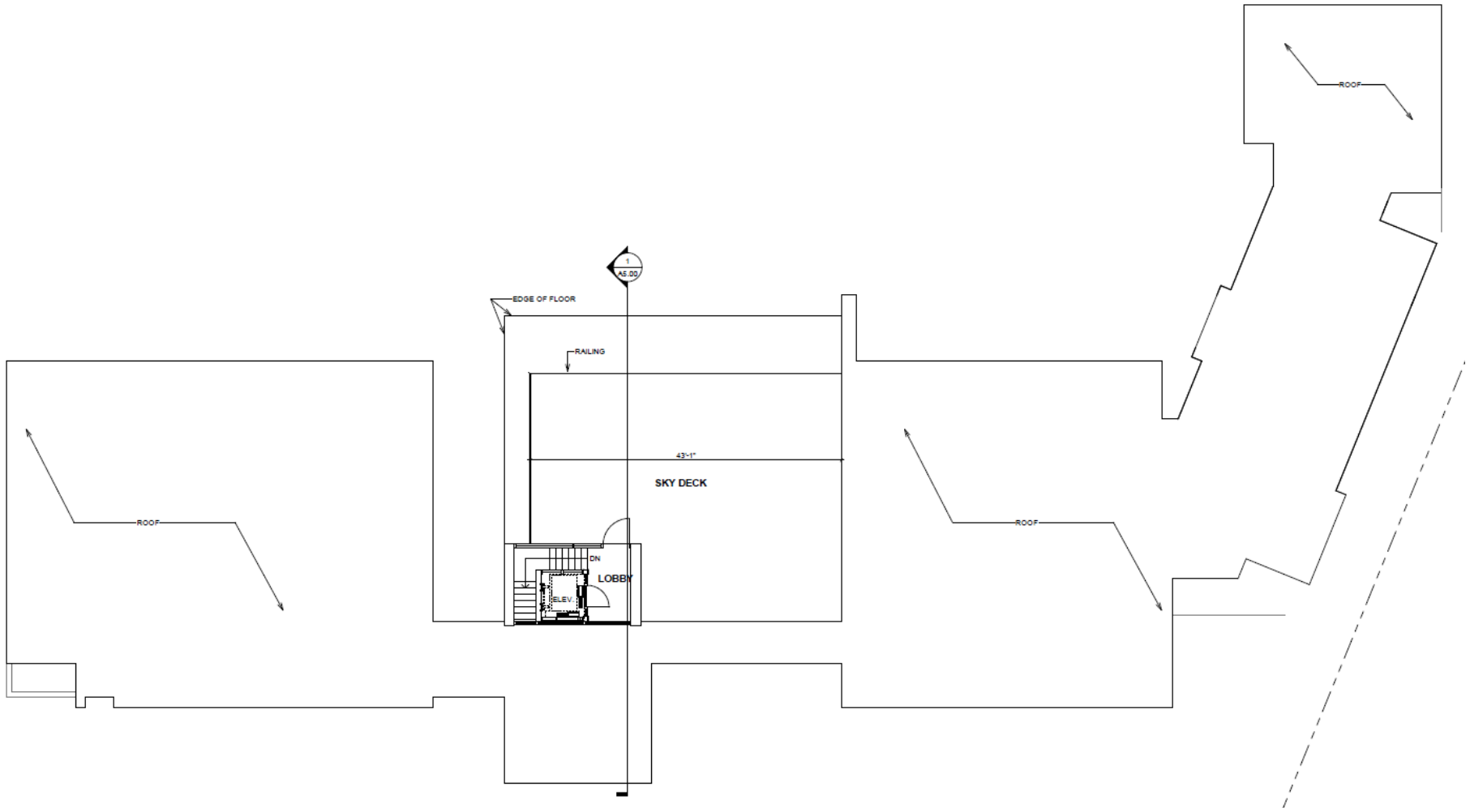
Olson Residence – Conditional Use

SITE PLAN



Olson Residence – Conditional Use

SITE PLAN



Olson Residence – Conditional Use



Olson Residence – Conditional Use



Olson Residence – Conditional Use

RECOMMENDATION: CONDITIONS

1. Prior to the issuance of Building Permit approval, A Unity of Title with the St. Lucie County Clerk of Courts and a Parcel Combination with the St. Lucie County Property Appraiser shall be provided.

RECOMMENDATION

Staff recommendation is for the Planning Board to vote APPROVAL of the proposed Conditional Use to move to City Commission with the one condition.

ALTERNATIVE RECOMMENDATION

1. Recommend Approval with alternative conditions.

2. Recommend Disapproval.

THE SUNRISE CITY
FORT PIERCE
BUILDING DEPARTMENT Florida

BUILDING DEPARTMENT
TECHNICAL REVIEW COMMITTEE (TRC)
COMMENT FORM

Meeting Date: 7/20/23
Property Address: Conditional Use with New Construction - Olson Residence - 2507-234-0002-000-5, 2507-234-0003-000-2

Please be advised that the project may trigger the requirements indicated below:

☑ 1. Building Official or his representative has no comment at the time of this meeting, but reserves submission of comments upon completion of the official plan review.

☐ 2. Pre-construction meeting with the City's Building Department is requested.

☑ 3. Any construction will need to meet the requirements of the Florida Building Code 7th Edition.

☐ 4. Means of egress is required.

☐ 5. Means of ingress is required.

☐ 6. Must meet the following Accessibility requirements:

- ☐ Accessible route
- ☐ Handicapped parking spaces
- ☐ Means of egress

☐ 7. Change of Use required

- ☐ to include a signed and sealed Life Safety Plan
- ☐ to include a signed and sealed detailed comprehensive building plan.

☑ 8. Property exists in Special Flood Hazard Area. All Federal and State requirements shall be addressed.

☑ 9. Flood Development Permit required.

☑ 10. Building Permit required.

☑ 11. Signed and sealed construction drawings required.

☐ 12. Will need to meet the Fire Code.

☐ 13. Sprinkler system is required.

☐ 14. Smoke alarm system is required.

☐ 15. Other

Additional Comments/Requirements:

* D.E.P. Approval required. - Construction seaward of the C.C.C.L. Shall comply with all State & Federal requirements.

Building Official's or Representative's Signature _____ Date: 7/17/23

THE SUNRISE CITY
FORT PIERCE
PLANNING DEPARTMENT Florida

Mike Seal
806 Delaware Ave
Satellite Beach, FL 32937

Subject: Conditional Use with New Construction - Parcel IDs: 2507-234-0002-000-5 & 2507-234-0003-000-2 – Technical Review Committee Comments for July 20, 2023 TRC Meeting

City of Fort Pierce Planning Department

1. Is the proposed residence a single family house or is this a multi-family dwelling building?

2. A completion certification by a landscape architect, cost estimate, and landscape bond pursuant to City Code 123-6 shall be required before the Final Certificate of Occupancy is approved for the site.

3. Prior to the issuance of any site clearing permits, the applicant shall provide a Tree Mitigation Survey and coordinate with the City of Ft. Pierce Arborist for the required mitigation of the City regulated trees proposed to be removed as a result of this site's development/construction activity.

Fort Pierce Engineering Department

Comments may be forthcoming

Fort Pierce Building Department

1. Building Official or his representative has no comment at the time of this meeting, but reserves submission of comments upon completion of the official plan review.

2. Any construction will need to meet the requirements of the Florida Building Code 7th Edition.

3. Property exists in Special Flood Hazard Area. All Federal and State requirements shall be addressed.

4. Flood Development Permit required.

5. Building Permit required.

6. Signed and sealed construction drawings required.

7. D.E.P. Approval required and construction seaward of the C.C.C.L. shall comply with all State and Federal requirements.

Fort Pierce Police Department

No comments at this time

St. Lucie County Planning Department

Comments may be forthcoming

St. Lucie County PW/Engineering

Comments may be forthcoming

City Clerk Office

Comments may be forthcoming

Code Enforcement

Comments may be forthcoming

Fort Pierce Utilities Authority

FPUA W/WW Engineering: Please note that neither water or sewer service is readily available to serve the property. The applicant would be responsible for investigating to see if the existing sewer could be extended to serve the property, and the cost to construct said sewer and water infrastructure. Attached is a utility map for reference.

FPUA Electric & Gas Engineering: FPUA Electric & Gas Engineering has reviewed the application. Approved.

Please contact Kelvin Sandlin for customer requirements and project coordination.

Kelvin Sandlin
Engineering Technician II
Electric & Gas Engineering
Fort Pierce Utilities Authority
sandlin@fpua.com
772.466.1600 ext. 6308

FPUA Gas: This is approved. No natural gas service is currently available to the site.

FPUAnet Fiber: FPUAnet approves,
At this time FPUAnet does not have Fiber in this area.

St. Lucie County Fire District

1. Is this residence a single family home or multifamily residential building?

Florida Department of Transportation

Comments may be forthcoming

St. Lucie County School Board

Comments may be forthcoming

THE SUNRISE CITY
FORT PIERCE
Florida
ENGINEERING
DEPARTMENT

To : Ryan Altizer, Kerry Charles

From : Selena Griffett, P.E.

Thru : Tracy Telle - Assistant City Engineer

Re : Olson Residence
Parcel Nos: 2507-234-0002-000-5, 2507-234-0003-000-2
Project 23-04000004
Conditional Use with New Construction

Date : July 14, 2023

This is to advise you that we have completed the review of the following documents as received by this office on July 3, 2023:

☐ Development Permit Compliance Review ☐ Construction Drawings

☐ Site Plan ☐ Test Reports & Related Documents

☒ Conditional Use ☐ Record Drawings

☐ Permits ☐ Other

Based on our reviews and appropriate site final inspection, we

☒ Recommend w/conditions ☐ Do Not Recommend

☒ Approval ☐ C/O

Developer, Owner, Engineer, Contractor, and other members of the Development Team must be aware, the above recommendation is based only on the construction requirements of the engineering plans and other engineering documentation approved by this department. The Development Team shall be responsible for the compliance with other City department requirements and all approved documents, as well as Local, State and Federal regulations. The development requirements for this project may necessitate additional construction requirements that are not subject to this department's review for approval.

☒ See attached for conditions of approval

100 NORTH US 1, FORT PIERCE, FLORIDA 34950 • CITYOFFORTPIERCE.COM • TEL: 772.467.3000 • FAX: 772.460.6847

CONDITIONS OF APPROVAL:

1. Proposed driveways within the limits of the Surfside R/W shall be constructed of concrete or brick pavers.
2. The two parcels shall be combined into one parcel prior to issuance of a building permit.

THE SUNRISE CITY
FORT PIERCE
Florida
POLICE DEPARTMENT
"In Honor We Serve"

Technical Review Committee meeting

June 15, 2023

Case #: 23-04000004

Planner: City of Ft. Pierce Planning Department

Conditional use with new construction

Olson Residence 2200 block Surfside Drive, Fort Pierce, FL

Comments:

No comments at this time.

Officer Damian Spotts

Crime Prevention Practitioner

Fort Pierce Police Department.

Fort Pierce Utilities Authority
Water/Wastewater Engineering
1701 South 37th Street
Fort Pierce, FL 34947
772.466.1600 x3402

Technical Review Committee Meeting

TECHNICAL REVIEW PROJECT #: 23- 04000004

Conditional Use with New Construction - Olson Residence - 2507-234-0002-000-5, 2507-234-0003-000-2

Comments

FPUA W/WW Engineering: Please note that neither water or sewer service is readily available to serve the property. The applicant would be responsible for investigating to see if the existing sewer could be extended to serve the property, and the cost to construct said sewer and water infrastructure. Attached is a utility map for reference.



FPUA Electric Engineering: FPUA Electric & Gas Engineering has reviewed the application. Approved.

Please contact Kelvin Sandlin for customer requirements and project coordination.

Kelvin Sandlin
Engineering Technician II
Electric & Gas Engineering
Fort Pierce Utilities Authority
sandlin@fpua.com
772.466.1600 ext. 6308

FPUA Gas: This is approved. No natural gas service is currently available to the site.

FPUAnet Fiber: FPUAnet approves,
At this time FPUAnet does not have Fiber in this area.

THE SUNRISE CITY
FORT PIERCE
PLANNING DEPARTMENT Florida

CONDITIONAL USE – NO NEW CONSTRUCTION

Property Information

Property address or Location

_____

Parcel ID #(s)

_____

Project description

_____

Site Information

Building Size:_____ Parking Spaces:_____

Property Owner(s)

Street Address

City State Zip

Phone Number

Email Address

Applicant/Representative, Title, Company

Street Address

City State Zip

Phone Number

Email Address

Property Owner(s) Acknowledgements: *- This application will not be considered complete without the signature of all property owners of record, which shall serve as an acknowledgement of the submission of this application. The property owner's signature below shall also authorize the Applicant (if other than the property owner) and/or Representative to act in his/her behalf for the purposes of seeking approval for the application described herein. The undersigned consents to inspection and photographing of the subject property by the Planning staff for purposes of consideration of this Application and/or presentation to the Planning Board and City Commission.*

Property Owner(s) Signature(s)

APPOINTMENTS ARE REQUIRED FOR APPLICATION SUBMITTALS
CALL 772.467.3737 OR E-MAIL PLANNING_DL@CITYOFFORTPIERCE.COM
For more information, please refer to the website:
https://www.cityoffortpierce.com/971/Application-Submittal-for-Technical-Revi

General Information

- **Incomplete application packets will not be accepted.**
- In-take meetings are required for application submittals.
- Conditional Use approval is valid for one (1) year following City Commission approval.
- Fee Schedule - https://www.cityoffortpierce.com/DocumentCenter/View/2620/Fee-Schedule-
- Public Notice Fees - https://www.cityoffortpierce.com/DocumentCenter/View/8818/Public-Notice-Fees-



Submittal Requirements:

Submit one (1) original & three (3) hard copies and one (1) CD or Flash Drive of the following. Additional copies will be required of subsequent submittals.

- ❑ As-built Survey
- ❑ Floor Plan of Existing Buildings
- ❑ Site plan, to scale, including existing improvements and proposed parking, driveways, landscaping & storm drainage
- ❑ Lighting Plan
- ❑ Complete Application

The application for conditional use with the application for site plan review, when not exempt in accordance with the requirements of section 125-236, shall be reviewed as a unit in accordance with the requirements of section 125-313 except that:

1. The City Commission shall hold a public hearing in accordance with the provisions of section 125-38 prior to acting on the application for conditional use.

2. In permitting a conditional use or the modification of an existing conditional use, the city commission may impose, in addition to those standards and requirements expressly specified in this chapter, any condition which it finds to be necessary to protect the best interest of the surrounding property of the city.

THE SUNRISE CITY
FORT PIERCE
PLANNING DEPARTMENT Florida

DESIGN REVIEW

Property Information

Property address or Location _____

Parcel ID #(s) _____

Project description _____

Property Owner(s)

Street Address

City State Zip

Phone Number

Email Address

Applicant/Representative, Title, Company

Street Address

City State Zip

Phone Number

Email Address

Property Owner(s) Acknowledgements: *- This application will not be considered complete without the signature of all property owners of record, which shall serve as an acknowledgement of the submission of this application. The property owner's signature below shall also authorize the Applicant (if other than the property owner) and/or Representative to act in his/her behalf for the purposes of seeking approval for the application described herein. The undersigned consents to inspection and photographing of the subject property by the Planning staff for purposes of consideration of this Application and/or presentation to the Planning Board and City Commission.*

Property Owner(s) Signature(s)

APPOINTMENTS ARE REQUIRED FOR APPLICATION SUBMITTALS

CALL 772.467.3737 OR E-MAIL PLANNING_DL@CITYOFFORTPIERCE.COM

For more information, please refer to the website:

https://www.cityoffortpierce.com/971/Application-Submittal-for-Technical-Revi

Design Review Application Checklist
(City Code of Ordinances 125-314)

Submittal for Administrative Approval

a. A survey (1" = 30' minimum scale) of property lines, existing topography and the location of trees meeting the tree protection regulations of section 123-66, location of bordering streets and, if applicable, wetlands and beaches.
b. A site analysis study to include a discussion of specimen trees and other natural vegetation, access, significant topography, wetlands, buffers, setbacks, views, orientation, the surrounding built environment, and other site features that may influence design elements.
c. A draft written narrative describing the design intent of the project, its goals, and objectives and how it reflects the site analysis study results.
d. Context photographs of neighboring uses and architectural styles.
e. Photographs and/or drawings of architectural buildings or objects that serve as a precedent for the proposed building design. Models should be taken from local exemplary buildings, either existing or demolished. Documentation of such buildings is available in the city's planning department.
f. Photographs of all existing structures located on the property. If existing structures on the property are more than fifty (50) years of age, documentation of these structures with data from the Florida Master Site File form is also required.
g. Conceptual site plan (to scale) showing proposed location of all buildings, structures, parking areas, signs and landscaping.
h. Landscape plan, at the same scale as the site plan. The planning director or designee may request enlarged plans of detailed planting areas. Planting schedule with sizes of proposed plantings must be included.
i. Accurate color rendering of proposed signs showing dimensions, type of lettering, materials and actual color samples that demonstrates cohesiveness with the project design.
j. Exterior elevations showing architectural character, external architectural features, and streetscape of the proposed development, including materials, colors, shadow lines and landscaping. The street elevation shall encompass the entire proposed project and generally identify the major elements of the adjacent two (2) properties on either side of the site. If the adjacent properties are vacant or underutilized, a diagram shall be provided that identifies the mass and form that is allowable under current zoning. If the street elevation must be drawn at such a scale as to render architectural details of the building unreadable, drawings of individual buildings at a larger scale should be provided as well.
k. Design review concurrent with conceptual development plan procedure according to subsection 125-313 is also available.

Submittal for Board Approval

a. A written narrative describing how the project conforms to administrative approval and design review guidelines of this section.
b. A final site plan meeting the requirements of section 125-313.
c. A final site lighting plan that meets the requirements of subsection 125-313(d)(8).
d. A final landscape plan that meets the requirements of articles II and III of chapter 123.
e. Final floor plans and elevation drawings (1/8" = 1'-0" minimum scale), as detailed under administrative approval, showing exterior building materials and colors with architectural sections and details to adequately describe the project.
f. A color board (11"x17" maximum) containing actual color samples of all exterior finishes, keyed to the elevations, and indicating the manufacturer's name and color designation.

THE SUNRISE CITY
FORT PIERCE
PLANNING DEPARTMENT Florida

DEVELOPMENT REVIEW

Property Information

Property address or Location_____

Parcel ID #(s)_____

Project description_____

Application Type

☐Site Plan ☐Conditional Use w/New Construction ☐Conceptual Development Plan

☐Minor Amendment ☐Major Amendment

Site Information

Non-Residential: Proposed Sq. Ft.:_____ Site Acreage:_____

Residential: Proposed Units: _____ Proposed Sq. Ft.:_____ Site Acreage:_____

Property Owner(s)	**Applicant/Representative, Title, Company**
Street Address	Street Address
City State Zip	City State Zip
Phone Number	Phone Number
Email Address	Email Address

Property Owner(s) Acknowledgements: *- This application will not be considered complete without the signature of all property owners of record, which shall serve as an acknowledgement of the submission of this application. The property owner's signature below shall also authorize the Applicant (if other than the property owner) and/or Representative to act in his/her behalf for the purposes of seeking approval for the application described herein. The undersigned consents to inspection and photographing of the subject property by the Planning staff for purposes of consideration of this Application and/or presentation to the Planning Board and City Commission.*

_____

Property Owner(s) Signature(s)

APPOINTMENTS ARE REQUIRED FOR APPLICATION SUBMITTALS

CALL 772.467.3737 OR E-MAIL PLANNING_DL@CITYOFFORTPIERCE.COM

For more information, please refer to the website:

https://www.cityoffortpierce.com/971/Application-Submittal-for-Technical-Revi

General Information

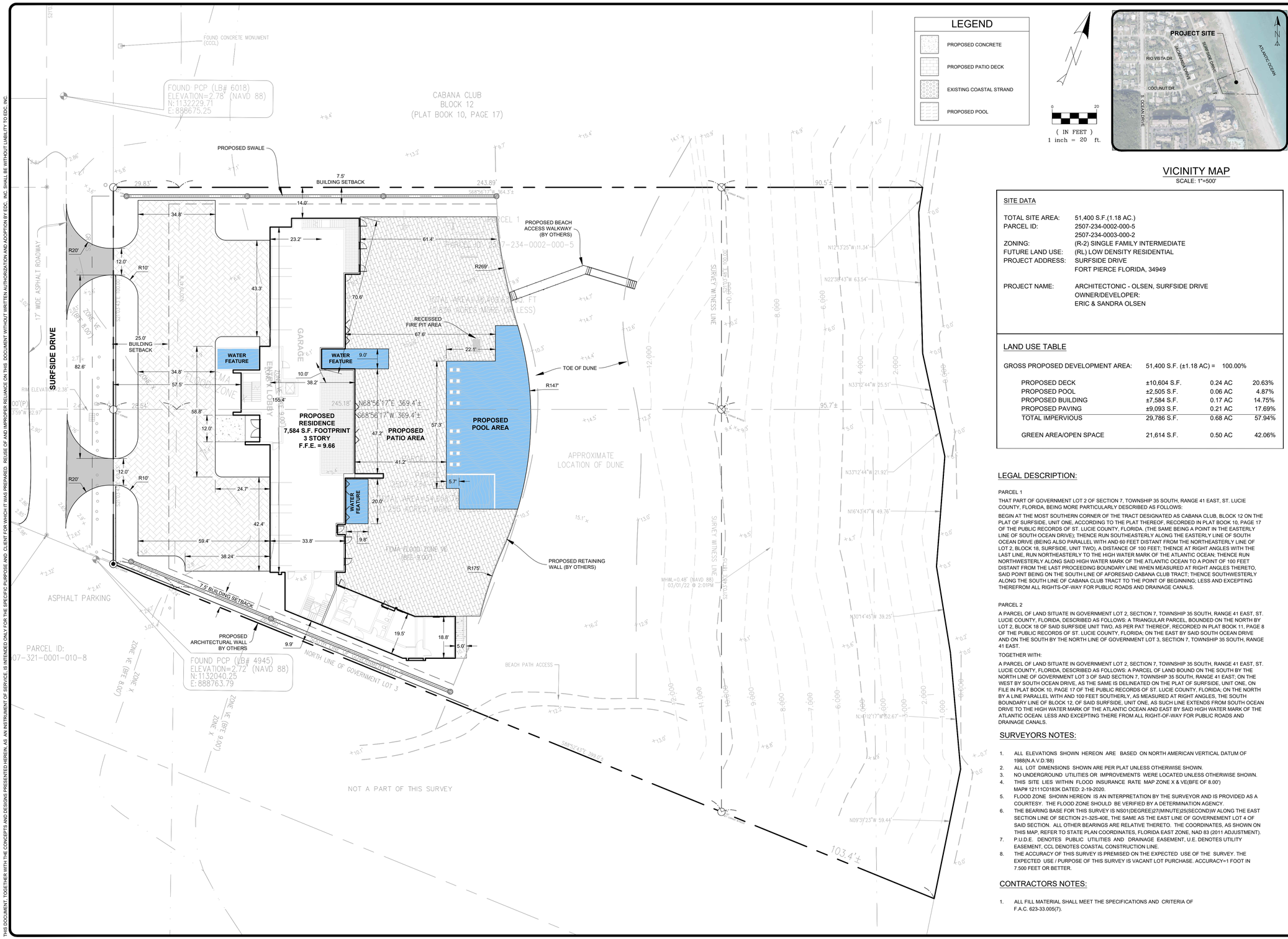
- **Incomplete application packets will not be accepted.**
- In-take meetings are required for application submittals.
- Site plan approval is valid for one (1) year following City Commission approval. To maintain site plan approval, vertical improvements, permitted by the Building Department must commence prior to the 12-month expiration date.
- Fee Schedule - https://www.cityoffortpierce.com/DocumentCenter/View/2620/Fee-Schedule-
- Public Notice Fees - https://www.cityoffortpierce.com/DocumentCenter/View/8818/Public-Notice-Fees-



Site Plan submittal requirements:

Submit one (1) original & three (3) hard copies and one (1) CD or Flash Drive of the following. Additional copies will be required of subsequent submittals.

- ❑ Complete application
- ❑ Warranty Deed
- ❑ SLC Property Record Card
- ❑ Detailed project description
- ❑ General location map (see Section 125-313)
- ❑ Survey (see Section 125-313)
- ❑ Site Plan (see Section 125-313)
- ❑ Landscaping Plan (see Section 123-37)
- ❑ Conceptual Drainage Plan (see Section 125-313)
- ❑ Environmental Impact Report
- ❑ Beach/Dune System protection plan, if applicable (see Section 125-313)
- ❑ Lighting Plan (see Section 125-313)
- ❑ Design Review submittals (see Design Review application)
- ❑ Traffic Impact Report
- ❑ Concurrency Review submittals (see Concurrency Review application)



LEGEND

- PROPOSED CONCRETE
- PROPOSED PATIO DECK
- EXISTING COASTAL STRAND
- PROPOSED POOL

(IN FEET)
1 inch = 20 ft.

VICINITY MAP
SCALE: 1"=500'

SITE DATA

TOTAL SITE AREA:	51,400 S.F.(1.18 AC.)
PARCEL ID:	2507-234-0002-000-5
	2507-234-0003-000-2
ZONING:	(R-2) SINGLE FAMILY INTERMEDIATE
FUTURE LAND USE:	(RL) LOW DENSITY RESIDENTIAL
PROJECT ADDRESS:	SURFSIDE DRIVE
	FORT PIERCE FLORIDA, 34949
PROJECT NAME:	ARCHITECTONIC - OLSEN, SURFSIDE DRIVE
	OWNER/DEVELOPER:
	ERIC & SANDRA OLSEN

LAND USE TABLE

GROSS PROPOSED DEVELOPMENT AREA:	51,400 S.F. (±1.18 AC) =		100.00%
PROPOSED DECK	±10,604 S.F.	0.24 AC	20.63%
PROPOSED POOL	±2,505 S.F.	0.06 AC	4.87%
PROPOSED BUILDING	±7,584 S.F.	0.17 AC	14.75%
PROPOSED PAVING	±9,093 S.F.	0.21 AC	17.69%
TOTAL IMPERVIOUS	29,786 S.F.	0.68 AC	57.94%
GREEN AREA/OPEN SPACE	21,614 S.F.	0.50 AC	42.06%

LEGAL DESCRIPTION:

PARCEL 1

THAT PART OF GOVERNMENT LOT 2 OF SECTION 7, TOWNSHIP 35 SOUTH, RANGE 41 EAST, ST. LUCIE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGIN AT THE MOST SOUTHERN CORNER OF THE TRACT DESIGNATED AS CABANA CLUB, BLOCK 12 ON THE PLAT OF SURFSIDE, UNIT ONE, ACCORDING TO THE PLAT THEREOF, RECORDED IN PLAT BOOK 10, PAGE 17 OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA, (THE SAME BEING A POINT IN THE EASTERLY LINE OF SOUTH OCEAN DRIVE); THENCE RUN SOUTHEASTERLY ALONG THE EASTERLY LINE OF SOUTH OCEAN DRIVE (BEING ALSO PARALLEL WITH AND 60 FEET DISTANT FROM THE NORTHEASTERLY LINE OF LOT 2, BLOCK 18, SURFSIDE, UNIT TWO), A DISTANCE OF 100 FEET; THENCE AT RIGHT ANGLES WITH THE LAST LINE, RUN NORTHEASTERLY TO THE HIGH WATER MARK OF THE ATLANTIC OCEAN; THENCE RUN NORTHWESTERLY ALONG SAID HIGH WATER MARK OF THE ATLANTIC OCEAN TO A POINT OF 100 FEET DISTANT FROM THE LAST PROCEEDING BOUNDARY LINE WHEN MEASURED AT RIGHT ANGLES THERETO, SAID POINT BEING ON THE SOUTH LINE OF AFORESAID CABANA CLUB TRACT; THENCE SOUTHWESTERLY ALONG THE SOUTH LINE OF CABANA CLUB TRACT TO THE POINT OF BEGINNING; LESS AND EXCEPTING THEREFROM ALL RIGHTS-OF-WAY FOR PUBLIC ROADS AND DRAINAGE CANALS.

PARCEL 2

A PARCEL OF LAND SITUATE IN GOVERNMENT LOT 2, SECTION 7, TOWNSHIP 35 SOUTH, RANGE 41 EAST, ST. LUCIE COUNTY, FLORIDA, DESCRIBED AS FOLLOWS: A TRIANGULAR PARCEL, BOUNDED ON THE NORTH BY LOT 2, BLOCK 18 OF SAID SURFSIDE UNIT TWO, AS PER PAT THEREOF, RECORDED IN PLAT BOOK 11, PAGE 8 OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA; ON THE EAST BY SAID SOUTH OCEAN DRIVE AND ON THE SOUTH BY THE NORTH LINE OF GOVERNMENT LOT 3, SECTION 7, TOWNSHIP 35 SOUTH, RANGE 41 EAST.

TOGETHER WITH:

A PARCEL OF LAND SITUATE IN GOVERNMENT LOT 2, SECTION 7, TOWNSHIP 35 SOUTH, RANGE 41 EAST, ST. LUCIE COUNTY, FLORIDA, DESCRIBED AS FOLLOWS: A PARCEL OF LAND BOUND ON THE SOUTH BY THE NORTH LINE OF GOVERNMENT LOT 3 OF SAID SECTION 7, TOWNSHIP 35 SOUTH, RANGE 41 EAST; ON THE WEST BY SOUTH OCEAN DRIVE, AS THE SAME IS DELINEATED ON THE PLAT OF SURFSIDE, UNIT ONE, ON FILE IN PLAT BOOK 10, PAGE 17 OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA; ON THE NORTH BY A LINE PARALLEL WITH AND 100 FEET SOUTHERLY, AS MEASURED AT RIGHT ANGLES, THE SOUTH BOUNDARY LINE OF BLOCK 12, OF SAID SURFSIDE, UNIT ONE, AS SUCH LINE EXTENDS FROM SOUTH OCEAN DRIVE TO THE HIGH WATER MARK OF THE ATLANTIC OCEAN AND EAST BY SAID HIGH WATER MARK OF THE ATLANTIC OCEAN. LESS AND EXCEPTING THERE FROM ALL RIGHT-OF-WAY FOR PUBLIC ROADS AND DRAINAGE CANALS.

SURVEYORS NOTES:

1. ALL ELEVATIONS SHOWN HEREON ARE BASED ON NORTH AMERICAN VERTICAL DATUM OF 1988(N.A.V.D.'88)
2. ALL LOT DIMENSIONS SHOWN ARE PER PLAT UNLESS OTHERWISE SHOWN.
3. NO UNDERGROUND UTILITIES OR IMPROVEMENTS WERE LOCATED UNLESS OTHERWISE SHOWN.
4. THIS SITE LIES WITHIN FLOOD INSURANCE RATE MAP ZONE X & VE(BFE OF 8.00') MAP# 12111C0183K DATED: 2-19-2020.
5. FLOOD ZONE SHOWN HEREON IS AN INTERPRETATION BY THE SURVEYOR AND IS PROVIDED AS A COURTESY. THE FLOOD ZONE SHOULD BE VERIFIED BY A DETERMINATION AGENCY.
6. THE BEARING BASE FOR THIS SURVEY IS NS01(DEGREE)27(MINUTE)25(SECOND)W ALONG THE EAST SECTION LINE OF SECTION 21-32S-40E, THE SAME AS THE EAST LINE OF GOVERNEMENT LOT 4 OF SAID SECTION. ALL OTHER BEARINGS ARE RELATIVE THERETO. THE COORDINATES, AS SHOWN ON THIS MAP, REFER TO STATE PLAN COORDINATES, FLORIDA EAST ZONE, NAD 83 (2011 ADJUSTMENT).
7. P.U.D.E. DENOTES PUBLIC UTILITIES AND DRAINAGE EASEMENT, U.E. DENOTES UTILITY EASEMENT, CCL DENOTES COASTAL CONSTRUCTION LINE.
8. THE ACCURACY OF THIS SURVEY IS PREMISED ON THE EXPECTED USE OF THE SURVEY. THE EXPECTED USE / PURPOSE OF THIS SURVEY IS VACANT LOT PURCHASE. ACCURACY=1 FOOT IN 7.500 FEET OR BETTER.

CONTRACTORS NOTES:

1. ALL FILL MATERIAL SHALL MEET THE SPECIFICATIONS AND CRITERIA OF F.A.C. 623-33.005(7).

ENGINEERS ◆ SURVEYORS
ENVIRONMENTAL
10250 VILLAGE PARKWAY
SUITE 201
PORT ST. LUCIE, FL 34987
772-462-2455
www.edc-inc.com
F.B.P.E. CERTIFICATE OF AUTHORIZATION 9935
L.B. CERTIFICATE OF AUTHORIZATION 8098

VER
DESIGNED BY
VER
DRAWN BY
22-139 sp(2023-03-29).dwg
FILENAME
SITE PLAN
LAYOUT
AS SHOWN
SCALE
7MAR23
DATE

REVISION COMMENTS
DATE

ARCHITECTONIC - OLSON
RESIDENTIAL
SITE PLAN
FORT PIERCE FLORIDA

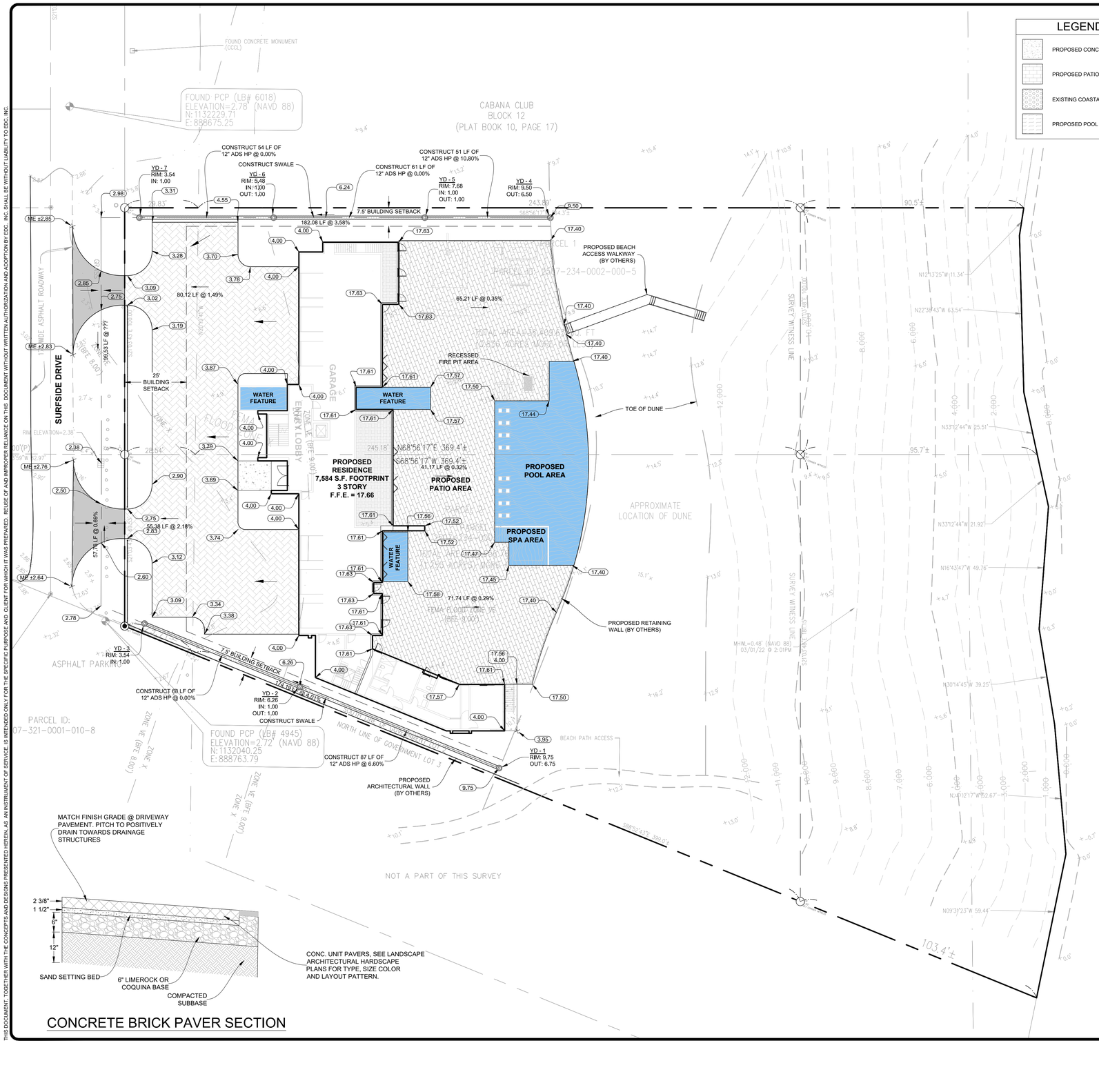
STEVEN G. FRINK, P.E. (DATE)
#95595
10250 SW VILLAGE PARKWAY - SUITE 201
PORT SAINT LUCIE, FL 34987
772-462-2455

22-139

1 OF 2

THIS DOCUMENT, TOGETHER WITH THE CONCEPTS AND DESIGNS PRESENTED HEREIN, AS AN INSTRUMENT OF SERVICE, IS INTENDED ONLY FOR THE SPECIFIC PURPOSE AND CLIENT FOR WHICH IT WAS PREPARED. REUSE OF AND IMPROPER RELIANCE ON THIS DOCUMENT WITHOUT WRITTEN AUTHORIZATION AND ADOPTION BY EDC, INC. SHALL BE WITHOUT LIABILITY TO EDC, INC.

Z:\EDC-2022\22-139 - Olson - xxx Surfside Dr FP\ENGINEERING\AutoCAD\DWG\22-139 SP(2023-03-29).dwg, SITE PLAN, 3/29/2023 2:21:50 PM, Steven Frink, EDC, Inc., EDC, Inc.



CONCRETE BRICK PAVER SECTION

LEGEND

- PROPOSED CONCRETE
- PROPOSED PATIO DECK
- EXISTING COASTAL STRAND
- PROPOSED POOL

(IN FEET)
1 inch = 20 ft.



VICINITY MAP

SCALE: 1"=500'

SITE DATA

TOTAL SITE AREA:	51,400 S.F.(1.18 AC.)
PARCEL ID:	2507-234-0002-000-5
	2507-234-0003-000-2
ZONING:	(R-2) SINGLE FAMILY INTERMEDIATE
FUTURE LAND USE:	(RL) LOW DENSITY RESIDENTIAL
PROJECT ADDRESS:	SURFSIDE DRIVE
	FORT PIERCE FLORIDA, 34949
PROJECT NAME:	ARCHITECTONIC - OLSEN, SURFSIDE DRIVE
	OWNER/DEVELOPER:
	ERIC & SANDRA OLSEN

LAND USE TABLE

GROSS PROPOSED DEVELOPMENT AREA:	51,400 S.F. (±1.18 AC) =	100.00%	
PROPOSED DECK	±10,604 S.F.	0.24 AC	20.63%
PROPOSED POOL	±2,505 S.F.	0.06 AC	4.87%
PROPOSED BUILDING	±7,584 S.F.	0.17 AC	14.75%
PROPOSED PAVING	±9,093 S.F.	0.21 AC	17.69%
TOTAL IMPERVIOUS	29,786 S.F.	0.68 AC	57.94%
GREEN AREA/OPEN SPACE	21,614 S.F.	0.50 AC	42.06%

LEGAL DESCRIPTION:

PARCEL 1

THAT PART OF GOVERNMENT LOT 2 OF SECTION 7, TOWNSHIP 35 SOUTH, RANGE 41 EAST, ST. LUCIE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGIN AT THE MOST SOUTHERN CORNER OF THE TRACT DESIGNATED AS CABANA CLUB, BLOCK 12 ON THE PLAT OF SURFSIDE, UNIT ONE, ACCORDING TO THE PLAT THEREOF, RECORDED IN PLAT BOOK 10, PAGE 17 OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA. (THE SAME BEING A POINT IN THE EASTERLY LINE OF SOUTH OCEAN DRIVE); THENCE RUN SOUTHEASTERLY ALONG THE EASTERLY LINE OF SOUTH OCEAN DRIVE (BEING ALSO PARALLEL WITH AND 60 FEET DISTANT FROM THE NORTHEASTERLY LINE OF LOT 2, BLOCK 18, SURFSIDE, UNIT TWO), A DISTANCE OF 100 FEET; THENCE AT RIGHT ANGLES WITH THE LAST LINE, RUN NORTHEASTERLY TO THE HIGH WATER MARK OF THE ATLANTIC OCEAN; THENCE RUN NORTHWESTERLY ALONG SAID HIGH WATER MARK OF THE ATLANTIC OCEAN TO A POINT OF 100 FEET DISTANT FROM THE LAST PROCEEDING BOUNDARY LINE WHEN MEASURED AT RIGHT ANGLES THERETO, SAID POINT BEING ON THE SOUTH LINE OF AFORESAID CABANA CLUB TRACT; THENCE SOUTHWESTERLY ALONG THE SOUTH LINE OF CABANA CLUB TRACT TO THE POINT OF BEGINNING; LESS AND EXCEPTING THEREFROM ALL RIGHTS-OF-WAY FOR PUBLIC ROADS AND DRAINAGE CANALS.

PARCEL 2

A PARCEL OF LAND SITUATE IN GOVERNMENT LOT 2, SECTION 7, TOWNSHIP 35 SOUTH, RANGE 41 EAST, ST. LUCIE COUNTY, FLORIDA, DESCRIBED AS FOLLOWS: A TRIANGULAR PARCEL, BOUNDED ON THE NORTH BY LOT 2, BLOCK 18 OF SAID SURFSIDE UNIT TWO, AS PER PAT THEREOF, RECORDED IN PLAT BOOK 11, PAGE 8 OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA; ON THE EAST BY SAID SOUTH OCEAN DRIVE AND ON THE SOUTH BY THE NORTH LINE OF GOVERNMENT LOT 3, SECTION 7, TOWNSHIP 35 SOUTH, RANGE 41 EAST.

TOGETHER WITH:

A PARCEL OF LAND SITUATE IN GOVERNMENT LOT 2, SECTION 7, TOWNSHIP 35 SOUTH, RANGE 41 EAST, ST. LUCIE COUNTY, FLORIDA, DESCRIBED AS FOLLOWS: A PARCEL OF LAND BOUND ON THE SOUTH BY THE NORTH LINE OF GOVERNMENT LOT 3 OF SAID SECTION 7, TOWNSHIP 35 SOUTH, RANGE 41 EAST; ON THE WEST BY SOUTH OCEAN DRIVE, AS THE SAME IS DELINEATED ON THE PLAT OF SURFSIDE, UNIT ONE, ON FILE IN PLAT BOOK 10, PAGE 17 OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA; ON THE NORTH BY A LINE PARALLEL WITH AND 100 FEET SOUTHERLY, AS MEASURED AT RIGHT ANGLES, THE SOUTH BOUNDARY LINE OF BLOCK 12, OF SAID SURFSIDE, UNIT ONE, AS SUCH LINE EXTENDS FROM SOUTH OCEAN DRIVE TO THE HIGH WATER MARK OF THE ATLANTIC OCEAN AND EAST BY SAID HIGH WATER MARK OF THE ATLANTIC OCEAN, LESS AND EXCEPTING THERE FROM ALL RIGHT-OF-WAY FOR PUBLIC ROADS AND DRAINAGE CANALS.

SURVEYORS NOTES:

1. ALL ELEVATIONS SHOWN HEREON ARE BASED ON NORTH AMERICAN VERTICAL DATUM OF 1988(N.A.V.D.'88)
2. ALL LOT DIMENSIONS SHOWN ARE PER PLAT UNLESS OTHERWISE SHOWN.
3. NO UNDERGROUND UTILITIES OR IMPROVEMENTS WERE LOCATED UNLESS OTHERWISE SHOWN.
4. THIS SITE LIES WITHIN FLOOD INSURANCE RATE MAP ZONE X & VE(BFE OF 8.00') MAP# 12111C0183K DATED: 2-19-2020.
5. FLOOD ZONE SHOWN HEREON IS AN INTERPRETATION BY THE SURVEYOR AND IS PROVIDED AS A COURTESY. THE FLOOD ZONE SHOULD BE VERIFIED BY A DETERMINATION AGENCY.
6. THE BEARING BASE FOR THIS SURVEY IS N93(DEGREE)27(MINUTE)25(SECOND)W ALONG THE EAST SECTION LINE OF SECTION 21-32S-40E, THE SAME AS THE EAST LINE OF GOVERNEMENT LOT 4 OF SAID SECTION. ALL OTHER BEARINGS ARE RELATIVE THERETO. THE COORDINATES, AS SHOWN ON THIS MAP, REFER TO STATE PLAN COORDINATES, FLORIDA EAST ZONE, NAD 83 (2011 ADJUSTMENT).
7. P.U.D.E. DENOTES PUBLIC UTILITIES AND DRAINAGE EASEMENT, U.E. DENOTES UTILITY EASEMENT, CCL DENOTES COASTAL CONSTRUCTION LINE.
8. THE ACCURACY OF THIS SURVEY IS PREMISED ON THE EXPECTED USE OF THE SURVEY. THE EXPECTED USE / PURPOSE OF THIS SURVEY IS VACANT LOT PURCHASE. ACCURACY=1 FOOT IN 7,500 FEET OR BETTER.

CONTRACTORS NOTES:

1. ALL FILL MATERIAL SHALL MEET THE SPECIFICATIONS AND CRITERIA OF F.A.C. 623-33.005(7).
2. FACE OF ARCHITECTUAL WALL SHALL BE AT LEAST 1' FROM PROPERTY LINE
3. YARD DRAINS SHALL BE 12" DIAMETER ADS NYLOPLAST (OR APPROVED EQUIVALENT)
4. ALL GRADES SHOWN ARE FINISHED GRADES. CONTRACTOR TO COORDINATE ELEVATION OF PAVERS AND PATIO DECK SLAB

ENGINEERS ◆ SURVEYORS
ENVIRONMENTAL
10250 VILLAGE PARKWAY
SUITE 201
PORT ST. LUCIE, FL 34987
772-462-2455
www.edc-inc.com
F.B.P.E. CERTIFICATE OF AUTHORIZATION 9935
L.B. CERTIFICATE OF AUTHORIZATION 8098

VER
DESIGNED BY
VER
DRAWN BY
22-139 sp(2023-03-29).dwg
FILENAME
SITE GRADING
LAYOUT
AS SHOWN
SCALE
7MAR23
DATE

REVISION COMMENTS
DATE

ARCHITECTONIC - OLSON
RESIDENTIAL
SITE GRADING PLAN
FORT PIERCE FLORIDA

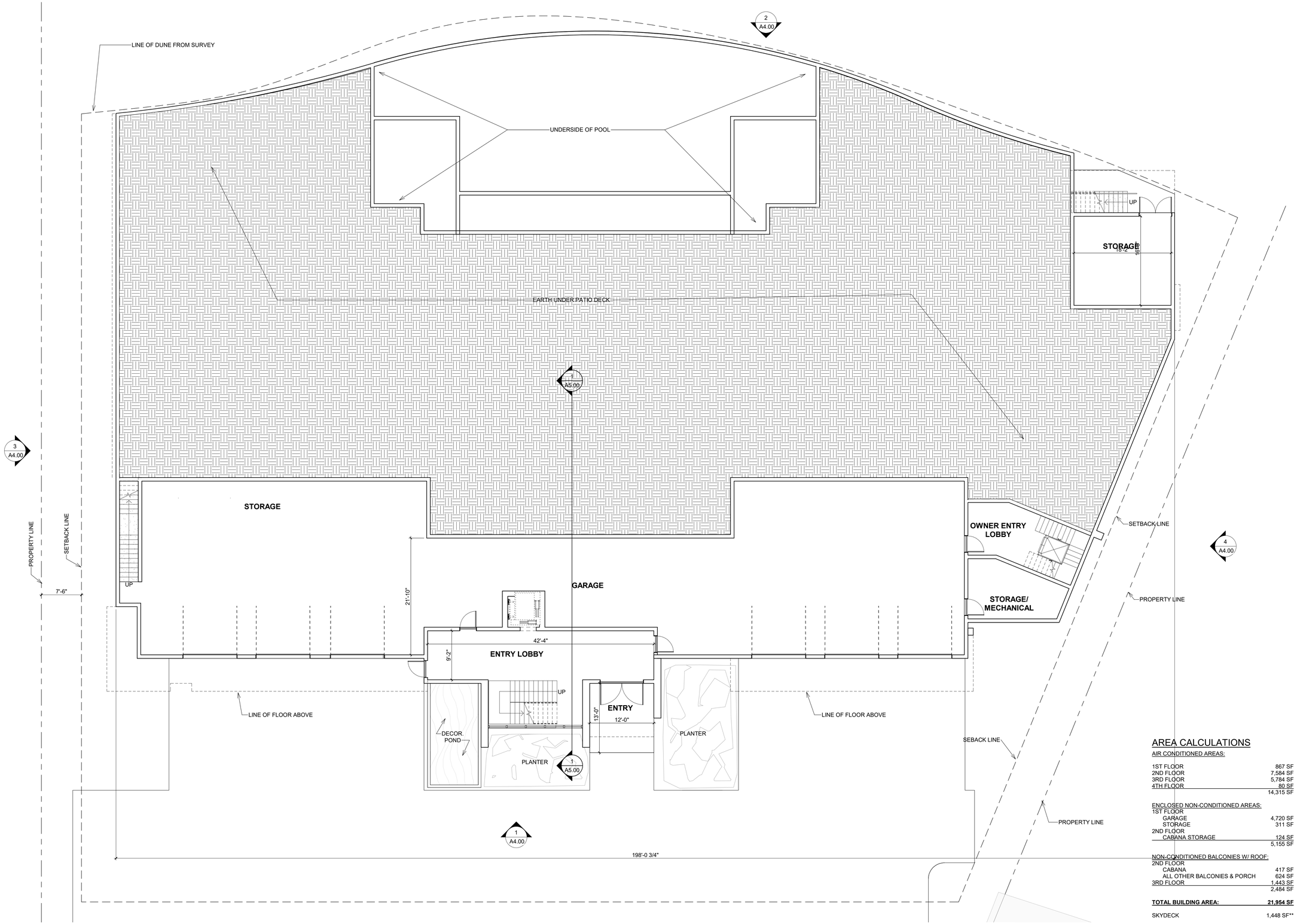
STEVEN G. FRINK, P.E. (DATE)
#95595
10250 SW VILLAGE PARKWAY - SUITE 201
PORT SAINT LUCIE, FL 34987
772-462-2455

22-139

2 OF 2

THIS DOCUMENT, TOGETHER WITH THE CONCEPTS AND DESIGNS PRESENTED HEREIN, AS AN INSTRUMENT OF SERVICE, IS INTENDED ONLY FOR THE SPECIFIC PURPOSE AND CLIENT FOR WHICH IT WAS PREPARED. REUSE OF AND IMPROPER RELIANCE ON THIS DOCUMENT WITHOUT WRITTEN AUTHORIZATION AND ADOPTION BY EDC, INC. SHALL BE WITHOUT LIABILITY TO EDC, INC.

Z:\EDC-2022\22-139 - Olson - xxx Surfside Dr FP\ENGINEERING\AutoCAD\DWG\22-139 SP(2023-03-29).dwg, SITE GRADING, 3/29/2023 2:21:53 PM, Steven Frink, EDC, Inc., EDC, Inc.



1 1ST FLOOR - GROUND LEVEL
A2.10 1/8" = 1'-0"

AREA CALCULATIONS

AIR CONDITIONED AREAS:

1ST FLOOR	867 SF
2ND FLOOR	7,584 SF
3RD FLOOR	5,784 SF
4TH FLOOR	80 SF
	14,315 SF

ENCLOSED NON-CONDITIONED AREAS:

1ST FLOOR	
GARAGE	4,720 SF
STORAGE	311 SF
2ND FLOOR	
CABANA STORAGE	124 SF
	5,155 SF

NON-CONDITIONED BALCONIES W/ ROOF:

2ND FLOOR	
CABANA	417 SF
ALL OTHER BALCONIES & PORCH	624 SF
3RD FLOOR	1,443 SF
	2,484 SF

TOTAL BUILDING AREA: 21,954 SF

SKYDECK 1,448 SF**

**AREA FOR SKYDECK ACCOUNTED FOR IN 2ND FLOOR AIR CONDITIONED SPACE AS ROOF STRUCTURE OVER GATHERING ROOM. THIS AREA IS NOT TO BE ADDED TO TOTAL BUILDING AREA.

ARCHITECT

Architectonic Inc

806 DELAWARE AVENUE
FORT PIERCE, FLORIDA 34950
T: 772 460 7751

WWW.ARCHITECTONICINC.COM

COPYRIGHT 2022

PROJECT

POV FT. PIERCE

SURFSIDE DRIVE
FT. PIERCE, FL

CLIENT

ERIC & SANDRA OLSON

CONSULTANTS

REGISTRATION

MICHAEL J. SEAL, AIA
AR96898

REVISIONS

NO.	DATE	REVISION

KEY PLAN

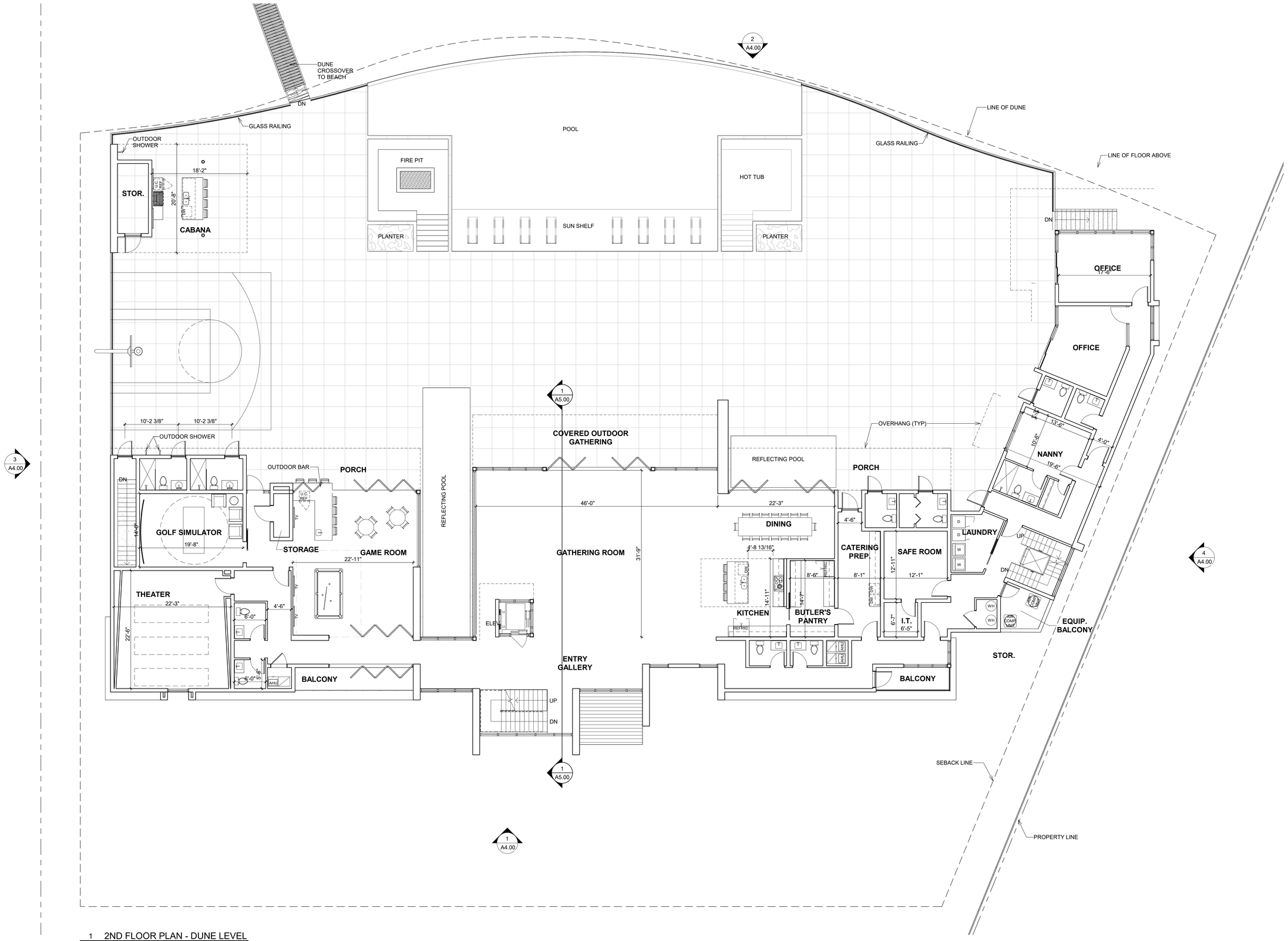
SHEET TITLE / SHEET NUMBER

1ST FLOOR PLAN

A2.10

PROJECT NUMBER **R222064**

DATE **06/13/2023**



1 2ND FLOOR PLAN - DUNE LEVEL
A2.20 1/8" = 1'-0"

ARCHITECT

Architectonic Inc

806 DELAWARE AVENUE
FORT PIERCE, FLORIDA 34950
T: 772 460 7751

WWW.ARCHITECTONICINC.COM

COPYRIGHT 2022

PROJECT

POV FT. PIERCE

SURFSIDE DRIVE
FT. PIERCE, FL

CLIENT

ERIC & SANDRA OLSON

CONSULTANTS

REGISTRATION

MICHAEL J. SEAL, AIA
AR96898

REVISIONS

NO.	DATE	REVISION

KEY PLAN

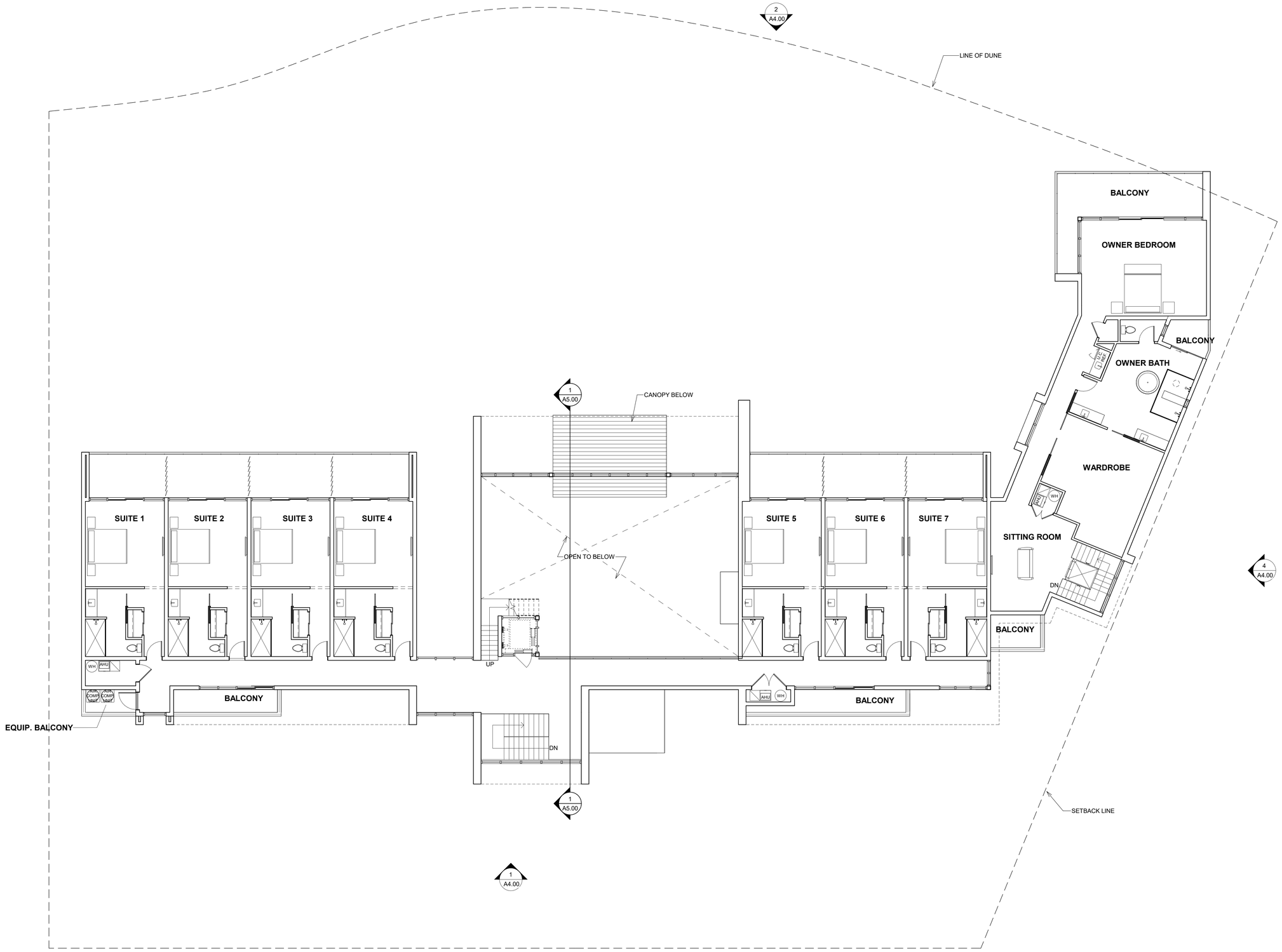
SHEET TITLE / SHEET NUMBER

2ND FLOOR PLAN

A2.20

PROJECT NUMBER **R222064**

DATE **06/13/2023**



1 3RD FLOOR PLAN - SUITE LEVEL
A2.30 1/8" = 1'-0"

ARCHITECT

Architectonic Inc

806 DELAWARE AVENUE
FORT PIERCE, FLORIDA 34950
T: 772 460 7751

WWW.ARCHITECTONICINC.COM

COPYRIGHT 2022

PROJECT

POV FT. PIERCE

SURFSIDE DRIVE
FT. PIERCE, FL

CLIENT

ERIC & SANDRA OLSON

CONSULTANTS

REGISTRATION

MICHAEL J. SEAL, AIA
AR96898

REVISIONS

NO.	DATE	REVISION

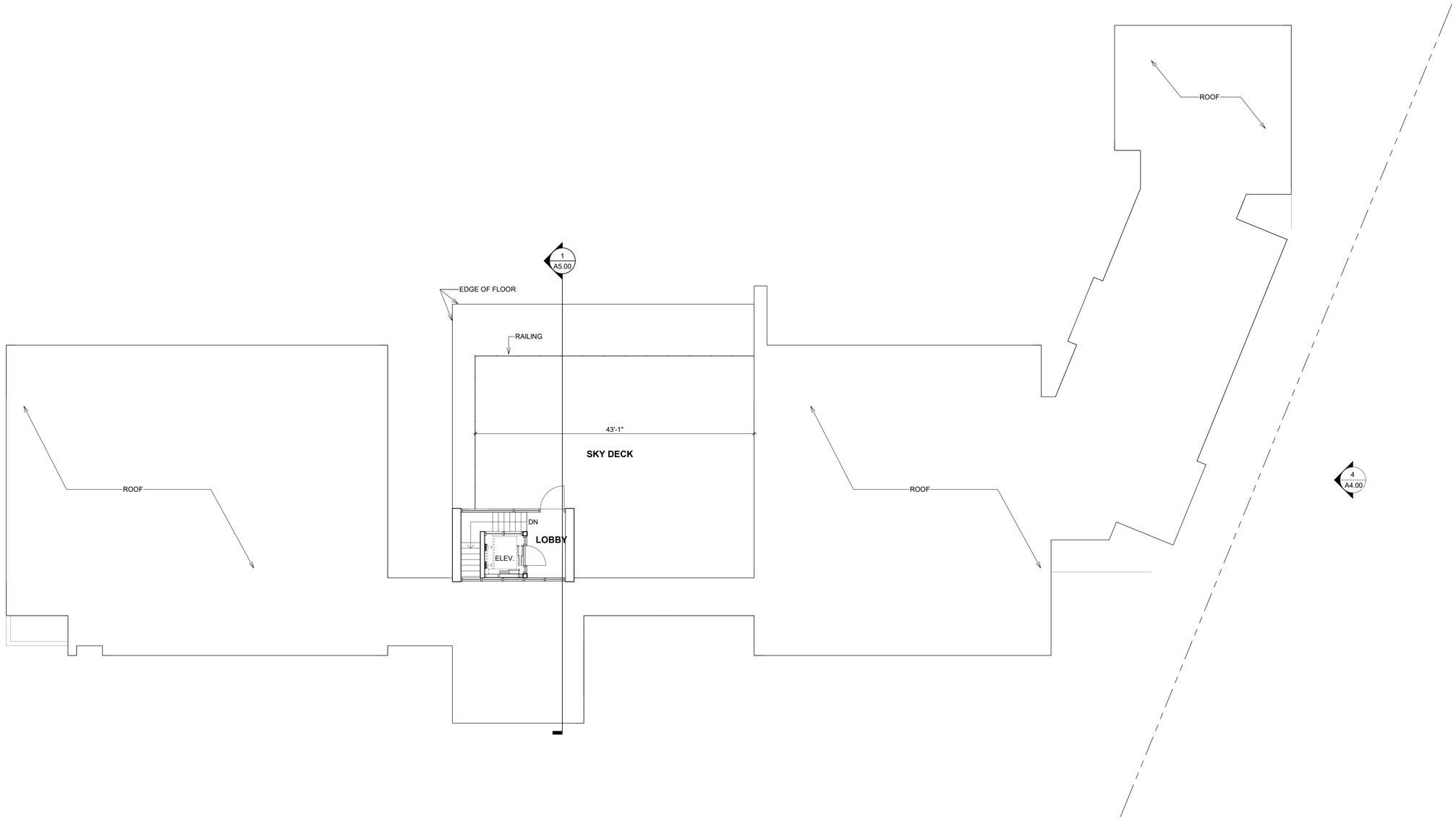
KEY PLAN

SHEET TITLE / SHEET NUMBER

3RD FLOOR PLAN

A2.30

PROJECT NUMBER **R222064**
DATE **06/13/2023**



1 SKY DECK PLAN
A2.40 1/8" = 1'-0"

ARCHITECT

Architectonic Inc

806 DELAWARE AVENUE
FORT PIERCE, FLORIDA 34950
T: 772 460 7751

WWW.ARCHITECTONICINC.COM

COPYRIGHT 2022

PROJECT

POV FT. PIERCE

SURFSIDE DRIVE
FT. PIERCE, FL

CLIENT

ERIC & SANDRA OLSON

CONSULTANTS

REGISTRATION

MICHAEL J. SEAL, AIA
AR96898

REVISIONS

NO.	DATE	REVISION

KEY PLAN

SHEET TITLE / SHEET NUMBER

SKY DECK PLAN

A2.40

PROJECT NUMBER **R222064**
DATE **06/13/2023**



VIEW FROM NORTHEAST ON DUNE



VIEW FROM NORTHWEST @ STREET

ARCHITECT

Architectonic Inc

806 DELAWARE AVENUE
FORT PIERCE, FLORIDA 34950
T: 772 460 7751

WWW.ARCHITECTONICINC.COM

COPYRIGHT 2022

PROJECT

POV FT. PIERCE

SURFSIDE DRIVE
FT. PIERCE, FL

CLIENT

ERIC & SANDRA OLSON

CONSULTANTS

REGISTRATION

MICHAEL J. SEAL, AIA
AR96898

REVISIONS

NO.	DATE	REVISION

KEY PLAN

SHEET TITLE / SHEET NUMBER

3D VIEWS

A4.10

PROJECT NUMBER **R222064**

DATE **06/13/2023**

POV Ft. Pierce Design Narrative

The primary functional design objective of the project was to provide unobstructed views of the ocean and beachfront from the main living floor (project's 2nd floor. The second most important design objective was to provide tall ceilings which are commonly found in new, modern homes. Due to the existing height of the dune and base flood elevation, the 2nd floor elevation needed to rise approximately 9ft 8in above the base floor elevation, consequently, greatly reducing the allowance for tall ceilings and structural requirements for a multi-level design. To achieve a functional, proportional, and aesthetically pleasing design, the project is requesting a Conditional Use height variance to allow the structure's maximum roof height to rise to 35ft, as similar to all of the newly constructed homes on the street. Additional purposes of the Conditional Use is due to the project being east of the Coastal Construction Control Line.

The maximum building height of the home is 35ft to the top of all main living area roofs, except for mechanical space required for the elevator landing and overrun to access the outdoor balcony. The elevator landing and overrun has been designed as an architectural feature consisting primarily of glass and is set back a distance from the front façade to virtually hide its presence when the home is viewed from street level.

Materials of different colors, sizes, and textures along with a meandering thin concrete band that wraps and folds around the exterior add proportion and scale to neighborhood.

806 Delaware Ave, Fort Pierce FL 34950 | 772-460-7751
1790 A1A Ste 209, Satellite Beach FL 32937 | 321-732-4077
www.architectonicinc.com
AR96898

DocuSign Envelope ID: A55BD576-EC18-4824-81D4-F42558A3D0A3

ERIC & SANDRA OLSEN RESIDENCE

SURFSIDE DRIVE + FT. PIERCE, FL

MAY 08, 2023

IRRIGATION PLAN

IRRIGATION SPECIFICATIONS

SYSTEM DESCRIPTION:
This is an automatic irrigation system. Water supply is a ¾" Municipal Water meter (shown on plans). The system consists of seven (7)zones. Flow rate is a minimum of 30 GPM to the valves, which the Contractor shall verify with the City.

WATER SOURCE:
Shall be a 3/4" Municipal Water Meter – with 3/4" PVB. Back flow device shall be code compliant. Contractor is responsible for Code requirements.

SYSTEM PIPE:
All pipe shall be Class 200 PVC or heavier. System Main shall be Sch.40 PVC pipe. All fittings shall be solvent weld Sch.40 fittings unless otherwise indicated in these specifications. Do not use SxMIP adapters except for shrub risers. Class 200 PVC main line pipe. Main shall be pressure tested with all valves in place and prior to backfilling. Test shall be 100 PSI for one hour. Loss of 10 PSI within the hour shall constitute failure. Solvent weld fittings and pipe ends shall be cleaned with an all purpose PVC Pipe cleaner prior to applying glue. Main shall have a minimum of 24" of cover. All other pipe, laterals, etc. shall have a minimum 12" of cover. Backfill shall be free of debris and sharp objects. No rock larger than ¾" shall be in contact with PVC pipe anywhere. All pipe above ground, with the exception of shrub risers, shall be galvanized, copper, bronze or ductile iron, and shall be painted with a flat black epoxy water proof paint. Shrub risers shall be Sch.40 or Sch.80 PVC and shall be painted with flat black epoxy paint.

1. Assembly for Solvent Weld PVC pipe:
   a. Cut square with PVC cutter, and debur the cut prior to assembly.
   b. Clean PVC pipe with PVC cleaner prior to assembly.
   c. Use gray, heavy bodied, slow drying, high strength glue.
   d. Keep out of service for the length of time as specified by the Manufacturer of the PVC glue.

SLEEVES:
All pipe under paving (walks, planter walls and drives, etc.) shall be sleeved with Sch. 40 PVC or Galvanized Pipe as noted on plans. Sleeves shall extend beyond the edge of pavement and shall be marked. The water line shall be installed in sleeve prior to installation of the sleeve. Cap ends of water line during construction to prevent debris from entering. Sleeves under roads shall have a minimum cover of 18 inches.

SPRINKLERS:
All sprinklers shall be the type referred to in the Irrigation Key and shall be attached to the lateral with either flexible line (swing pipe) or a PVC swing joint such as those manufactured by Lasco, Rainbird or Dura Industries, specifically for irrigation use, being constructed with components utilizing Acme threads and o-ring seals. Pressure rating shall be 200 PSI, or greater, as stated by the manufacturer. Sprinklers using more than 4 GPM shall be connected utilizing PVC swing joints. Barbed fittings shall be same size as sprinkler inlet. Sprinklers shall be set flush with final grade and absolutely vertical.. Use Stainless Steel risers on all rotor heads.

1. Spray heads shall be Rainbird 1806, 6" pop-up heads with Rainbird MPR series 5, 8,10 or 15 nozzles, unless otherwise specified in these drawings.

2. Spray heads in shrub beds shall be shrub adapters on Sch.40 risers. Height to be established by landscape architect. This plan requires 18" risers. Risers shall NOT be used next to paved areas and pedestrian walks where they are exposed to damage. In these areas use 12" pop-ups. Paint shrub risers with water proof black epoxy paint.

CONTROLLER:
RAINBIRD ESP-TM2 – 8 station controller to operate 7sections + master valve. Controller shall be located in the main building (garage) where specified by the Owner. Grounding shall be equal to – or better than the manufacturer's recommendation. It shall also comply with the National Electrical Code. Both of these requirements preclude using the building or electrical supply line for grounding purposes. UL approved Ground Rod shall be utilized unless otherwise specified, or if the minimum resistance reading cannot be made. If minimum grounding cannot be made, utilize grounding plates until specified resistance is met.

RAIN SHUT-OFF DEVICE
Install a rain shut-off device out of the range of the sprinklers as per State DER requirements. Use Rainbird WR2 Series Wireless Sensor. Submit manufacturers equipment sheet prior to installation of any such device.

ELECTRIC CONTROL VALVES:
RAINBIRD PGA 24V electric control valves. All valves shall be housed in 16" x 12" rectangular Carson 1419B valve boxes or larger, and installed as per details. Control Valve shall be rated at 150 PSI or higher. Use bottom inlet whenever possible.

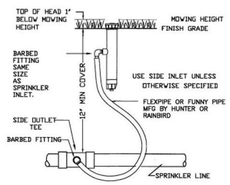
CONTROL WIRE:
Control wire shall be UL approved, solid core, PE or PVC covered irrigation control wire.
SIZE: Use a minimum of 14 gage control and 12 gage bond wire. All splices and connections shall be made at pull boxes or valve boxes. (No field splices). Communication wire shall be as recommended by manufacturer. All splices shall be made with 3M brand DBY – 6 Direct Burial Splice Kit. All wire to be encased in UL approved PVC conduit. All wire to be brought back to controller. Wire pull boxes shall be 10" round Ametek or other approved boxes. Wire which is not rated for direct burial shall be installed in water tight conduit with water tight junction boxes.

MAINTENANCE:
It is the contractors responsibility to maintain the system, repairing leaks, repairing broken heads, adjusting sprinkler heads, flushing system, etc. until final acceptance by the Owner. Contractor shall instruct Owners maintenance personnel as to maintenance requirements for this irrigation system. Site shall be cleaned daily of trash and debris.

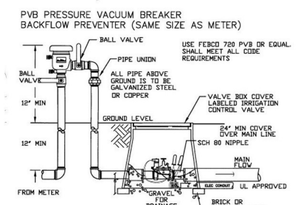
AS-BUILT DRAWINGS:
Contractor shall provide "as-built" drawings showing all changes. All valves and changes of direction on the main line shall have GPS coordinates noted on the as-built drawings. Controller program shall be part of this submission.

GUARANTEE:
The entire system shall be guaranteed for a period on one year from the time of final acceptance. All manufacturers written warrantees and guarantees, as well as "as-built" drawings, maintenance and operational information, shall be turned over to the Owner prior to, and is a condition of final acceptance. Guarantee period shall not commence until all of the documents have been turned over to the Owners representative.

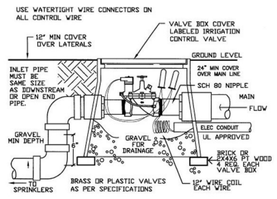
IRRIGATION DETAILS



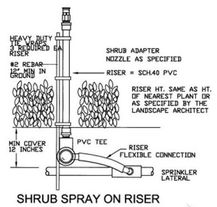
RAINBIRD 1806 POP-UP SPRAY



MASTER CONTROL VALVE
WITH PVB and VALVE BOX



ELECTRIC REMOTE CONTROL VALVE
WITH VALVE BOX

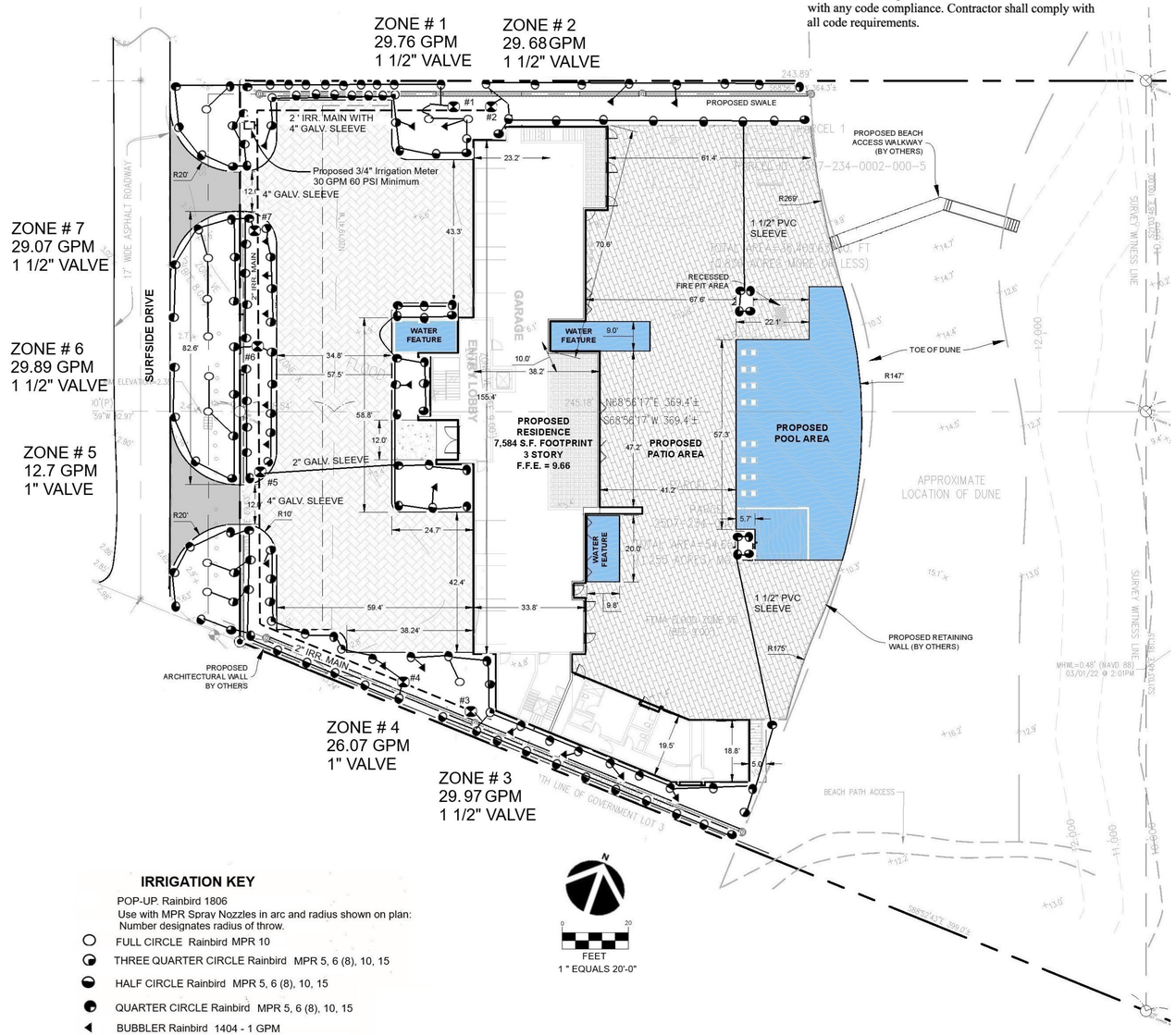


SHRUB SPRAY ON RISER



RAINBIRD ESP-TM2-8 CONTROLLER

NOTE:
IRRIGATION PLANS ARE SCHEMATIC IN NATURE ALL VALVES AND PIPES SHALL BE LOCATED IN LANDSCAPE AREAS EXCEPT AT ROAD/PAVING CROSSINGS. All construction minimums shall be in conformance to Plumbing section of the South Florida Building Code, Appendix "F". They shall also be equal to, or greater, than the "Standards" as set forth by the F.I.S. FLORIDA IRRIGATION SOCIETY. Nothing herin or contained in the specifications is intended to be in conflict with any code compliance. Contractor shall comply with all code requirements.



IRRIGATION KEY

POP-UP. Rainbird 1806
Use with MPR Spray Nozzles in arc and radius shown on plan:
Number designates radius of throw.

- FULL CIRCLE Rainbird MPR 10
- THREE QUARTER CIRCLE Rainbird MPR 5, 6 (8), 10, 15
- HALF CIRCLE Rainbird MPR 5, 6 (8), 10, 15
- QUARTER CIRCLE Rainbird MPR 5, 6 (8), 10, 15
- BUBBLER Rainbird 1404 - 1 GPM
- 24 VOLT ELECTRIC CONTROL VALVE
- CONTROLLER Rainbird ESP-TM2 - 6 Station with WR2 Series Wireless Rain Sensor.

PREPARED BY:

FL REG. # 0000422

GEORGE BOTNER, PLA, AICP
LANDSCAPE ARCHITECTURE & PLANNING
4320 S E Cove Lake Circle, Suite # 104
Stuart, FL 34997 botnerg@aol.com
(954) 798-7158 (Cell) (772) 221-9558

DocuSigned by:
5/8/2023
DocuSigned by:
8EAB0685402B41A...

APRIL 17, 2023

ERIC & SANDRA OLSEN RESIDENCE

SURFSIDE DRIVE + FT. PIERCE, FL

PLANTING PLAN

PLANT LIST

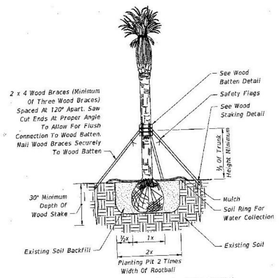
QTY	BOTANICAL NAME	COMMON NAME	N*	WW*	SIZE/SPECIFICATIONS
TREES					
3	Ilex vomitoria	Yaupon Holly	X	X	10' Ht., 2 " DBH., 50 Gal.
7	Quercus virginiana	Live Oak	X	X	12' Ht., 2 ½" DBH., 65 Gal.
4	Conocarpus erectus	Green Buttonwood	X	X	12' Ht., 2 ½" DBH., 65 Gal.
4	Ilex cassine	Dahoon Holly	X	X	12' Ht., 2 ½" DBH., 65 Gal.
1	Ligustrum lucidum	Tree Ligustrum		X	8' Ht., 1½" DBH., 50 Gal.
1	Chrysophyllum oliviforme	Satin Leaf	X	X	10' Ht., 2 " DBH, 40 Gal.
PALMS					
6	Wodyetia bifurcata	Foxtail Palm		X	8' Ht. Grey Wood, Matched
6	Livistona chinensis	Chinese Fan Palm		X	8' Ht. Grey Wood, Matched
8	Roystonia regia	Florida Royal Palm	X	X	6' G.W., Matched
7	Ptychosperma elegans	Solitare Palm			8' G.W., Matched
SHRUBS					
39	Ixora coccinea 'Nora Grant'	Nora Grant		X	3 Gal., 24" Ht.
10	Chrysobalanus icaco	Cocoplum 'Red Tip'	X	X	3 Gal., 24" Ht.
111	Clusia guttifera 'Dwarf'	Dwarf Clusia	X	X	3 Gal., 24" Ht.
73	Hamelia patens, Dwarf	Firebush, Dwarf	X	X	3 Gal., 24" Ht.
8	Ilex vomitoria 'Shillings'	Dwarf Yaupon Holly	X	X	3 Gal., 24" Ht.
9	Gardenia jasminoides	Gardenia 'Jubilation'			3 Gal., 24" Ht.
GROUNDCOVERS					
597	Juniperus conferta	Shore Juniper		X	1 Gal.
255	Gaillardia pulchella	Blanketflower	X	X	1 Gal.
457	Liriope Muscari 'Emerald Goddess'	Liriope Emerald Goddess		X	1 Gal.
255	Tulbaghia violacea	Society Garlic			1 Gal.
LAWN GRASS					
SA	per plan Stenothphrum secundatum	St. Augustine 'Floritam'			Solid sod

NOTE: * N = Florida Native; WW = Water Wise Drought tolerant

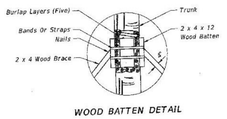
PLANTING SPECIFICATONS

1. All plant materials shall be Florida Number 1 as provided in the most current edition of the "Grades and Standards for Nursery Plants, Parts I & II" prepared by the state Department of Agriculture and Consumer Services.
2. All trees, shrubs and groundcovers shall be of the sizes as specified in the Plant List.
3. Quantities listed on the Plant List are for estimating purposes. Contractor shall verify all quantities. Mulch, Topsoil, Fertilizer, etc. shall be included in the unit cost of the plants.
4. Where there is a discrepancy either in quantities, plant names, sizes or specifications between the plan or Plant List, the plan takes precedence.
5. All planting beds and water basins for trees shall be covered with a 3" minimum depth of shredded eucalyptus or Floramulch grade "B" or better. Refer to the Plant List for the specified mulch type. Alternative mulch material is required to be approved by Landscape Architect.
6. The Planting Plan shall be installed in compliance with all existing codes and applicable deed restrictions.
7. PLANTING SOIL: All trees and shrubs shall be planted with a minimum of 12" topsoil around and beneath the rootball. Minimum topsoil shall be 6" for groundcover areas.
8. Planting soil to be a weed-free mixture of 50% sand and 50% much or other organic planting material suitable to the Landscape Architect
9. Contractor is responsible for determining all utility locations and installing facilities so as to not conflict. All damage to existing utilities or improvements caused by Contractor shall be repaired at no additional cost to the Owner.
10. Contractor shall be responsible for providing final grading of all associated planting areas.
11. After final grade, area to be raked to 6" depth and all rock and foreign inorganic materials removed and disposed of properly off site.
12. All planting holes to be hand dug except where machine dug holes will not adversely affect or damage utilities or improvements (see note 7).
13. No plunging of any tree or palm will be accepted. All plants to be planted at the nursery grade or slightly higher.
14. Contractor shall stake and guy all trees and palms at time of planting as per the appropriate detail. Contractor is responsible for the maintenance and/or repair of all staking and guying during the Warranty Period and removal and disposal of staking after the establishment period.
15. Fertilizer is required for plantings and shall be NPK 16-4-8 at 12.5 lbs/1000 s.f. or 345 lbs/acre. Nitrogen 50% slow release form and fertilizer to include secondary/minor micronutrients.
16. SUBSTITUTIONS AND CHANGES: All substitutions and changes shall be approved in writing prior to installation. Any discrepancies between plans, site and specifications shall be brought to the immediate attention of the Landscape Architect, the Owner and governing municipality.
17. WATERING: All plant material shall be watered in at time of planting in accordance with standard nursery practices. In addition, Contractor will continue watering of plant material until substantial completion and as needed and thereafter for a period of 2-months.
18. All new plant material shall be guaranteed for 1-year from time of final acceptance of the project. Any plant material not in a healthy growing condition will be replaced by the Contractor at no additional cost to the Owner within 10-days of notification. For all replacement plant material, the warranty period shall be extended an additional 45-days beyond the original warranty period. All trees that lean or are blown over, caused by winds less than 75-MPH, will be re-set and braced by the contractor at no additional cost to the Owner.
19. The successful bidder shall furnish to the Owner a unit price breakdown for all materials. The Owner may, at its discretion, add or delete from the materials utilizing the unit price breakdown submitted.
20. No plant material will be accepted showing evidence of cable, chain marks, equipment scars, or otherwise damaged.
21. Plant material will not be accepted when the ball of earth surrounding its roots has been cracked, broken or otherwise damaged.
22. Root prune all field grown trees a minimum of 8-weeks prior to planting.

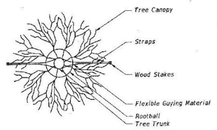
PLANTING DETAILS

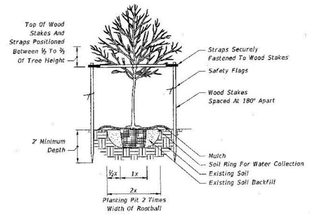


CABBAGE PALM PLANTING FOR UP TO 24' CLEAR TRUNK

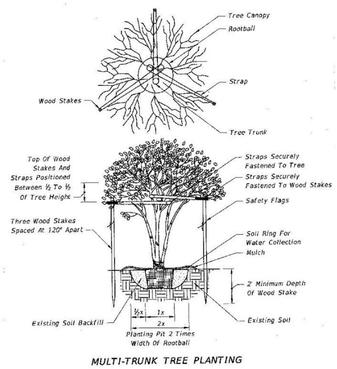


WOOD BATTEN DETAIL



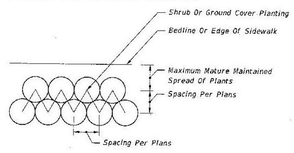


1" - 3 1/2 " CALIPER TREE PLANTING

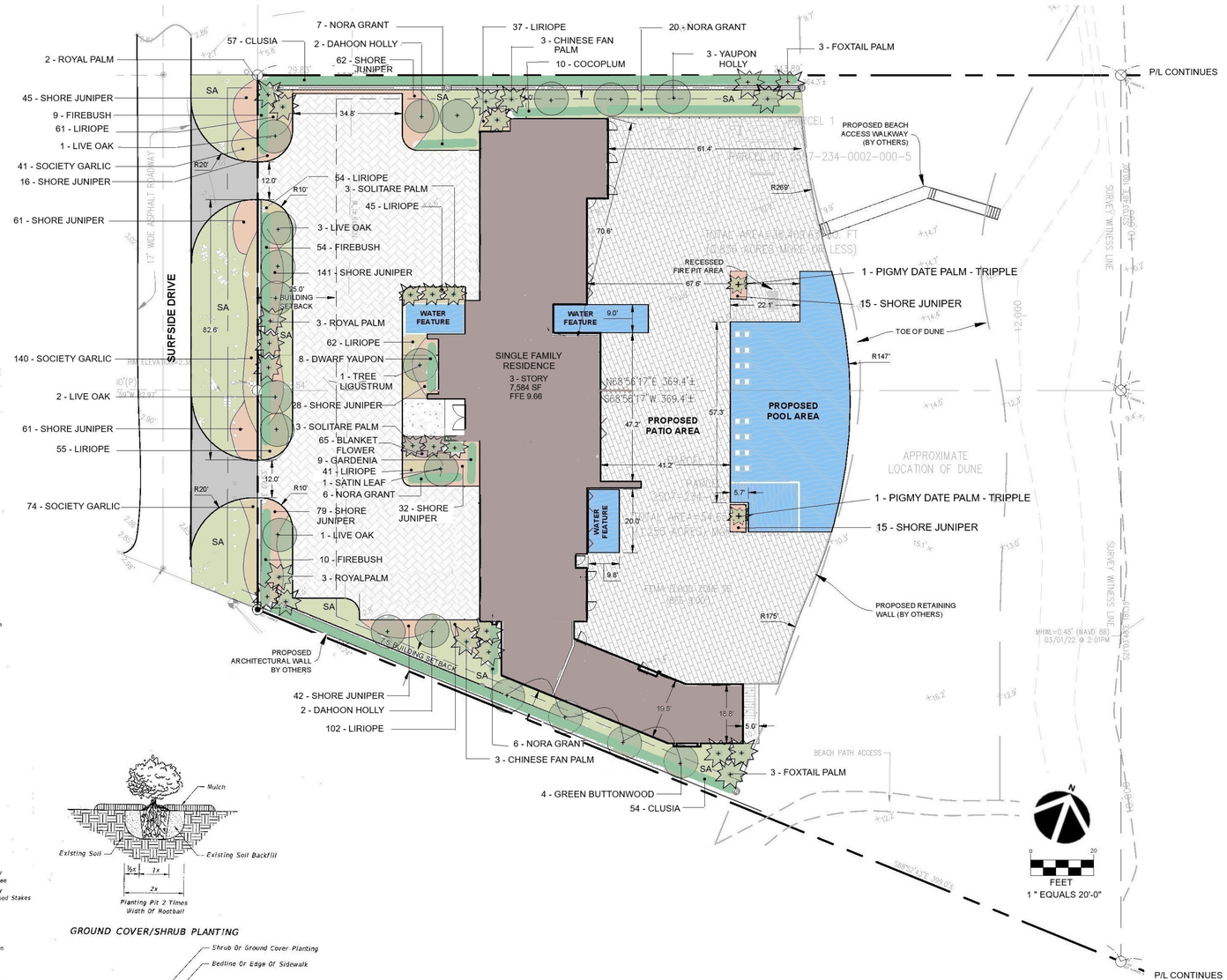


MULTI-TRUNK TREE PLANTING

GROUND COVER/SHRUB PLANTING



GROUND COVER/SHRUB LAYOUT DETAIL



PREPARED BY: FL REG. # 0000422

GEORGE BOTNER, PLA, AICP
LANDSCAPE ARCHITECTURE & PLANNING
4320 S E Cove Lake Circle, Suite # 104
Stuart, FL 34997 botnerg@aol.com
(954) 798-7158 (Cell) (772) 221-9558

CITY OF FORT PIERCE

Planning Board

August 14th, 2023

Olson Residence – Conditional Use

APPLICANT

Mike Seal

PROPERTY OWNER(S)

Eric & Sandra Olson

PARCEL ID #s:

2507-234-0002-000-5 & 2507-234-0003-000-2

SUMMARY

In accordance with Section 125-76 and 125-192(b)(4) of the City Code, the applicant is requesting the review of an application for a Conditional Use for a 35-foot-tall single-family residence. Due to the existing height of the dune and base flood elevation, the second-floor elevation needed to rise approximately 9-feet 8-inches above the base floor elevation, consequently, greatly reducing the allowance for tall ceilings and structural requirements for a multi-level design.

SITE LOCATION



SITE AREA= 1.04 +/- Acres

FUTURE LAND USE

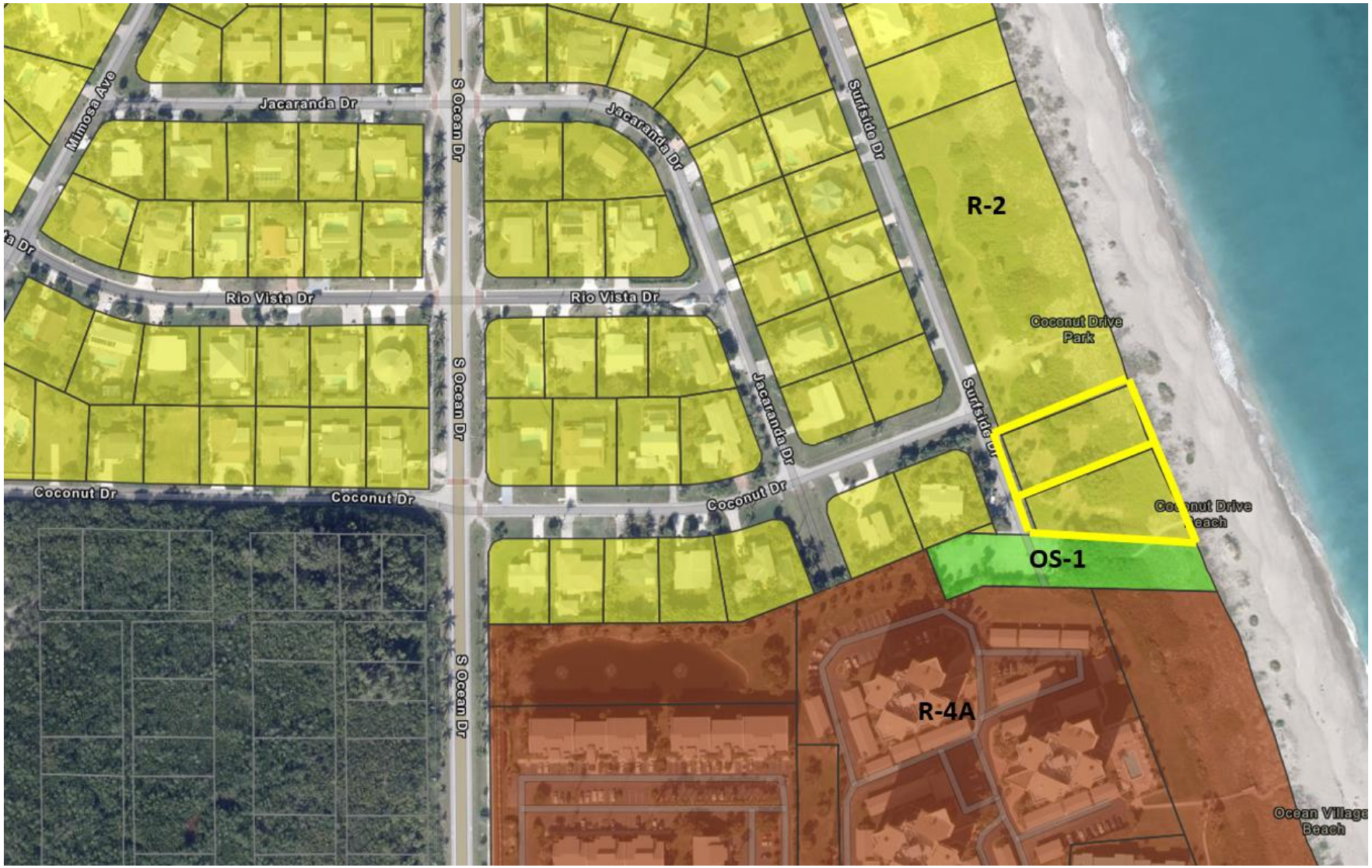
Future Land Use: Low Density Residential (RL)



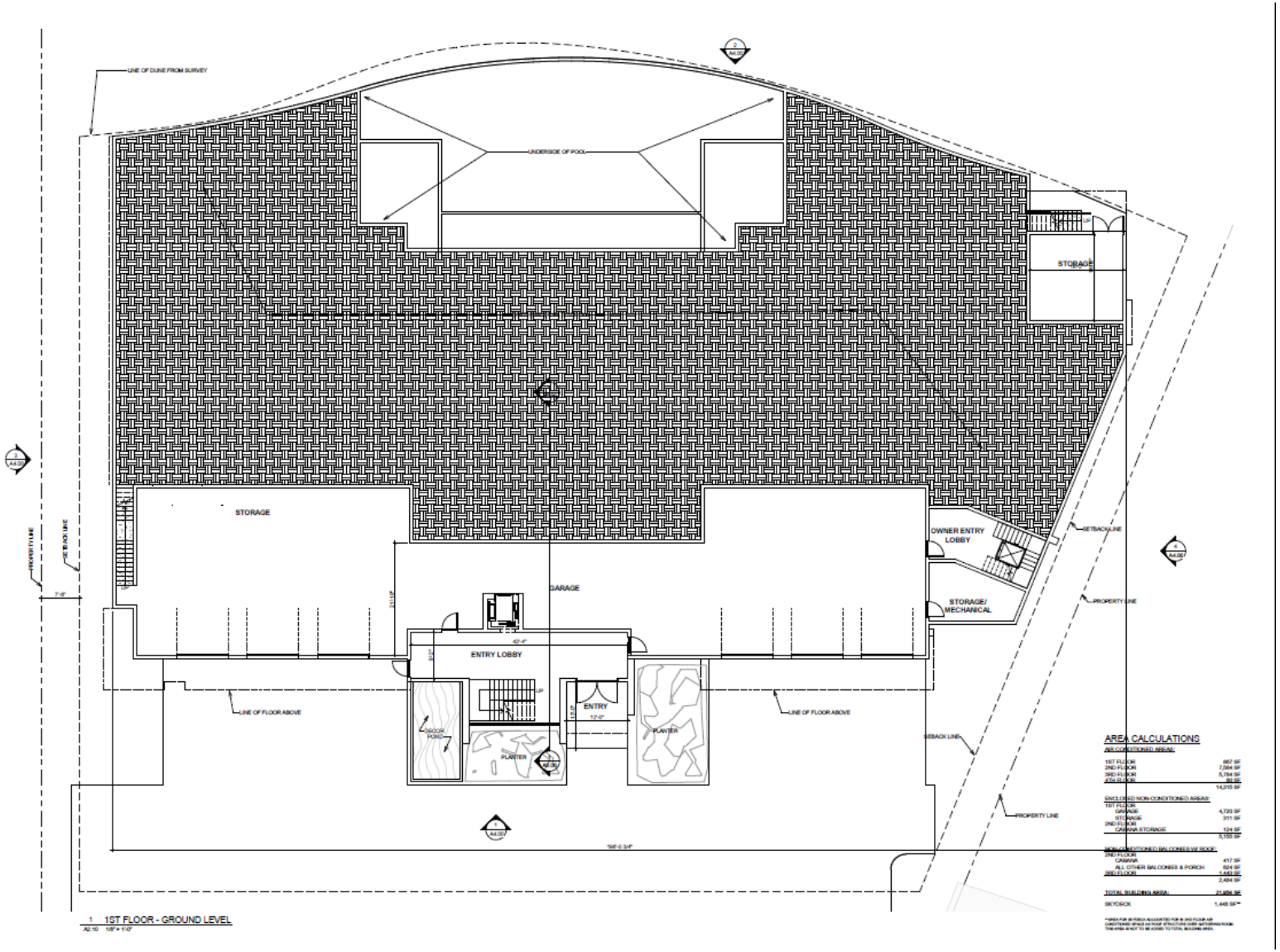
Olson Residence – Conditional Use

ZONING

Zoning: Single-Family Intermediate Density Zone (R-2)

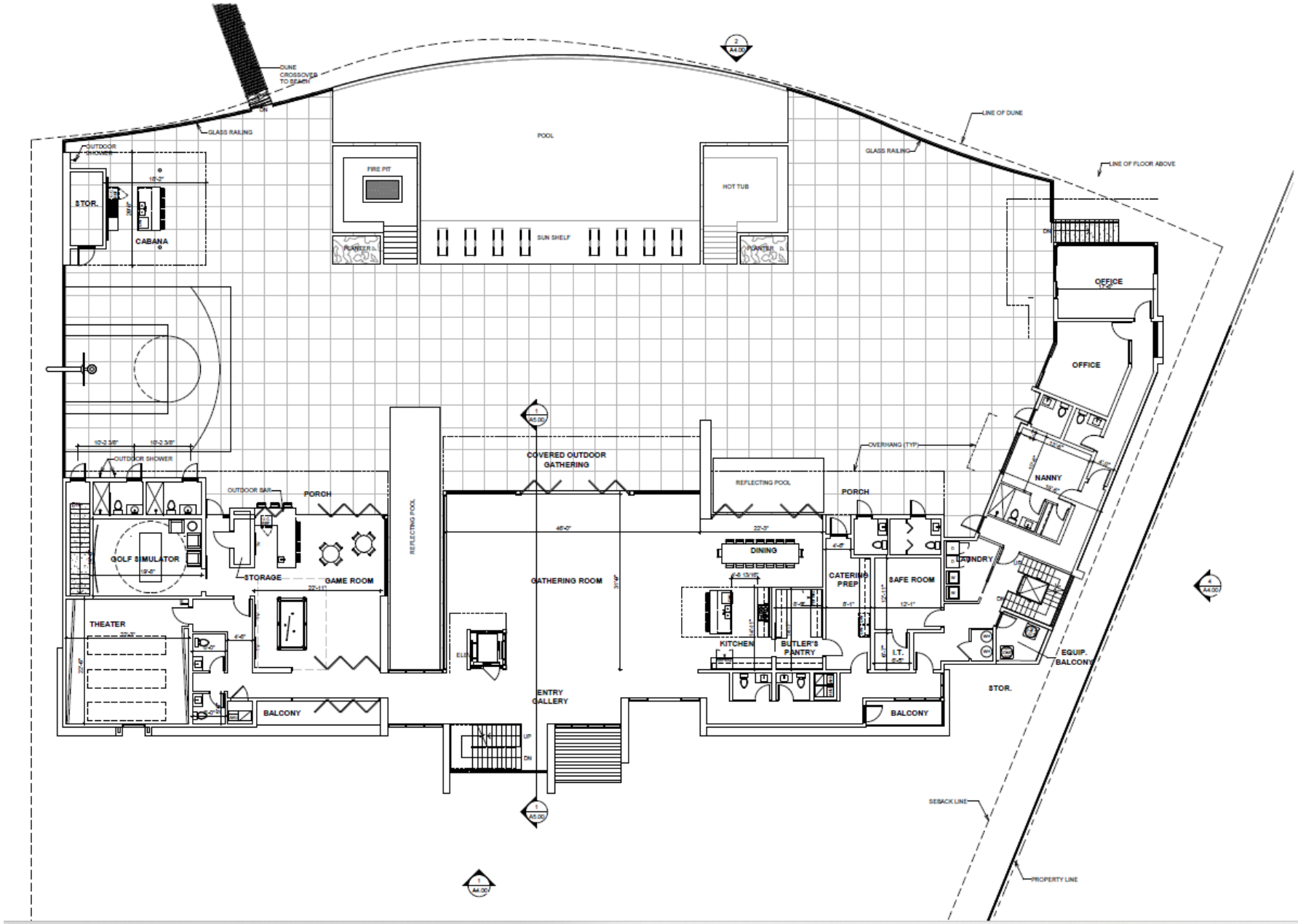


SITE PLAN

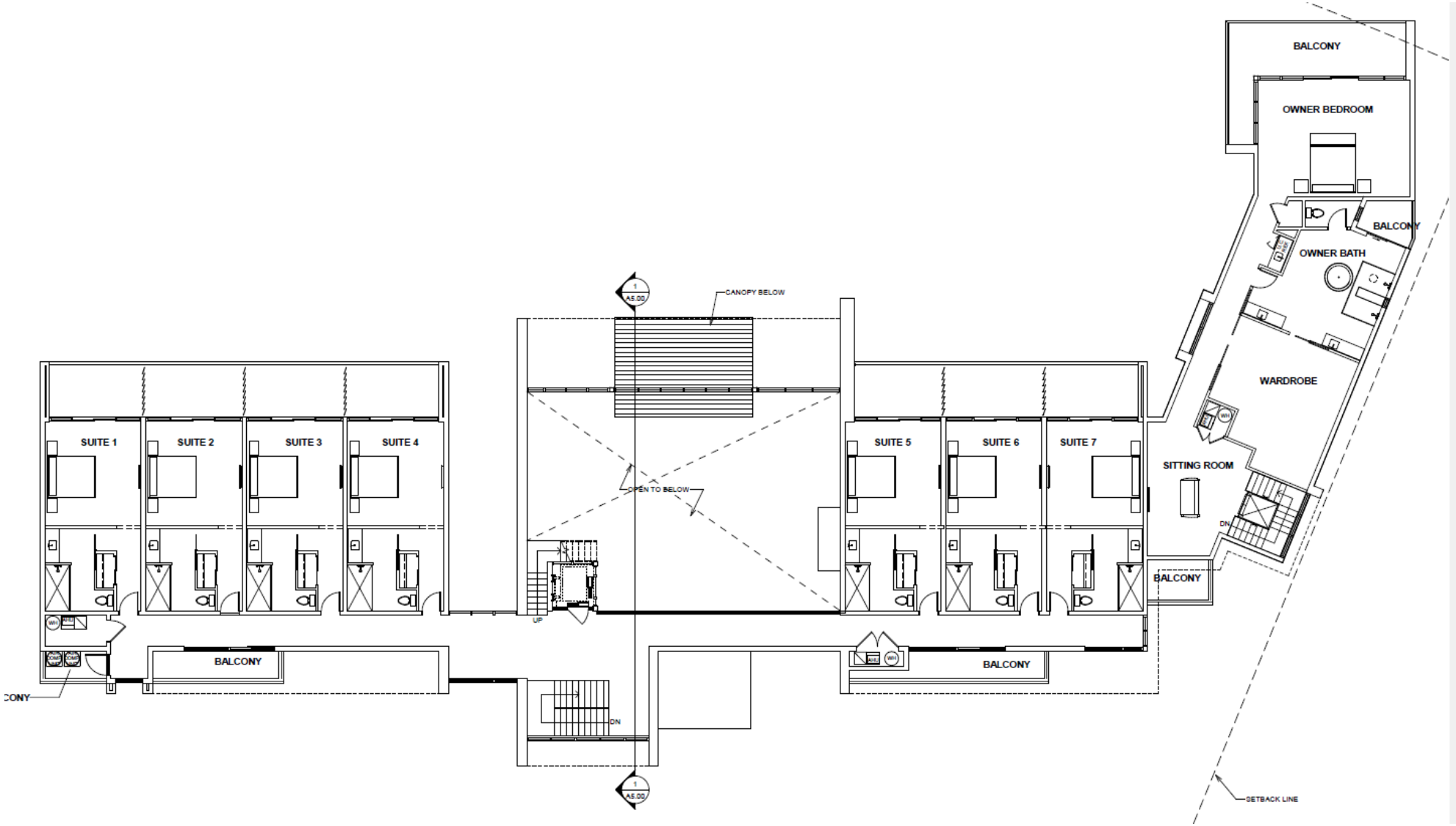


Olson Residence – Conditional Use

SITE PLAN

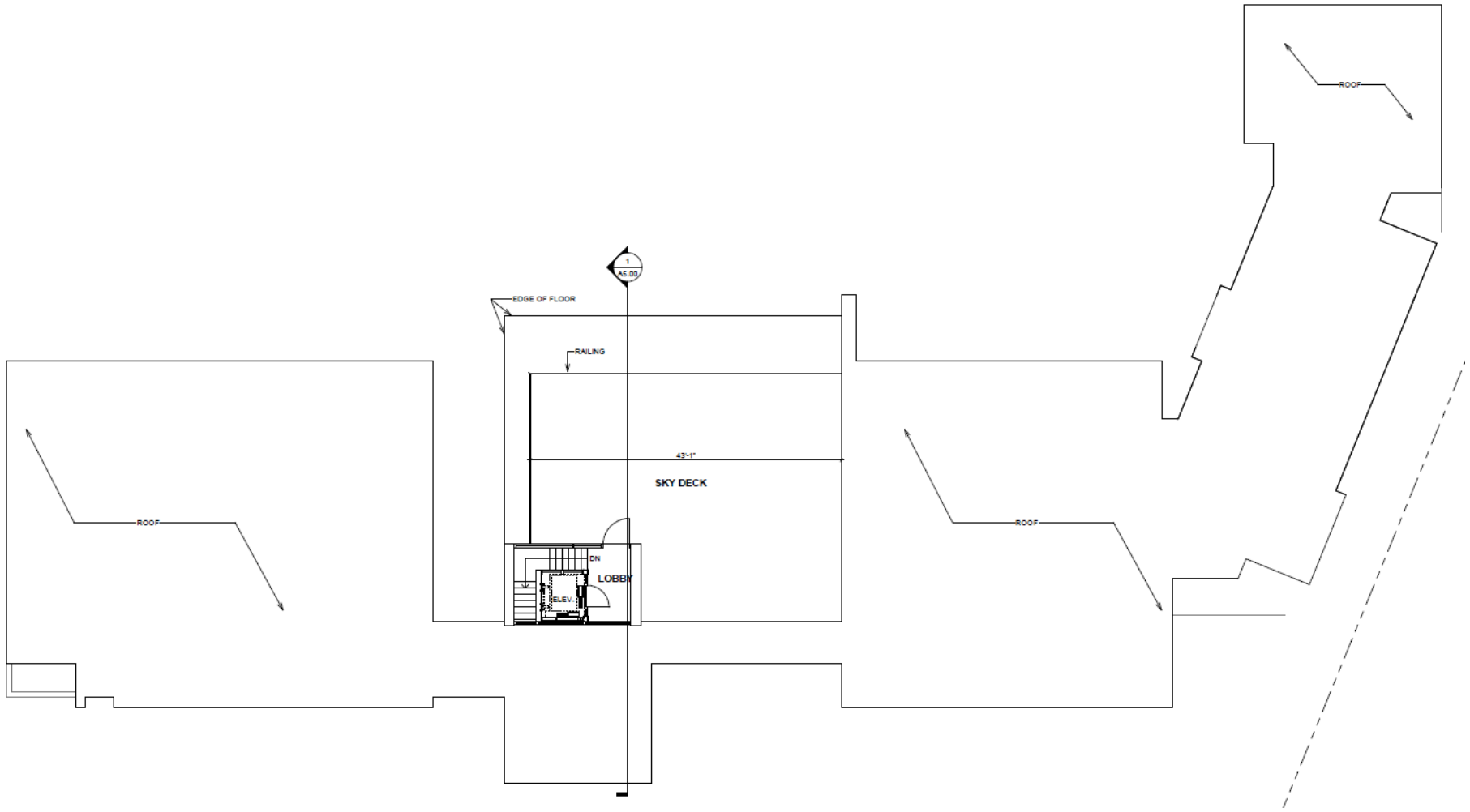

DUNE CROSSOVER TO BEACH
GLASS RAILING
OUTDOOR SHOWER
STOR.
CABANA
POOL
FIRE PIT
HOT TUB
SUN SHELF
PLANTER
LINE OF DUNE
LINE OF FLOOR ABOVE
OFFICE
OFFICE
NANNY
OUTDOOR SHOWER
OUTDOOR BAR
PORCH
COVERED OUTDOOR GATHERING
REFLECTING POOL
OVERHANG (TYP)
PORCH
GOLF SIMULATOR
STORAGE
GAME ROOM
GATHERING ROOM
DINING
LAUNDRY
CATERING PREP
SAFE ROOM
THEATER
KITCHEN
BUTLER'S PANTRY
I.T.
EQUIP. BALCONY
ENTRY GALLERY
BALCONY
BALCONY
STOR.
SETBACK LINE
PROPERTY LINE

SITE PLAN



Olson Residence – Conditional Use

SITE PLAN



Olson Residence – Conditional Use



Olson Residence – Conditional Use



Olson Residence – Conditional Use

RECOMMENDATION: CONDITIONS

1. Prior to the issuance of Building Permit approval, A Unity of Title with the St. Lucie County Clerk of Courts and a Parcel Combination with the St. Lucie County Property Appraiser shall be provided.

RECOMMENDATION

Staff recommendation is for the Planning Board to vote APPROVAL of the proposed Conditional Use to move to City Commission with the one condition.

ALTERNATIVE RECOMMENDATION

1. Recommend Approval with alternative conditions.

2. Recommend Disapproval.

Planning Board **6. d.**

Meeting Date: 08/14/2023

Re: Site Plan (Development Review and Design Review) - NAPA Auto Parts - 4001 Oleander Avenue

Submitted For: Kev Freeman, Planning Director, Planning & Zoning

---

Information

SUBJECT:

Site Plan (Development Review and Design Review) - NAPA Auto Parts - 4001 Oleander Avenue

SUMMARY:

Request for review of an application for a Site Plan (Development Review and Design Review) to construct an approximately 14,086 square foot Auto Parts-Retail Store with associated site improvements.

- The subject parcel has a total of approximately 4.217 acres. The site is surrounded by residential uses to the west and south, and vacant properties to the north and east. The proposed development will include the new approximately 14,086 square foot Auto Parts-Retail Store with associated site improvements. Thirty-nine (39) parking spaces are proposed for the site plan with two (2) being handicap spaces. In addition, a bicycle rack with four (4) spaces are proposed.

RECOMMENDATION:

Staff recommendation is for the Planning Board to move the proposed Site Plan (Development Review & Design Review) for approval to City Commission for approval, noting the three (3) recommended conditions:

1. A completion certification by a landscape architect, cost estimate, and landscape bond pursuant to City Code 123-6 shall be required before the Final Certificate of Occupancy is approved for the site.

2. Prior to the issuance of any site clearing permits, the applicant shall provide a Tree Mitigation Survey and coordinate with the City of Ft. Pierce Arborist for the required mitigation of the City regulated trees proposed to be removed as a result of this site's development/construction activity.

3. Prior to Public Hearing by the City Commission the proposed design of the building shall be amended to incorporate:
   a. Elevational articulation.
   b. Roofline articulation.
   c. Breaking up of areas of blank wall.

ALTERNATIVES:

- Approve with alternative conditions
- Disapproval

RESPONSIBLE STAFF:

Vennis Gilmore, Assistant Planning Director

COORDINATED WITH:

Technical Review Committee

Fiscal Impact

OTHER INFORMATION:

N/A

Attachments

Staff Report & Supporting Documents

Application and Supporting Documents

Form Review

Form Started By: Vennis Gilmore Started On: 08/07/2023 02:31 PM

Final Approval Date: 08/08/2023

CITY OF FORT PIERCE

PLANNING BOARD

AUGUST 14th, 2023

NAPA AUTO PARTS – Site Plan (Development Review & Design Review)
4001 Oleander Avenue

APPLICANT

Michael DePree, Project Engineer, DePree Engineering LLC

PROPERTY OWNER(S)

Performance NAPA LLC

PARCEL ID #(S):

2433-144-0001-000-6

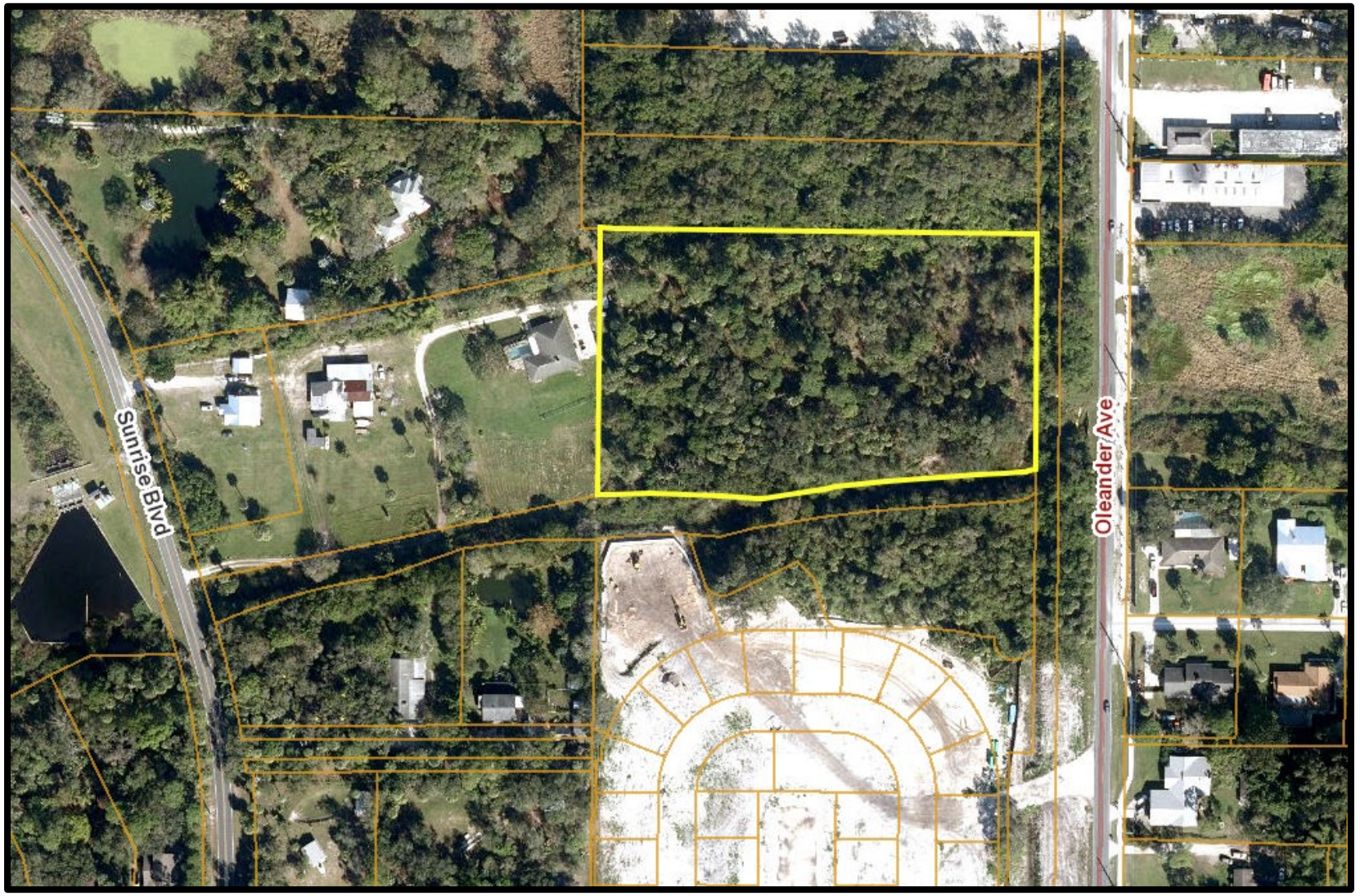
SUMMARY

Request for review of an application for a Site Plan (Development Review and Design Review) to construct an approximately 14,086 square foot Auto Parts-Retail Store with associated site improvements.

BACKGROUND

The subject parcel has a total of approximately 4.217 acres. The site is surrounded by residential uses to the west and south, and vacant properties to the north and east. The proposed development will include the new approximately 14,086 square foot Auto Parts-Retail Store with associated site improvements. Thirty-nine (39) parking spaces are proposed for the site plan with two (2) being handicap spaces. In addition, a bicycle rack with four (4) spaces are proposed.

SITE LOCATION

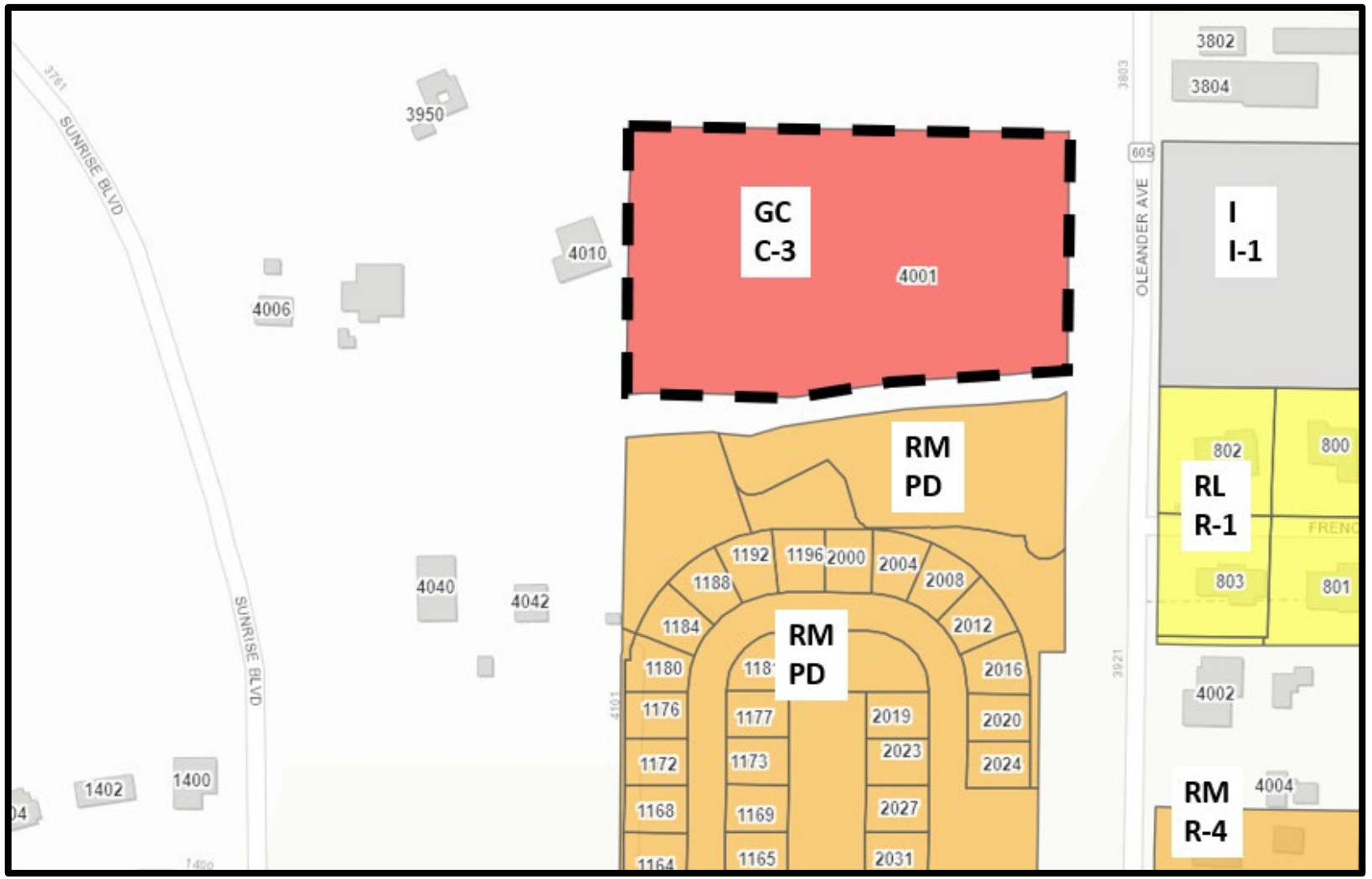


SITE AREA= +/- 4.217 Acres

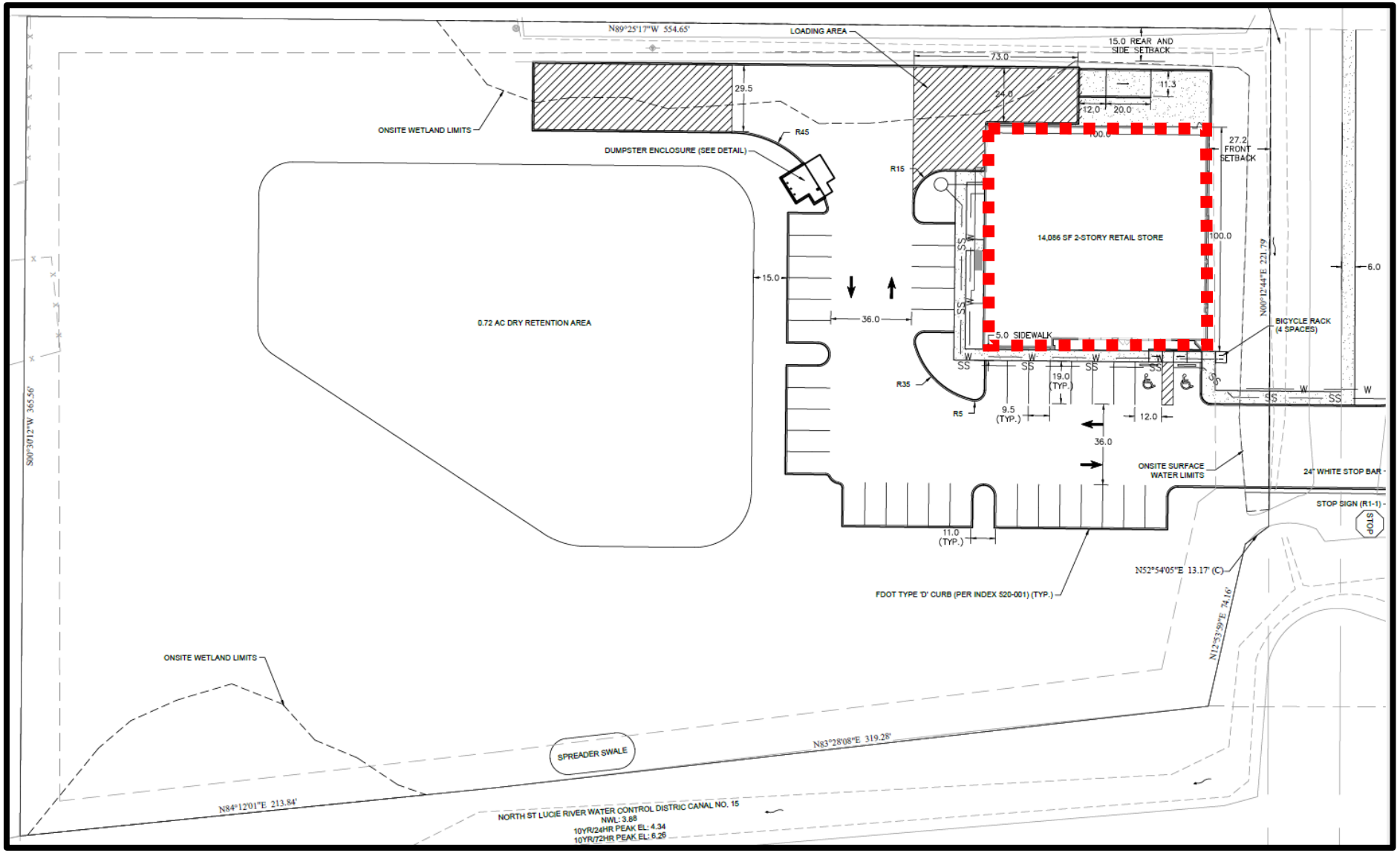
EXISTING FLU - ZONING

FLU: General Commercial

Zoning: C-3, General Commercial



SITE PLAN



North

GRAPHIC SCALE
1"=40'

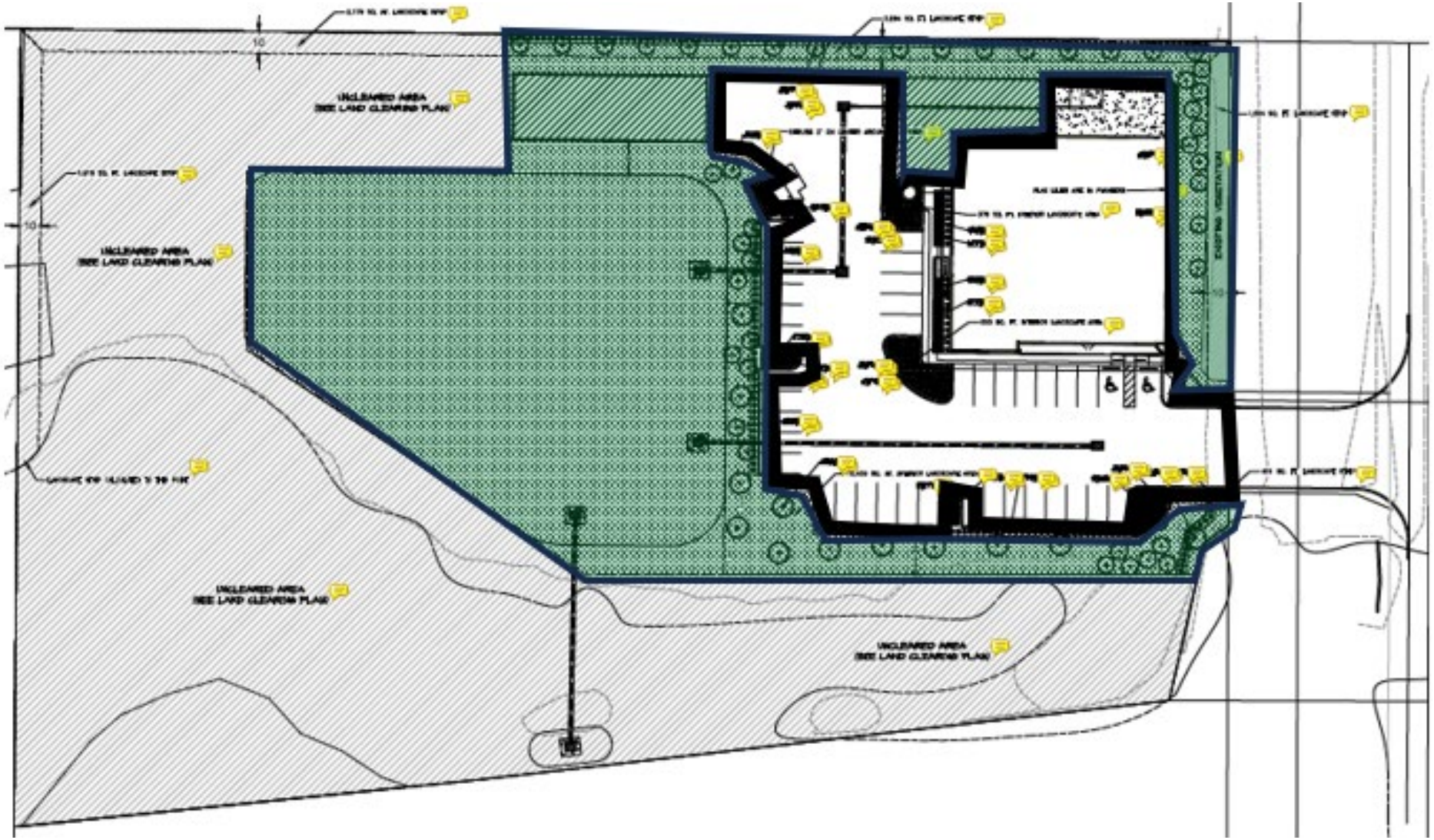
LANSCAPE PLAN

Plant List

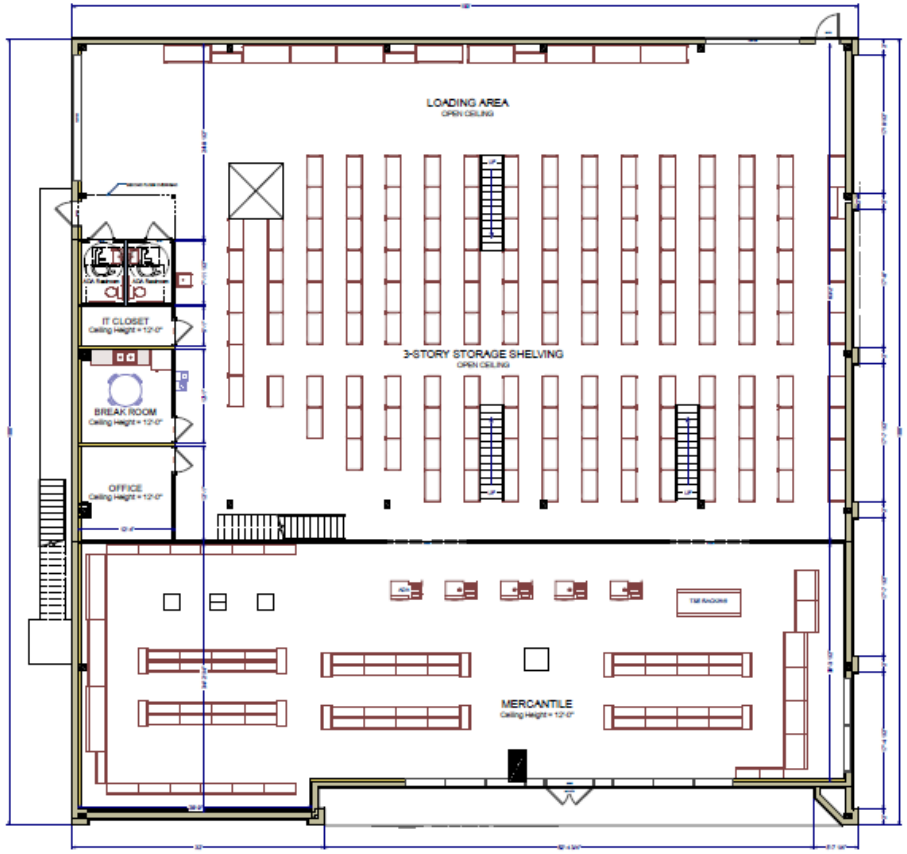
Trees:
52 Dahoon Holly
12 Southern Live Oak

Shrubs & Groundcover:
21 Red Tip Cocoplum
40 Flax Lily
26 Yew Pine
212 Sandankwa Viburnum
82 Blue Pacific Juniper
68 Liriope
62 Indian Hawthorn

Other Materials:
Bahia Grass Sod

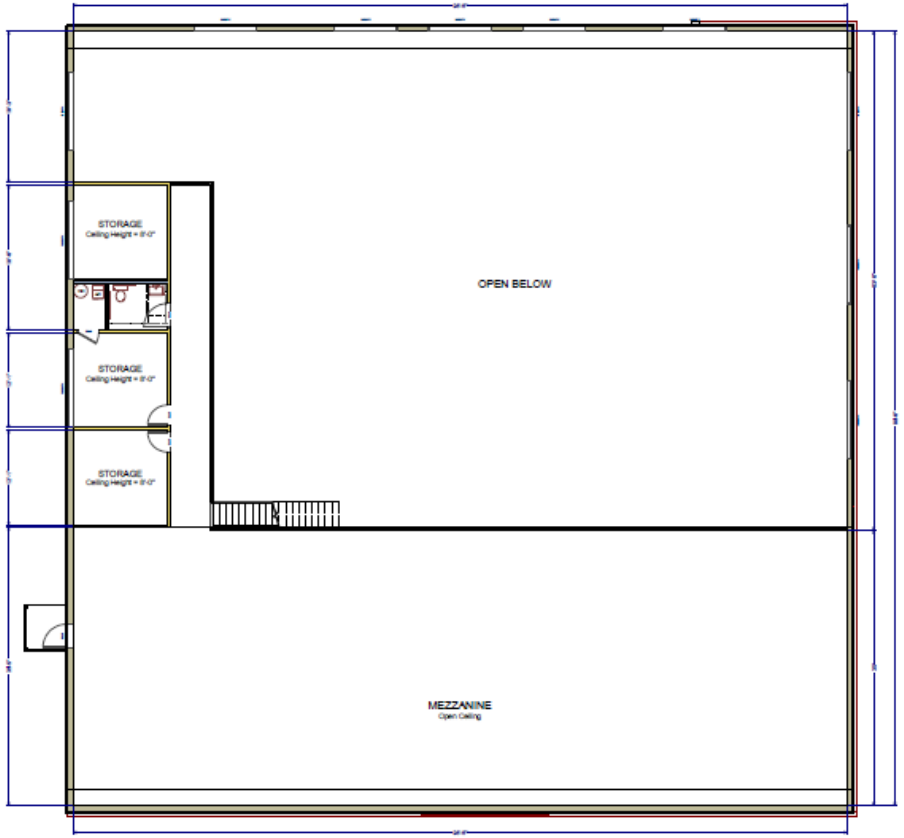


FLOOR PLAN



FLOOR PLAN

SCALE: 1/8" = 1'-0"



2ND FLOOR PLAN

SCALE: 1/8" = 1'-0"

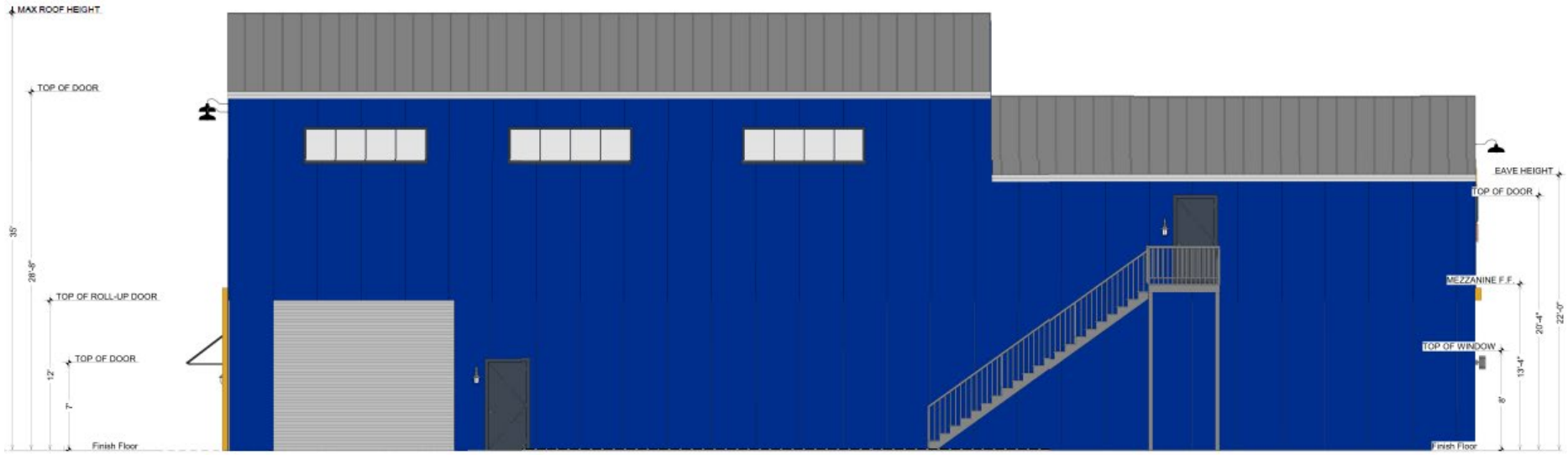
DESIGN REVIEW

Oleander Avenue Elevation



DESIGN REVIEW

Elevations



WEST ELEVATION
SCALE: 1/4" = 1'-0"



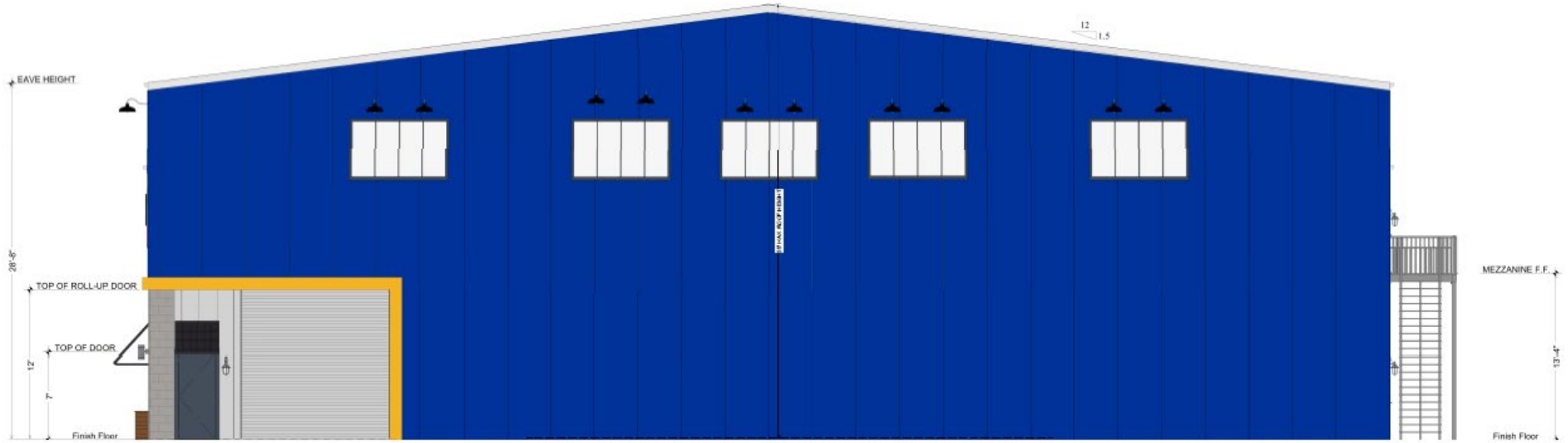
EAST ELEVATION
SCALE: 1/4" = 1'-0"

DESIGN REVIEW

Elevations



FRONT ELEVATION
SCALE: 1/4" = 1'-0"



REAR ELEVATION
SCALE: 1/4" = 1'-0"

DESIGN REVIEW

Staff have reviewed the proposed design of the building against the City Code Section 125-314 Design Review.

It is considered that building does not present adequate architectural value to meet the intent of the design guidelines. Staff have advised the applicant to amend the design to address these issues, some minor amendments have been proposed. Staff have presented examples of alternative 'NAPA' buildings which demonstrate that some architectural value can be accommodated in this type of use and within the corporate identity of the business.

The present design has:

- No architectural roof overhangs.
- No articulation in building elevations.
- Limited articulation of rooflines.
- Large areas of blank walls

Staff recommend denial of the proposed design of the building.

CONDITIONS OF APPROVAL

Conditions of Development (Site Plan-Development Review & Design Review)

1. A completion certification by a landscape architect, cost estimate, and landscape bond pursuant to City Code 123-6 shall be required before the Final Certificate of Occupancy is approved for the site.

2. Prior to the issuance of any site clearing permits, the applicant shall provide a Tree Mitigation Survey and coordinate with the City of Ft. Pierce Arborist for the required mitigation of the City regulated trees proposed to be removed as a result of this site's development/construction activity.

3. Prior to Public Hearing by the City Commission the proposed design of the building shall be amended to incorporate:

    a. Elevational Articulation.
    b. Roofline Articulation.
    c. Breaking up of areas of blank wall.

RECOMMENDATION

Staff recommendation is for the Planning Board to move the proposed Site Plan (Development Review & Design Review) for approval to City Commission for approval, noting the three (3) recommended conditions.

ALTERNATIVE RECOMMENDATION

1. Recommend Modified Approval.

or

2. Recommend Disapproval.

CITY OF FORT PIERCE

PLANNING BOARD

AUGUST 14th, 2023

NAPA AUTO PARTS – Site Plan (Development Review & Design Review)
4001 Oleander Avenue

THE SUNRISE CITY
FORT PIERCE
PLANNING DEPARTMENT
Florida

Michael DePree, Project Engineer, DePree Engineering LLC
1613 Cloverlawn Avenue
Orlando, FL 32806

Subject: NAPA Auto Parts – Site Plan & Design Review –- Technical Review Committee Comments

City of Fort Pierce Planning Department

1. Per City Code Section 125-317. – Sidewalks: Please include a sidewalk along Oleander Avenue with a sidewalk connection to the entrance of the proposed building. **The sidewalk along Oleander Avenue must be along the entire frontage.**
2. Please adhere to City Code Section 123-37. – General Landscaping Requirements. The landscaping seems deficient with the required 10-foot-wide landscape buffer. **If you intend to not install landscaping in those western areas, please add the additional required landscaping to the front of the site, facing Oleander Avenue.**

3. A completion certification by a landscape architect, cost estimate and landscape bond pursuant to City Code 123-6 shall be required before the Final Certificate of Occupancy is approved for the site.

4. Prior to the issuance of any site clearing permits, the applicant shall provide a Tree Mitigation Survey and coordinate with the City of Ft. Pierce Arborist for the required mitigation of the City regulated trees proposed to be removed as a result of this site's development/construction activity.

5. **Please consider a monument sign and installing a landscaped area around the proposed monument sign base which extends a minimum distance of three (3) feet in all directions. Such landscaped areas shall be completely covered by ground cover and shrubs, hedges, or similar vegetative materials.**

6. **If you choose to do a Pole Sign, please include a base to cover exposing the pole and install a landscaped area around the proposed monument sign base which extends a minimum distance of three (3) feet in all directions. Such landscaped areas shall be completely covered by ground cover and shrubs, hedges, or similar vegetative materials.**

7. **Per City Code Section 125-314. – Design Review, (4) Elevations (k): Blank walls are discouraged. Walls shall be punctuated with windows, doors, or architectural elements. New construction that includes long dimensions of continuous wall shall employ the use**

of site breaks to punctuate the streetscape. (Please employ site breaks with any of the above examples) Consider the renderings below for inspiration.



3083 Route 50, Saratoga Springs, NY 12866





Hales Corner, WI

8. Per City Code Section 125-314. – Design Review, (5) Streetscape improvement guidelines: Streetscape improvements include those architectural or functional facilities or structures which occur on site but are not part of the building and which contribute to the overall appearance of the development and encourage and facilitate human interaction with the environment. Examples include, but are not limited to, decorative light fixtures, fountains, sculpture and other civic art, benches and tables, planters, retaining walls, pedestrian and bicycle paths, bicycle parking structures, trash receptacles and enclosures, vendor areas, bollards, and fences. These improvements shall be designed to be consistent with all guidelines of this section and shall be reviewed for aesthetic functionality and compatibility with the city's design expectations. **Please employ Streetscape Improvements such as planters, foundation plantings, and light fixtures.**

9. **Please address the attached checklists and resubmit with revisions.**

ST. LUCIE COUNTY FIRE DISTRICT
Community Risk Reduction Division
Office of the Fire Marshal

Telephone: **(772) 621-3322**
Fax: **(772) 621-3604**

BUREAU OF FIRE PREVENTION

SITE PLAN REVIEW

TO: Site Plan Applicant

SITE PLAN: NAPA Auto Parts – 4001 Oleander

REVIEW DATE: 4/17/2023, 6/19/2023

PLANNER: VENNIS GILMORE

REVIEWED BY: Captain Andres Elizondo

Site Plan Approved: _____

Site Plan Approved with conditions: _____

Site Plan Approval pending written acknowledgement of conditions: ___X____

Site Plan Rejected: _____

The Following Revisions Are Necessary:

1. **Please submit a completed application for Development/Site Plan Review (St. Lucie County Fire District Development & Site Plan Review Application). This form is available on-line at https://www.slcfd.com**
2. **Fire District review fees are due at the time of submittal. An abbreviated fee schedule is included on the application form.**
3. **Please send the Fire District electronic plans for the site and buildings.**
4. **A separate review and permit is required for Underground Fire Mains connected to standpipes or sprinkler systems.**
5. **Fire department access roads provided in accordance with 18.2.3 shall be provided at the start of a project and shall be maintained throughout construction. (NFPA 1**

16.1.4). Surface. Fire department access roads shall be designed and maintained to support the imposed loads of fire apparatus and shall be provided with an all-weather driving surface. (NFPA 1.18.2.3.5.2).

6. **Per the St. Lucie County Fire District Fire Prevention Code Resolution 740-23. At Least 13 feet 6 inches nominal vertical clearance shall be provided and maintained over the full width of all means of access. Including, but not limited to trees, canopies, etc.**

7. **The Fire District reserves the right for future comments at the site plan & building construction phase.**

8. **Be advised: Dimensions of largest vehicle are as follows: 38 tons or 77k lbs, 47.5 ft. total length, 21.5 ft. wheel base, 10.5 ft. total width, 41.5 degree turning radius.**

9. **Minimum roadway pavement width (two-way traffic) shall be twenty (20) ft. Minimum roadway pavement width (one-way traffic) shall be twelve (12) ft.**

10. **Dead end roadways serving commercial or residential occupancies must include a cul-de-sac when the roadway length exceeds one hundred-fifty (150) feet. "Y" or "T" type turnaround arrangements are permitted.**

11. **Fire hydrants (shall be) are provided for buildings other than detached one-and-two-family dwellings IAW both of the following 1) The maximum distance to a fire hydrant from the closest point in the building shall not exceed 400 feet. 2) The maximum distance between fire hydrants shall not exceed 500 feet. NFPA 1:18.5.3. Please provide fire flow calculations for hydrants.**

12. **An approved water supply capable of supplying the required fire flow for fire protection (shall be) is identified to all premises upon which facilities, buildings, or portions of buildings which are to be constructed or moved into the jurisdiction. The approved water supply shall be in accordance with NFPA 1:18.4. See "Needed NFPA Fire Flow Calculator Spreadsheet".**

13. **Per NFPA 1114 Chapter 9, Section 1.3. Prior to the final occupancy of any building, the permitted water supply for fire protection, including fire hydrants and fire suppression systems, shall be installed, tested, and acceptable to the AHJ (SLCFD).**

14. **Minimum Size of Water Mains**

ST. LUCIE COUNTY FIRE DISTRICT
Community Risk Reduction Division
Office of the Fire Marshal

Telephone: **(772) 621-3322**
Fax: **(772) 621-3604**

The minimum size of water mains for supplying water for firefighting purposes shall be six (6) inches. b. The minimum size of water mains supplying hydrants on a dead end main shall be eight (8) inches. c. The maximum number of hydrants located on a dead end main shall be one (1). d. Grid or Tee systems shall be supplied by a minimum of an eight (8) inch looped main. Exceptions may be granted based on the capacity of the water distribution system but in no case shall the main size be less than six (6) inches. e. The minimum size water main(s) shall be determined by the needed fire flow as established by the Fire Marshal and based on the current Insurance Service Office (ISO) requirements.

15. **Two-Way Radio Enhancement Systems/BDAS shall be installed, inspected and operationally tested in accordance with the manufacturer's published requirements, by the local fire department, and comply with the most current edition of the Florida Fire Prevention Code and its incorporated standards and codes. Pre-surveys of radio signal strength shall be submitted to the Fire Marshal in the form of heat signature mapping or a certification document of radio signal strength provided by a licensed engineer.**

16. **Provide the fire district the Pre-Construction Site Checklist Affidavit. This affidavit shall include the pre-construction fire protection plan, pre-construction fire department access roads, and pre-construction on-site credible water supply for your development and or project (the affidavit can be found at http://www.slcfd.com/182/Applications-Permits under fire permits.**

17. **Site Plans submitted in accordance with this Fire Prevention Code shall include the location of all existing and proposed fire hydrants within one thousand (1,000) feet of the proposed project.**

THE SUNRISE CITY
FORT PIERCE
Florida
ENGINEERING
DEPARTMENT

TO : Vennis Gilmore, Assistant Planning Director

FROM : Tracy Telle, Assistant City Engineer TST

RE : 4001 Oleander Avenue – NAPA Auto Parts Site Plan
TRC No. 23-07000010

DATE : June 23, 2023

This is to advise you that we have completed the review of the following documents as received by this office on June 16, 2023:

- [x] Site Plan
- [ ] Test Reports & Related Documents
- [ ] Record Drawings
- [ ] Clearances from all applicable Local, State and Federal Agencies
- [ ] P/D Drawings
- [ ] Certificate of Completion
- [ ] Permits from applicable Local, State & Federal Agencies

Based on our reviews and appropriate site final inspection, we

- [x] Recommend
- [ ] Do Not Recommend

- [x] Approval of Site Plan
- [ ] Building Permit
- [ ] C/O

Developer, Owner, Engineer, Contractor and other members of the Development Team must be aware, the above recommendation is based only on the construction requirements of the engineering plans and other engineering documentation approved by this department. The Development Team shall be responsible for the compliance with other City department requirements and all approved documents, as well as Local, State and Federal regulations. The development requirements for this project may necessitate additional construction requirements that are not subject to this department's review for approval.

- [ ] See attached for engineering comments

100 NORTH US 1, FORT PIERCE, FLORIDA 34950 • CITYOFFORTPIERCE.COM • TEL: 772.467.3000 • FAX: 772.460.6847

ENGINEERING ADVISORY COMMENTS:

1. The drainage plan is conceptual at this point and will be reviewed in depth at the time of application for a DPCR approval. The current design proposes an outfall connection to NSLRWCD Canal No. 15 and as such will be required to obtain approval from NSLRWCD. Other permits needed include, but are not limited to, St. Lucie County and SFWMD.
2. Impacts to onsite wetlands are proposed and will require the purchase of wetland mitigation credits along with SFWMD concurrence.
3. Calculation of the required tree mitigation fees due will be provided at DPCR review.

100 NORTH US 1, FORT PIERCE, FLORIDA 34950 • CITYOFFORTPIERCE.COM • TEL: 772.467.3000 • FAX: 772.460.6847

DESIGN REVIEW CHECKLIST

PROJECT: NAPA Auto Parts

		REQUIRED	COMMENT
(a)	**125-314. Design review** All development requiring site plan approval, or development abutting arterial roads.	COMPLY	Pleas comply with the following listed below and resubmit.
(g)(1)	**ROOFS**	**COMPLY**	
(g)(1) a.	Pitched roofs of wood vernacular styles shall be a symmetrical hip with a slope of 6:12 to 10:12	-	
(g)(1) a.	Pitched roofs of Mediterranean, Mission, Spanish Eclectic, Craftsman and Prairie styles may have slopes of 3:12 to 6:12	YES	
(g)(1) a.	Pitched roofs of Mediterranean, Mission, Spanish Eclectic, Craftsman and Prairie styles may have slopes of 3:12 to 6:12	-	
(g)(1) b.	Dormers, windows or ventilation louvers. Dormers have shed roofs with a minimum slope of 3:12 or pitched roofs	-	
(g)(1) c.	Overhangs (32 inches to 40 inches), detailed eave brackets.	-	
(g)(1) c.	Variation in roof heights or articulation of a flat roof overhang along the façade.	-	
(g)(1) d.	Ancillary roofs (attached to walls or roofs) may be sheds sloped no less than 3:12	-	
(g)(1) d.	Roofs on towers - flat or slope which matches the primary structure	-	
(g)(1) e.	**FINISHED ROOF MATERIAL (One of the following)**		
(g)(1) e.1.	Cedar shingles with factory treated class B finish	-	
(g)(1) e.2.	Steel, copper, or factory painted aluminum standing seam, batten seam, or Bermuda roofing	YES	
(g)(1) e.3.	Galvanized steel 5-V crimp roofing panels or pre-finished steel	-	
(g)(1) e.4.	Galvanized metal or copper shingles of Victorian or diamond shape or pattern	-	
(g)(1) e.5.	Asphalt dimensional shingles for residential buildings only	-	
(g)(1) e.6.	Built-up or membrane roof behind parapets	-	
(g)(1) e.7.	Flat concrete tile	-	
(g)(1) e.8.	Clay or cement barrel, s-shaped or mission tiles	-	
(g)(1) f.	Fascias around the eaves shall have limited simple detail complementing fenestration, porch overhangs or entrances.	-	
(g)(1) g.	Exposed rafters with simple detailed ends may be substituted for fascia type arrangements.	-	
(g)(2)	**ENTRANCES**		
(g)(2) a.	Architectural features such as porches or roof overhangs. Covered entrances facing ROW	COMPLY	
(g)(2) b.	Exception to frontage line.	-	
(g)(2) c.	Doors appropriate to the architectural character of the building. Sidelights, transoms or wooden or metal shutters.	COMPLY	
(g)(2) c.	Porches shall have a minimum depth of six feet and may encroach up to six feet into setback.	COMPLY	
(g)(3)	**WINDOWS**		
(g)(3) a.	Well-defined frames, transoms or sills, and should be accentuated with shutters or Bahamas awnings.	COMPLY	
(g)(3) a.	Material of frames, shutters and awnings shall be painted or stained wood, aluminum or vinyl-clad wood, steel or aluminum.	COMPLY	
(g)(3) b.	Reflective or mirrored glass is not permitted. Translucent glass side/rear elevations. Energy Code tinting. Glass Block.	COMPLY	
(g)(3) c.	Storefront glass shall be clear and unobstructed from signs and the backs of counters, display racks and merchandise.	COMPLY	
(g)(3) d.	Compatiblity, size and location of windows facing ROW.	COMPLY	
(g)(3) e.	Large expanses of wall without windows or detail that face the public right-of-way are prohibited.	COMPLY	
(g)(3) e.	Retail buildings shall have fenestration that reveals interior activity.	COMPLY	
(g)(4)	**ELEVATIONS**		
(g)(4) a.	Wood vernacular style: Cracker, Classical Revival and Victorian	COMPLY	
(g)(4) a.	Masonry vernacular buildings: Mediterranean styles including Mission and Spanish Eclectic	COMPLY	

(g)(4) a.	Streamlined Art Deco and Mid-Century Modern	COMPLY	
(g)(4) a.	Elements borrowed and interpreted from Colonial, Prairie and Craftsman styles.	COMPLY	
(g)(4) b.	Elevations adjacent ROW - Appropriate entrances, fenestration or detailing.	COMPLY	
(g)(4) c.	Articulation in the facade sufficient depth to provide shade and shadow on adjacent building surfaces.	COMPLY	
(g)(4) c.	Colors of wall surfaces shall complement facade articulation in keeping with architectural style and character	COMPLY	
(g)(4) c.	Material of frames, shutters and awnings shall painted or stained wood, aluminum or vinyl-clad wood, steel or aluminum.	COMPLY	
(g)(4) d.	**MATERIALS FOR FACADES (shall be one or a combination of):**		
(g)(4) d.	Stucco	COMPLY	
(g)(4) d.	Wood Clapboard	COMPLY	
(g)(4) d.	Wood Shingles	COMPLY	
(g)(4) d.	Cement Siding in Clapboard Style Boards	COMPLY	
(g)(4) d.	Modular Unit Masonry	COMPLY	
(g)(4) d.	Coral	COMPLY	
(g)(4) d.	Metal or vinyl siding, and simulated stonework on expanses of building walls shall not be permitted	COMPLY	
(g)(4) d.	Two-dimensional stucco details that mimic three-dimensional articulation or structure shall not be permitted.	COMPLY	
(g)(4) e.	Proportion and composition of fenestration on new construction shall be compatible with architectural style	COMPLY	
(g)(4) f.	Storefronts and their entrances are to follow logic of design and be contained within structural bays of the building	COMPLY	
(g)(4) g.	Infill storefront design shall be compatible with the existing architecture of the building and block	COMPLY	
(g)(4) h.	Roll down gates, security shutters and bars that are visible from any public right-of-way should be avoided.	COMPLY	
(g)(4) j.	Exterior building components and streetscape elements be a color in architectural character and style	COMPLY	
(g)(4) k.	Walls shall be punctuated with windows, doors or architectural elements - no blank walls.	COMPLY	
(g)(4) l.	Development adjacent to or visible from waterways expected to meet specific requests from the design review board.	-	
(g)(5)	**STREETSCAPE IMPROVEMENT ELEMENTS**		
(g)(5)	Decorative light fixtures	COMPLY	
(g)(5)	Fountain	-	
(g)(5)	Sculpture or Civic Art	-	
(g)(5)	Benches and Tables	-	
(g)(5)	Planters	COMPLY	
(g)(5)	Retaining Walls	-	
(g)(5)	Pedestrian and Bicycle Paths	-	
(g)(5)	Bicycle Parking Structures	-	
(g)(5)	Trash Recepticles	-	
(g)(5)	Vendor Areas	-	
(g)(5)	Bollards	-	
(g)(5)	Fences	-	
(g)(6)	**LIGHTING DESIGN**		
(g)(6) a.	Decorative, low-level intensity, non-concealed source lighting which defines vehicular and/or pedestrian ways	-	
(g)(6) b.	Exterior architectural, display and decorative lighting visible ROW - concealed light source, low-level light fixtures. No Color.	-	
(g)(6) c.	Site lighting shall conform to the provisions of section 125-313(d)(8)	COMPLY	
(g)(7)	**LANDSCAPING DESIGN**		
(g)(7) a.	All landscape designs and drawings shall conform to chapter 123, article I.	COMPLY	
(g)(7) b.	visually harmonious and compatible scale and proportion	COMPLY	

(g)(7) c.	Screening shall be provided by appropriately designed walls and mature plant materials	-	
(g)(8)	**WALLS AND FENCE DESIGN**		
(g)(8) a.	Be constructed of the same material as the first floor of the primary building	COMPLY	
(g)(8) b.	Concrete walls: faced with stuccoed or stone	COMPLY	
(g)(8) b.	Gates and fences: wood, an appropriate composition of iron, metal or aluminum, or masonry piers with wood pickets	-	
(g)(9)	**SIGN DESIGN**		
(g)(9) a.	Compliance with the guidelines of this section, section 117-6, and for compatibility with the city's developing character	COMPLY	
(g)(9) b.	consistent with and in proportion to the overall design scheme	COMPLY	
(g)(10)	**AWNING DESIGN**		
(g)(10).a	Architecturally compatible with the building	COMPLY	
(g)(10).b	Consistent design, scale, color scheme, and fabric	COMPLY	
(g)(10).c	Non-glossy material - vertical ribbing (seams)	COMPLY	
(g)(10).d	Minimal signage - Backlit; simple down-lighting to illuminate the window, door or sidewalk	COMPLY	
(g)(11)	Renovations, alterations and/or additions to existing structures shall be reviewed as minor applications.	-	

LANDSCAPING CHECKLIST

		COMPLY	COMMENT
123-36	SINGLE AND TWO FAMILY Single-family and two-family dwelling that have less than 4,000 square feet of interior floor area	-	
(1)	Slab on Grade go to 123-36(2)	-	
	36" High Shrub or Hedge Landscape skirt around building or Stone Wall.	-	
(2)	Minimum 4 trees location and maintenance.	-	
(3)	Grass and or landscaping for groundcover (comply with 124-37)	-	
(4)	Adjacent ROW sodded and trees planted	-	
123-36	GENERAL Does not apply to 123-36	GUIDE	<<<<LINK
(1)	PLANT MATERIALS - Florida No. 1 - Grades and Standards for Nursery Plants Part 1 and Part 2, Department of Agriculture		
a	TREES	NO	
a.1	Trees 12ft high DBH 2.5" at 4.5 ft. Palms 10ft clear trunk		
a.2	15ft spread and 15ft high at maturity	NO	
a.3	50% non-Palm	-	
a.4	Root system barrier if close to ROW etc.	-	
a.5	Trees not permitted: Melaleuca, leucadendron (punk tree), Schinus terebinthifolius (Brazilian pepper) and Casuarina sbp. (Australian pine)	-	
	Invasive - Category 1 not permitted	INVASIVE	<<<<LINK
b	SHRUBS AND HEDGES Minimum 24 inches high and form a 36" hich continous screen	-	
	Fence /Planting screen minimum 6ft high if Abuting Residential	-	
c	GROUND COVERS in lieu of grass - finished appearance within 3 months	-	
d	GRASS Permanent Lawn standard	-	
e	EXISTING PLANT MATERIAL Credit if incorporated	-	
(2)	LANDSCAPED AREAS Each area should have at least one tree, shrub, grownd cover.	NO	
(3)	LANDSCAPE STRIPS	NO	Please indicate the landscape buffer width dimensions
a.	6 ft wide if lot is <10,000 sq.ft. 10 ft wide if >10,000 sq.ft.		
b.	One tree for each 300 sq.ft of required landscape area - remainder covered with grass, groundcover or other as approved.	NO	Consider moving all required landscaping to the visible areas
(5)	OTHER PROPERTY Between ROW and Buildings covered with grass or other gound cover as approved	-	
(6)	VEHICULAR USE, BUILDING, RETENTION/DETENTION adjacent to other property	-	
a.	Vehicular Use abuting property but not ROW - 10 ft wide.		
b.	If (6)a required then one tree per 200 sq.ft of required, grass ground cover or other approved.	NO	
(7)	INTERIOR VEHICLE USE AREAS (urban design options	NO	
a.	Lot area > 4,000 sq.ft. 1 sq.ft. Landscaping to every 15 sq.ft. of vehicular use area (1:15). (Exception I-1 & I-2 @ 1:30) Minimum 100 ft x 10 ft		
b.	One tree for each 100 sq.ft of required landscape area - remainder covered with grass, groundcover or other as approved.	NO	
c.	Existing Tree Preservation credit - Also refer to Code DBH @ 4.5 ft above ground >12"=500 sq.ft. 6"-12"=400 sq.ft. 3"- 6"= 100sq.ft	-	
(8)	Adjacent to Street ROW Department determines planting of shade trees in ROW.	-	
	Palms may be required for driveway entrances - clear vision	-	
(9)	OTHER AREAS - When C-1, C-2, C-3, C-4, C-5, I-1, or I-2 zone abuts a lot in an E-1, R-1, R-2, R-3, R-4, R-5, OS-1, or OS-2 Site obscuring fence/planted material - noise/visual buffer solid or planted standards.	-	
(10)	SCREENING OF REFUSE COLLECTION AREAS Screening & Gates	-	
(11)	INSTALLATION STATEMENT	-	
(12)	MAINTENANCE STATEMENT	-	

THE SUNRISE CITY
FORT PIERCE
PLANNING DEPARTMENT
Florida

DEVELOPMENT REVIEW

Property Information

Property address or Location: 4001 Oleander Ave. Fort Pierce, FL 34982

Parcel ID #(s): 2433-144-0001-000-6

Project description: Construction of an auto parts retail development with associated parking, infrastructure, and stormwater management area.

Application Type

☒ Site Plan ☐ Conditional Use w/New Construction ☐ Conceptual Development Plan

☐ Minor Amendment ☐ Major Amendment

Site Information

Non-Residential: Proposed Sq. Ft.: 14,086 Site Acreage: 4.22

Residential: Proposed Units: n/a Proposed Sq. Ft.: n/a Site Acreage: n/a

Performance NAPA LLC	Michael DePree, Project Engineer, DePree Engineering LLC
Property Owner(s)	**Applicant/Representative, Title, Company**
PO Box 220	1613 Cloverlawn Ave.
Street Address	Street Address
Pahokee FL 33476	Orlando FL 32806
City State Zip	City State Zip
	(941)932-0166
Phone Number	Phone Number
	Michael.DePree@DePreeEngineering.com
Email Address	Email Address

Property Owner(s) Acknowledgements: *- This application will not be considered complete without the signature of all property owners of record, which shall serve as an acknowledgement of the submission of this application. The property owner's signature below shall also authorize the Applicant (if other than the property owner) and/or Representative to act in his/her behalf for the purposes of seeking approval for the application described herein. The undersigned consents to inspection and photographing of the subject property by the Planning staff for purposes of consideration of this Application and/or presentation to the Planning Board and City Commission.*

Property Owner(s) Signature(s)

PAUL ALLEN - PRESIDENT
paul@rchatton.com

APPOINTMENTS ARE REQUIRED FOR APPLICATION SUBMITTALS
CALL 772.467.3737 OR E-MAIL PLANNING_DL@CITYOFFORTPIERCE.COM
For more information, please refer to the website:
https://www.cityoffortpierce.com/971/Application-Submittal-for-Technical-Revi

THE SUNRISE CITY
FORT PIERCE
PLANNING DEPARTMENT
Florida

DESIGN REVIEW

Property Information

Property address or Location: 4001 Oleander Ave. Fort Pierce, FL 34982

Parcel ID #(s): 2433-144-0001-000-6

Project description: Construction of an auto parts retail development with associated parking, infrastructure, and stormwater management area.

Performance NAPA LLC	Michael DePree, Project Engineer, DePree Engineering LLC
Property Owner(s)	**Applicant/Representative, Title, Company**
PO Box 220	1613 Cloverlawn Ave.
Street Address	Street Address
Pahokee FL 33476	Orlando FL 32806
City State Zip	City State Zip
	(941)932-0166
Phone Number	Phone Number
	Michael.DePree@DePreeEngineering.com
Email Address	Email Address

Property Owner(s) Acknowledgements: *- This application will not be considered complete without the signature of all property owners of record, which shall serve as an acknowledgement of the submission of this application. The property owner's signature below shall also authorize the Applicant (if other than the property owner) and/or Representative to act in his/her behalf for the purposes of seeking approval for the application described herein. The undersigned consents to inspection and photographing of the subject property by the Planning staff for purposes of consideration of this Application and/or presentation to the Planning Board and City Commission.*

Property Owner(s) Signature(s)

PAUL ALLEN - PRESIDENT
paul@rchatton.com

APPOINTMENTS ARE REQUIRED FOR APPLICATION SUBMITTALS
CALL 772.467.3737 OR E-MAIL PLANNING_DL@CITYOFFORTPIERCE.COM
For more information, please refer to the website:
https://www.cityoffortpierce.com/971/Application-Submittal-for-Technical-Revi

THE SUNRISE CITY
FORT PIERCE
PLANNING DEPARTMENT
Florida

CONCURRENCY
CAPACITY ANALYSIS

I. Site Data:

	Existing Use	Future Land Use	Zoning
North	Undeveloped	Industrial (IND) (St. Lucie County)	Light Industrial (IL) (St. Lucie County)
South	Undeveloped	Medium Density Residential (RM)	Medium Density Residential (R-4)
East	Undeveloped	Industrial (I)	Light Industrial (I-1)
West	Residential	RU - Urban Residential (St. Lucie County)	RS-3 - Residential Single Family (St. Lucie County)

	Future Land Use	Zoning Classification	Maximum Intensity Residential: Dwelling Units per Acre Other: Square Footage	Total Acreage	Flood Zone
Current	General Commercial (GC)	General Commercial (C-3)	60% / 110,294 SF	4.22	X and AE
****Proposed**	General Commercial (GC)	General Commercial (C-3)	7.7% / 14,086 SF	4.22	N/A

II. Public Facilities Information:

A. Potable Water:	
Average Use	Residential: 100 gallons per day per person (du x 2.6= persons x 100 gpd = demand) Other: 0.125 gallons per day per square foot 1,760.75 GPD
Demand Analysis	Maximum
Current Zoning/FLU	Total gallons per day
**Proposed Zoning/FLU	Total gallons per day
**Change in Demand	Total gallons per day

B. Wastewater:	
Average Use	Residential: 100 gallons per day per person (du x 2.6= persons x 100 gpd = demand) Other: 0.1 gallons per day per square foot 1,760.75 GPD
Demand Analysis	Maximum
Current Zoning/FLU	Total gallons per day
**Proposed Zoning/FLU	Total gallons per day
**Change in Demand	Total gallons per day

C. Parks and Recreation (Residential Classifications Only): N/A
(Du x 2.6 = persons + 44,227 = population /LOS)

Park Type	LOS	Existing Population Park Demand	Proposed Population Park Demand	Change in Demand
Regional	20 acres per 1,000 people			
Urban District	5 acres per 1,000 people			
Community	2.5 acres per 1,000 people			
Neighborhood	1.36 acres per 1,000 people			

D. Public Schools (Residential Classifications Only): N/A
Single Family: (du x 0.405 = students/70% K-8/30% High)
Multi-family: (du x 0.207 = students/70% K-8/30% High)

	K-8	High
School Name		
City		
Distance		
Current Zoning/FLU Enrollment Demand		
****Proposed Zoning/FLU Enrollment Demand**		
****Change in Demand**		

E. Solid Waste: Residential (2 yard serves 15 units, 4 yard serves 30 units, 6 yard serves 45 units, 8 yard serves 60 units)

Demand Analysis	Maximum
Current Zoning/FLU	General Commercial (GC) / General Commercial (C-3)
****Proposed Zoning/FLU**	General Commercial (GC) / General Commercial (C-3)
***Change in Demand**	0

F. Stormwater:
Potential increase in volume discharged due to increased impervious coverage, reduced groundwater seepage or loss of surface water storage impacting Adopted LOS of 25-year 3-day storm Pre vs. Post Runoff (Storm sewers to convey 5 year- 1 day storm event; Canals to convey 3 year – 1 day storm event)

Impact	In order to meet the North St. Lucie River Water Control District volumetric criterion, the discharge from the site has been reduced from 41,931 cu.ft. to 21,753 cu.ft.

III. Transportation Analysis: *Complete ITE Trip Generation Form (Attached)*

G. Transportation Analysis: Complete ITE Trip Generation Data Form Most recent ITE Code for use; HCM Roadway Capacity		
	AADT	**AM/PM Peak Hour Trips**
Demand Analysis	Maximum	Maximum
Current Zoning/FLU	C-3 GENERAL COMMERCIAL/GENERAL COMMERCIAL	C-3 GENERAL COMMERCIAL/GENERAL COMMERCIAL
****Proposed Zoning/FLU**	C-3 GENERAL COMMERCIAL/GENERAL COMMERCIAL	C-3 GENERAL COMMERCIAL/GENERAL COMMERCIAL
***Change in Demand**	Trips 0	Trips 0
Impact to Capacity	0	

IV. Project Description

PHASING
Is this project (phase) part of a larger project? ☐ Yes ☑ No
If yes, enumerate each phase, the number of units or square footage in each phase and beginning/completion date.
Total Project: Residential Units: Single Family: Multifamily:
Non-residential (square footage):
Mixed-use (describe use):
(If this is a single phase project, name it Phase I – Total)

RESIDENTIAL DATA					
Type	**Phase**	**Number of Units**	**Acres**	**Expected beginning date**	**Expected completion date**
Single-family, detached					
Single-family, attached					
Multi-family					
Other (specify)					

NON-RESIDENTIAL DATA					
Type(s) specify	**Phase**	**Square footage**	**Acres**	**Expecting beginning date**	**Expected completion date**
RETAIL	1/1	14,086	4.22	7/15/23	7/15/24

A. Indicate whether the proposed project will be eliminating any existing recreational facilities. If yes, detail the number and type being eliminated. ☐ Yes ☑ No

B. 1. Does this application involve demolition or re-use of any structure(s)? ☐ Yes ☑ No
If yes, what is the size of the structure(s) to be demolished or re-used? N/A

2. What is the current use of the structure to be demolished or re-used? N/A

3. Are you claiming trip credits for the demolition or re-use of a structure(s) at the site? ☐ Yes ☑ No
If yes, provide estimates of credits for each previous use at the site. (Attach sheet with calculations)

C. Exemptions Requested: N/A

** Complete section if requesting a change in zoning, future land use, or expanding

DePree Engineering
1613 Cloverlawn Ave.
Orlando, FL 32806
(941)932-0166

February 15, 2023

Subject: Project Narrative
NAPA – Oleander Ave.
4001 Oleander Avenue Fort Pierce, FL

Project Narrative

The intent of this project is to develop 4001 Oleander Avenue in Fort Pierce, Florida (Parcel No. 2433-144-0002-000-3) into a NAPA Auto Parts store. The building will consist of 3,329 SF of retail area, 508 SF of associated back of house office space, and 10,249 SF of associated warehouse storage. The site is currently undeveloped within the jurisdiction of Fort Pierce with a General Commercial (C-3) zoning and a General Commercial (GC) future land use. The parcel is within the South Florida Water Management District (SFWMD) and the North St. Lucie River Water Control District (NSLWCD). The site contains woodlands and wetlands acreage is pending FDEP and SFWMD review. Wetland impacts are anticipated to widen the existing ditch crossing to provide access to the site. NSLRWCD Lateral No. 15 runs along the southern property line of the site. South of the NSLRWCD Lateral No. 15 is a currently undeveloped, but recently permitted, residentially zoned (R-4) lot. A St. Lucie County drainage canal runs along the eastern property line, and a roadside swale associated with Oleander Avenue lies to the east of the drainage canal. A ditch runs along the northern property line and connects to the St. Lucie County drainage canal. North of the ditch is an undeveloped parcel within the St. Lucie County Jurisdiction with a light industrial (IL) zoning and an industrial (IND) future land use. The property to the north is pending approval for development of a silica factory. West of the property is residentially zoned (RS-3) properties with urban residential future land uses (RU) within the jurisdiction of St. Lucie County. The utilities for the site will be provided by Fort Pierce Utility Authority (FPUA). A watermain west of Oleander Ave. will provide potable water and a sanitary forcemain east of Oleander Ave. will accept flows from a private lift station on site. Stormwater runoff will be collected in inlets and conveyed via underground pipes to bubble-up structures in a dry retention pond sized and designed to satisfy state and local stormwater criteria.

Setbacks Observed:
East/Front Setback : 25 ft
North/Side : 15 ft
South/Side : 15 ft
West/Rear : 15 ft

MICHELLE R. MILLER, CLERK OF THE CIRCUIT COURT - SAINT LUCIE COUNTY
FILE # 5081710 OR BOOK 4871 PAGE 920, Recorded 08/09/2022 02:28:52 PM Doc Tax $2065.00

This Instrument Prepared by and Return to:

Anchor Land Title, Inc.

737 SW Port St. Lucie Blvd., Suite C
Port St. Lucie, FL 34953
(772) 621-8255

Lawana M. Brown, CLC
22-5133N
Parcel ID No.: 2433-144-0001-000/6

Special Warranty Deed

27.00 2065.00 *SPACE ABOVE THIS LINE FOR RECORDING DATA*

THIS WARRANTY DEED, made and executed the 26 day of **July, 2022** by

Oleander Oaks, LLC, a Florida Limited Liability Company

whose post office address is: **1910 Cypress Avenue, Fort Pierce, FL 34949,** herein called the grantor, to

Performance NAPA, LLC, a Florida Limited Liability Company

whose post office address is: **PO Box 220, Pahokee, FL 33476,** hereinafter called the Grantee:
(Wherever used herein the terms "grantor" and "grantee" include all the parties to this instrument and the heirs, legal representatives and assigns of individuals, and the successors and assigns of corporations)

W I T N E S S E T H: That the grantor, for and in consideration of the sum of TEN AND 00/100'S ($10.00) Dollars and other valuable considerations, receipt whereof is hereby acknowledged, hereby grants, bargains, sells, aliens, remises, releases, conveys and confirms unto the grantee all that certain land situate in ST. LUCIE County, State of Florida,
viz:

THAT PORTION OF THE SOUTHEAST 1/4 OF THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 33, TOWNSHIP 35 SOUTH, RANGE 40 EAST, ST. LUCIE COUNTY, FLORIDA, LYING NORTHERLY OF SAINT LUCIE RIVER WATER CONTROL DISTRICT CANAL 15, ALSO KNOWN AS PLATTS BRANCH. LESS AND EXCEPTING THEREFROM ALL RIGHTS OF WAY AND EASEMENTS FOR PUBLIC ROAD AND DRAINAGE CANALS.

Subject to easement, restrictions, and reservations of record and to taxes for the year 2021 and thereafter.

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

TO HAVE AND TO HOLD, the same in fee simple forever.

AND, the grantor hereby covenants with said grantee that except as above noted, at the time of delivery of this Special Warranty Deed the premises were free of all encumbrances made by them, and they will warrant and defend the same against the lawful claims of all persons claiming by, through or under grantor.
This deed may be signed in counterparts.

IN WITNESS WHEREOF, the said grantor has signed and sealed these presents the day and year first above written.

Signed, sealed and delivered in the presence of:

Oleander Oaks, LLC, a Florida Limited Liability Company

By: Jole Futures, LLC, a Florida Limited Liability Company, as MGR

By: M.J.T. Holdings, Inc., a Florida Corporation

By: _____
Matthew J. Toeniskoetter, President, M.J.T. Holdings, Inc., a Florida Corporation

Witness #1 Signature

Lawana M. Brown

Printed Witness #1

Witness #2 Signature

Kathryn Rossman

Printed Witness #2

STATE OF FLORIDA
COUNTY OF ST. LUCIE

The foregoing instrument was acknowledged before me this 26 day of July, 2022, by **Matthew J. Toeniskoetter, President for M.J.T. Holdings, Inc. a Florida Corporation, MGR for Jole Futures, LLC a Florida Limited Liability Company, MGR for Oleander Oaks, LLC, a Florida Limited Liability Company** on behalf of the corporation who is personally known to me or who has produced Driver's License or _____ as identification and who did not take an oath.

SEAL

Notary Signature

Lawana M. Brown

Printed Notary Name

My Commission Expires: 4/8/2025

22-5133N

LAWANA M. BROWN
MY COMMISSION # HH 108904
EXPIRES: April 8, 2025
Bonded Thru Notary Public Underwriters

IN WITNESS WHEREOF, the said grantor has signed and sealed these presents the day and year first above written.

Signed, sealed and delivered in the presence of:

Oleander Oaks, LLC, a Florida Limited Liability Company

By: Posterity Ventures, Inc. a Florida Corporation, MGR

Witness #1 Signature

Lawana M. Brown

Printed Witness #1

By: _____

Michael J. Bradley, Jr. Vice President

Witness #2 Signature

Kathryn Rossman

Printed Witness #2

STATE OF FLORIDA
COUNTY OF ST. LUCIE

The foregoing instrument was acknowledged before me this 29 day of July, 2022, by **Michael J. Bradley, Jr., Vice President for Posterity Ventures, Inc., a Florida Corporation, MGR for Oleander Oaks, LLC, a Florida Limited Liability Company** on behalf of the corporation who is personally known to me or who has produced Driver's License or _____ as identification and who did not take an oath.

SEAL

Notary Signature

Lawana M. Brown

Printed Notary Name

My Commission Expires: 4/8/2025

22-5133N

LAWANA M. BROWN
MY COMMISSION # HH 108904
EXPIRES: April 8, 2025
Bonded Thru Notary Public Underwriters

Saint Lucie County Property Appraiser
Michelle Franklin CFA

Report generated: Friday, February 3, 2023

Parcel Report





Parcel
PARCELNO: 2433-144-0001-000-6

Property ID: 33036

Owner1: Performance NAPA LLC

SiteAddress: 4001 OLEANDER AVE

Owner
Owner1: Performance NAPA LLC

Owner2:

Owner3:

MailingAddress: PO Box 220 Pahokee, FL 33476-0220

Overview
PrimaryLandUse: 4000 - VCNT INDUS

DistrictGroup: 0022 - Fort Pierce

Subdivision: Metes and Bounds

Just/Market Value: $340,000

FinishedArea:

Acres: 4.24

TotalArea: 184,694

Legal Description
LegalDescription: 33 35 40 THAT PART OF SE 1/4 OF SE 1/4 OF NE 1/4 LYG N OF CANAL NO. 15-LESS RD AND CANAL R/WS-(4.24 AC - 184,694 SF)

Value History

Year	Just/Market Value	Building Value	Land Value	SFYI Value	Assessed Value	Exemption Amount	County Taxable	Save Our Home OR 10% Cap Differential	Ag Credit
2022	$340,000	$0	$340,000	$0	$340,000	$0	$340,000	$0	$0
2021	$314,000	$0	$314,000	$0	$314,000	$0	$314,000	$0	$0
2020	$314,000	$0	$314,000	$0	$314,000	$0	$314,000	$0	$0
2019	$314,000	$0	$314,000	$0	$314,000	$0	$314,000	$0	$0

Tax Links
SLC Tax Collector's Office taxes for this parcel

Download TRIM notice for this parcel

Special Assessments

Description	Start Year	Units	Amount
Fort Pierce Stormwater Charge	2019	11.5	793.5
North St. Lucie Water Management District	2019	4.24	87.98

Improvements

Building Sequence: 1

Bedrooms: 0

Bathrooms: 0

Building Type: -

Story Height:

No of Living Units:

Total Finished Area: 0

Gross Sketched Area: 0

Year Built:

Effective Year:

Primary Roof Cover:

Primary Roof Structure:

Primary Wall:

A/C %: 0

Land Lines

Line Number	Units	Unit Type
1	184,694	SqFt

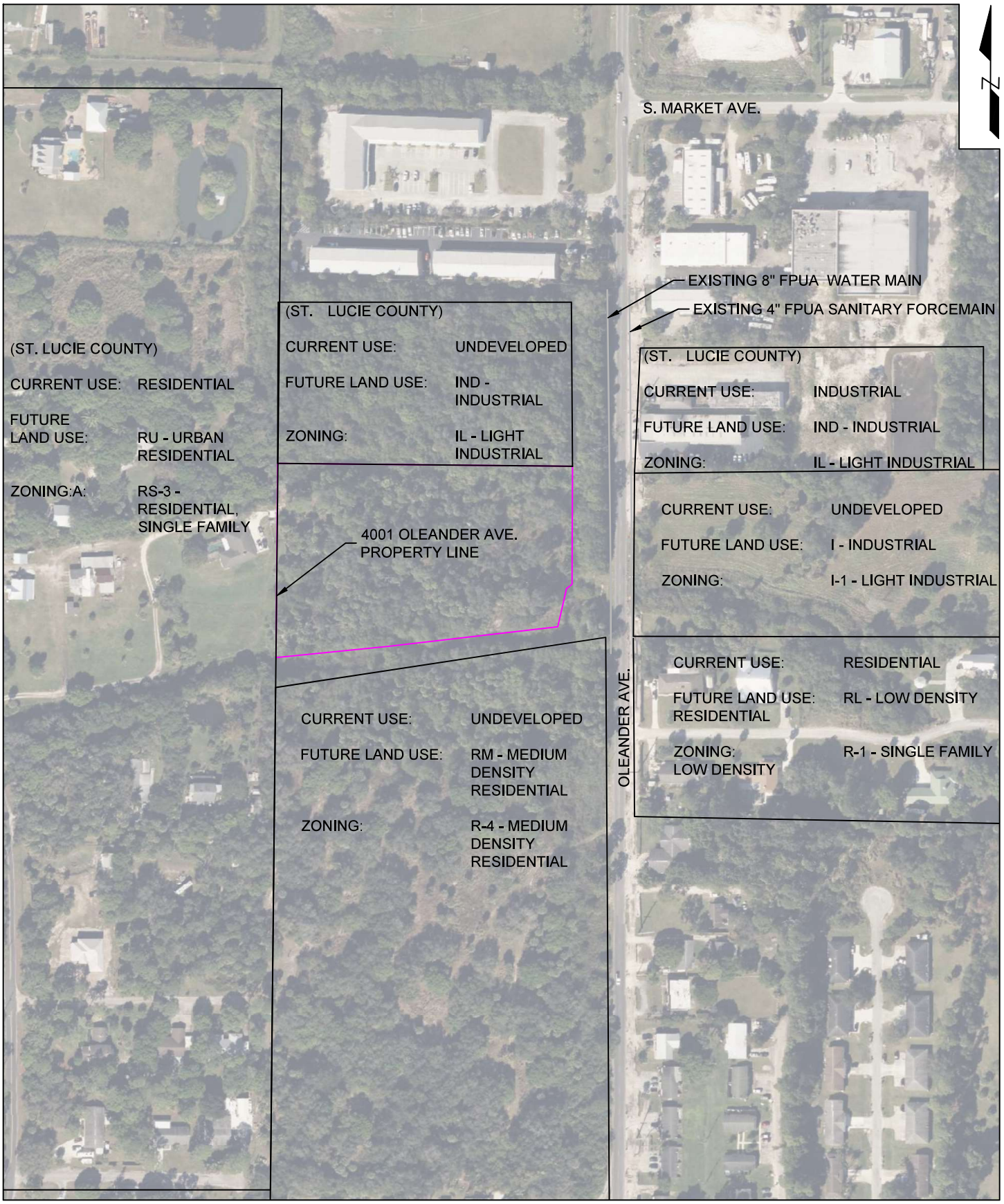
Sales History

Sale Date	Sale Price	Sale Code	Deed Type	Grantor	Book Page	View Document
07/26/2022	$295,000	0001	SPWD	Oleander Oaks LLC	4871-920	Clerk of Courts
05/19/2021	$0	0311	QC	Oleander Oaks LLC	4632-1721	Clerk of Courts
03/19/2021	$100	0311	QC	Oleander Oaks LLC	4600-1149	Clerk of Courts
10/05/2017	$100	0111	QC	MJT Holdings Inc	4050-2327	Clerk of Courts
05/11/2017	$0	0118	CT	MJT Holdings Inc	3995-2451	Clerk of Courts
05/05/2017	$160,000	0111	QC	MJT Holdings Inc	3994-1479	Clerk of Courts
04/25/2017	$299,100	0118	CT	Faith Baptist Church Of FP	3988-1547	Clerk of Courts
04/05/1999	$40,500	XX04	WD	Faith Baptist Church Of Fort	1213-2569	Clerk of Courts
12/30/1998	$100	XX04	WD	Joseph Lach	1194-1	Clerk of Courts
12/01/1995	$100	XX01	QC	Joseph Lach	988-882	Clerk of Courts
06/01/1981	$180,000	XX00	CV		358-2448	Clerk of Courts
05/01/1973	$50,000	XX00	CV		214-1160	Clerk of Courts

Photos



v: 1/12/2023



LOCATION MAP

LEGAL DESCRIPTION:

(O.R.B. 471, PG. 920)

THAT PORTION OF THE SOUTHEAST 1/4 OF THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 33, TOWNSHIP 35 SOUTH, RANGE 40 EAST, ST. LUCIE COUNTY, FLORIDA, LYING NORTHERLY OF SAINT LUCIE RIVER WATER CONTROL DISTRICT CANAL 15, ALSO KNOWN AS PLATTS BRANCH, LESS AND EXCEPTING THEREFROM ALL RIGHT OF WAY AND EASEMENTS FOR PUBLIC ROAD AND DRAINAGE CANALS.

DePree Engineering
1613 Cloverlawn Ave.
Orlando, FL 32806
(941)932-0166

Subject: **Fort Pierce TRC Comment Response Letter**
NAPA Auto Parts – Oleander Ave.
4001 Oleander Ave. Fort Pierce, FL

DePree Engineering has prepared the following responses to the comments produced for the April 20th Fort Pierce Technical Review Committee. Plans have been revised accordingly and references to the modified plans are provided in the responses below.

City of Fort Pierce Planning Department

1. Per City Code Section 125-317. – Sidewalks: Please include a sidewalk along Oleander Avenue with a sidewalk connection to the entrance of the proposed building.

   Response: A sidewalk has been added in the St. Lucie County ROW with connection to the site. See Sheet C4.0.

2. Per City Code Section 125-315. – Off-Street Parking and Loading(f): Please include bicycle parking (bike rack or lockers) at a calculation of 1 bicycle space per 10 motor vehicle spaces.

   Response: Four bicycle parking spaces have been added. See Sheet C4.0.

3. Please include the detailed breakdown of your parking calculations within your Site Data on the Site Plan. (As shown in your narrative)

   Response: A detailed parking breakdown has been added to the Site Data table on Sheet C4.0.

4. The Site Plan only shows two (2) Parking wheel stops in the handicap parking spaces. Is this intentional? If so, why?

   Response: Parking wheel stops are intended to deter vehicles from blocking the pedestrian ramps and landings providing ADA access to the building.

5. Please provide directional arrows in the driveways, and a stop sign and stop bar at the exit of the Site.

   Response: A stop sign, stop bar, and directional arrows have been added to Sheet C4.0.

6. Please see the attached Dumpster Detail Enclosure requirements.

   Response: The dumpster enclosure and detail have been updated on sheet C4.0.

DePree Engineering
1613 Cloverlawn Ave.
Orlando, FL 32806
(941)932-0166

7. Per City Code Section 123-37. – General Landscaping Requirements (10): Refuse and recycling dumpsters utilized by multifamily residential complexes, in commercial, industrial, and institutional facilities shall be screened from view on all sides and shall be gated. Gates may be left open only on scheduled pick-up days and must be closed following pick up. Such screening shall consist of a six-foot-high masonry wall or wooden fence. In addition, when feasible, one shrub or hedge shall be planted at two-foot centers along the outside perimeter of the screen. Dumpsters shall be located in an area that minimizes public view. This subsection shall apply to dumpsters servicing structures built on or after June 1, 1996. Please include a six-foot high masonry wall or wooden fence with one shrub or hedge planted at two-foot centers along the outside perimeter of the screen.

   Response: A note specifying shrub spacing has been added to sheet LA 1 of 2.

8. Please adhere to City Code Section 123-37. – General Landscaping Requirements. The landscaping seems deficient with the required 10-foot-wide landscape buffer. If you intend to not install landscaping in those western areas, please add the additional required landscaping to the front of the site, facing Oleander Avenue.

   Response: Wetland areas will be impacted and mitigated.

9. A completion certification by a landscape architect, cost estimate and landscape bond pursuant to City Code 123-6 shall be required before the Final Certificate of Occupancy is approved for the site.

   Response: Information acknowledged.

10. Prior to the issuance of any site clearing permits, the applicant shall provide a Tree Mitigation Survey and coordinate with the City of Ft. Pierce Arborist for the required mitigation of the City regulated trees proposed to be removed as a result of this site's development/construction activity.

    Response: Information acknowledged.

11. Please consider a monument sign and installing a landscaped area around the proposed monument sign base which extends a minimum distance of three (3) feet in all directions. Such landscaped areas shall be completely covered by ground cover and shrubs, hedges, or similar vegetative materials.

    Response: Signage will be affixed to the façade of the building as shown in the architectural elevation.

    If you choose to do a Pylon Sign, please include a base to cover exposing the pole and install a landscaped area around the proposed monument sign base which extends a minimum distance of three (3) feet in all directions. Such landscaped areas shall be completely covered by ground cover and shrubs, hedges, or similar vegetative materials.

DePree Engineering
1613 Cloverlawn Ave.
Orlando, FL 32806
(941)932-0166

Response: Signage will be affixed to the façade of the building as shown in the architectural elevation.

12. Per City Code Section 125-314. – Design Review, (4) Elevations (k): Blank walls are discouraged. Walls shall be punctuated with windows, doors, or architectural elements. New construction that includes long dimensions of continuous wall shall employ the use of site breaks to punctuate the streetscape. (Please employ site breaks with any of the above examples)

    Response: Architectural elevations have been updated to eliminate blank walls.

13. Per City Code Section 125-314. – Design Review, (5) Streetscape improvement guidelines: Streetscape improvements include those architectural or functional facilities or structures which occur on site but are not part of the building and which contribute to the overall appearance of the development and encourage and facilitate human interaction with the environment. Examples include, but are not limited to, decorative light fixtures, fountains, sculpture and other civic art, benches and tables, planters, retaining walls, pedestrian and bicycle paths, bicycle parking structures, trash receptacles and enclosures, vendor areas, bollards, and fences. These improvements shall be designed to be consistent with all guidelines of this section and shall be reviewed for aesthetic functionality and compatibility with the city's design expectations. Please employ Streetscape Improvements such as planters, foundation plantings, and light fixtures.

    Response: Foundation plantings have been added along the eastern façade of the building.

14. Please provide justification for the parking calculation that includes the use of interior and exterior storage.

    Response: Parking calculations have been updated on Sheet C4.0.

15. If you choose to install fencing, please use a decorative or vinyl fence instead of chain-link.

    Response: No fencing is proposed.

St. Lucie County PW/Engineering

1. The County recommends pushing the driveway further north to avoid grading issues with the existing headwall and ditch to the south of the proposed driveway.

    Response: The site plan has been revised and the driveway has been shifted north. See sheet C4.0.

DePree Engineering
1613 Cloverlawn Ave.
Orlando, FL 32806
(941)932-0166

2. There are currently two ditches running parallel to Oleander Avenue in the Right-of-Way. The County would encourage combining the ditches along the project frontage and providing a single driveway culvert.

   Response: To prevent additional wetland impacts and to allow for sidewalk in the right-of-way, combining the ditches by grading has been avoided. The eastern ditch/roadside swale will discharge to the western ditch/canal via culvert under the proposed sidewalk. The canal will have a culvert crossing under the proposed drive to connect to the NSLRWCD canal to the south. The existing hydraulic capacity of both crossing pipes will be matched by the proposed culvert crossing under the drive.

3. A 6-foot sidewalk is required along the project frontage. The County may consider a fee-in-lieu of sidewalk in this location.

   Response: A 6-foot sidewalk has been added along the frontage of the project north of the proposed driveway. Sidewalk south of the proposed drive has been omitted due to space limitations between the edge of pavement of Oleander Ave. and the existing headwall. Plans received from St. Lucie County for the proposed project to the north show the sidewalk in the flowline of the western drainage canal, therefore no connection has been made.

4. A permit for access and drainage outfall from the County prior to initiation of site improvements is required. Please remit a Site Development Permit application, an electronic set of plans and a minimum of one hard copy of all necessary plans and documents to the Engineering Division of the County. The application may be found on the County's website, Public Works Department link.

   Response: A Site Development Permit application will be submitted following response submittal to Fort Pierce TRC comments.

St. Lucie County Fire District

1. Please submit a completed application for Development/Site Plan Review (St. Lucie County Fire District Development & Site Plan Review Application). This form is available on-line at https://www.slcfd.com

   Response: A Site Development Permit application will be submitted following response submittal to Fort Pierce TRC comments.

2. Fire District review fees are due at the time of submittal. An abbreviated fee schedule is included on the application form.

   Response: **Information acknowledged.**

DePree Engineering
1613 Cloverlawn Ave.
Orlando, FL 32806
(941)932-0166

3. Please send the Fire District electronic plans for the site and buildings.

   Response: **Electronic plans for the site and building will be submitted with the St. Lucie County Site Plan Review Application.**

4. A separate review and permit is required for Underground Fire Mains connected to standpipes or sprinkler systems.

   Response: Information acknowledged.

5. Fire department access roads provided in accordance with 18.2.3 shall be provided at the start of a project and shall be maintained throughout construction. (NFPA 1 16.1.4). Surface. Fire department access roads shall be designed and maintained to support the imposed loads of fire apparatus and shall be provided with an all-weather driving surface. (NFPA 1.18.2.3.5.2).

   Response: Information acknowledged.

6. Per the St. Lucie County Fire District Fire Prevention Code Resolution 740-23. At Least 13 feet 6 inches nominal vertical clearance shall be provided and maintained over the full width of all means of access. Including, but not limited to trees, canopies, etc.

   Response: Minimum vertical clearance is met over the full width of all means of access.

7. The Fire District reserves the right for future comments at the site plan & building construction phase.

   Response: Information acknowledged.

8. Be advised: Dimensions of largest vehicle are as follows: 38 tons or 77k lbs, 47.5 ft. total length, 21.5 ft. wheel base, 10.5 ft. total width, 41.5 degree turning radius.

   Response: Information acknowledged.

9. Minimum roadway pavement width (two-way traffic) shall be twenty (20) ft. Minimum roadway pavement width (one-way traffic) shall be twelve (12) ft.

   Response: Minimum roadway pavement width is met for all drive aisles.

10. Dead end roadways serving commercial or residential occupancies must include a cul-de-sac when the roadway length exceeds one hundred-fifty (150) feet. "Y" or "T" type turnaround arrangements are permitted.

    Response: A “T” type turnaround arrangement is proposed for this site.

DePree Engineering
1613 Cloverlawn Ave.
Orlando, FL 32806
(941)932-0166

11. Fire hydrants (shall be) are provided for buildings other than detached one-and-two-family dwellings IAW both of the following 1) The maximum distance to a fire hydrant from the closest point in the building shall not exceed 400 feet. 2) The maximum distance between fire hydrants shall not exceed 500 feet. NFPA 1:18.5.3. Please provide fire flow calculations for hydrants.

    Response: Information acknowledged.

12. An approved water supply capable of supplying the required fire flow for fire protection (shall be) is identified to all premises upon which facilities, buildings, or portions of buildings which are to be constructed or moved into the jurisdiction. The approved water supply shall be in accordance with NFPA 1:18.4. See "Needed NFPA Fire Flow Calculator Spreadsheet".

    Response: Comment will be addressed during St. Lucie County Site Plan Review Application.

13. Per NFPA 1114 Chapter 9, Section 1.3. Prior to the final occupancy of any building, the permitted water supply for fire protection, including fire hydrants and fire suppression systems, shall be installed, tested, and acceptable to the AHJ (SLCFD).

    Response: Information acknowledged.

14. Minimum Size of Water Mains
    The minimum size of water mains for supplying water for firefighting purposes shall be six (6) inches. b. The minimum size of water mains supplying hydrants on a dead end main shall be eight (8) inches. c. The maximum number of hydrants located on a dead end main shall be one (1). d. Grid or Tee systems shall be supplied by a minimum of an eight (8) inch looped main. Exceptions may be granted based on the capacity of the water distribution system but in no case shall the main size be less than six (6) inches. e. The minimum size water main(s) shall be determined by the needed fire flow as established by the Fire Marshal and based on the current Insurance Service Office (ISO) requirements.

    Response: Information acknowledged.

15. Two-Way Radio Enhancement Systems/BDAS shall be installed, inspected and operationally tested in accordance with the manufacturer's published requirements, by the local fire department, and comply with the most current edition of the Florida Fire Prevention Code and its incorporated standards and codes. Pre-surveys of radio signal strength shall be submitted to the Fire Marshal in the form of heat signature mapping or a certification document of radio signal strength provided by a licensed engineer.

    Response: Information acknowledged.

16. Provide the fire district the Pre-Construction Site Checklist Affidavit. This affidavit shall include the pre-construction fire protection plan, pre-construction fire department access

DePree Engineering
1613 Cloverlawn Ave.
Orlando, FL 32806
(941)932-0166

roads, and pre-construction on-site credible water supply for your development and or project (the affidavit can be found at http://www.slcfd.com/182/Applications-Permits under fire permits.

Response: Information acknowledged.

17. Site Plans submitted in accordance with this Fire Prevention Code shall include the location of all existing and proposed fire hydrants within one thousand (1,000) feet of the proposed project.

    Response: Site plans as described will be submitted with the St. Lucie County Site Plan Review application.

Fort Pierce Engineering

Survey:

1. Identify the overall right-of-way width of Oleander Avenue.

   Response: See revised survey sheet 1 of 2.

2. Identify all native palm trees by the clear trunk height as opposed to the diameter at breast height. This is required in order to determine the appropriate mitigation requirements as specified in the City of Fort Pierce Code of Ordinances Section 123-66.

   Response: See revised survey sheet 2 of 2.

Landscape Plan:

1. According to the survey, the NSLRWMD Canal (0.31 acre wetland area) encroaches onto the subject parcel by +/- 10' along the eastern property line. The landscape plans indicate proposed plantings within the limits of this canal. Please relocated all plantings from the canal and provide the appropriate 10' landscape buffer as measured from the canal's top of bank westward.

   Response: **Wetland impacts and the purchasing of wetland mitigation credits are proposed for this site.**

2. The above referenced wetland area extends along a portion of the northern property line. Please revise the plans to exclude any proposed encroachments into the wetland.

   Response: **Wetland impacts and the purchasing of wetland mitigation credits are proposed for this site.**

DePree Engineering
1613 Cloverlawn Ave.
Orlando, FL 32806
(941)932-0166

3. Provide a Tree Mitigation Plan.

   Response: A tree mitigation plan has been included with this resubmittal.

General Comments:

1. The Environmental Assessment indicates a jurisdictional Riverine Wetland exists along the southern and western areas of the property. Provide the appropriate formal wetland determination as issued by SFWMD and indicate the boundary limits of all wetland areas on the development plans.

   Response: SFWMD wetland determination application is being processed. See SFWMD Application No. 230203-37409.

Site Plan:

1. Identify the location of the stop sign and stop bar.

   Response: The location of the stop sign and stop bar have been added to Sheet C4.0.

2. Provide a minimum landscape buffer width of 10' along the northern and eastern property lines in accordance with Section 123-37. The required buffers are not permitted to encroach into the limits of the on-site wetlands.

   Response: Landscape buffers are provided. Wetlands impacts and purchasing of mitigation credits is proposed for this development.

3. Indicate the existing roadway names on the plan.

   Response: See Sheet C4.0.

4. Add a vicinity map to the plan.

   Response: A vicinity maps has been added to Sheet C4.0.

5. Add the boundary information to the site plan.

   Response: See Sheet C4.0.

6. Add the legal description to the plan.

   Response: The legal description has been added to Sheet C4.0.

DePree Engineering
1613 Cloverlawn Ave.
Orlando, FL 32806
(941)932-0166

7. Indicate the setback distance between the retention area and the proposed parking.

   Response: The setback distance between the retention area and the proposed parking area has been added to Sheet C4.0.

8. Add a note to the plan that all construction shall comply with the City of Fort Pierce Code of Ordinances Sections 107, 119, and 125.

   Response: The note has been added to Sheet C4.0.

Drainage Plan:

1. Revise the plan to indicate a minimum drainage pipe size of 15" as per the City of Fort Piece Code of Ordinances Section 119-3.

   Response: Drainage pipe sizes proposed on site meet the 15" requirement with the exception of the trench drain connection with an 8" PVC pipe needed to connect to the shallow trench drain profile.

2. Advisory Comment: The drainage plan is conceptual at this point and will be reviewed in depth at the time of application for a DPCR approval. The current design proposes an outfall connection to NSLRWCD Canal No. 15 and as such will be required to obtain approval from NSLRWCD. Other permits needed include, but are not limited to, St. Lucie County and SFWMD.

   Response: Information acknowledged.

St. Lucie County Planning and Development Services

1. Sidewalk installation and further traffic analysis of whether a northbound left turn lane into the site is requested due to the diminished LOS recognized on Oleander Avenue.

   Response: A 6' sidewalk has been added to the frontage of the site along Oleander Ave. north of the proposed driveway (See Sheet C4.0). Connection to the development to the north's proposed sidewalk was not feasible as the northern sidewalk alignment is in the centerline of the St. Lucie County Canal. The sidewalk has been placed between the St. Lucie County roadside swale and the St. Lucie County canal along the Oleander Ave. ROW western limit.

   A northbound left turn lane has been further investigated and coordinated with SLC staff and determined to not be warranted based on additional information discussed. Furthermore, the ditch crossing south of the driveway connection the site limits available space to widen the roadway to add a left turn lane. No left turn lane has been added at this time.

DePree Engineering
1613 Cloverlawn Ave.
Orlando, FL 32806
(941)932-0166

2. Staff encourages preservation of native trees and vegetation on the western portion of the site to serve as a buffer to single-family residential. Further, staff recommends incorporation of foundational plantings along the eastern building façade as part of the design review.

   Response: Clearing of the site will be limited to the extents of the proposed improvements. Trees and vegetation on the western portion of the site will remain. Foundational plantings have been added to the eastern building façade (See Architectural Elevations).

DePree Engineering appreciates the feedback received from review team and has provided these responses to aid in the review of the resubmittal. Feel free to contact me with any questions or concerns by email at Michael.DePree@DePreeEngineering.com or by phone at 941-932-0166.

Kind Regards,

Michael DePree, P.E.

DePree Engineering, LLC.

Cool and Cobb Engineering Company

City of Ft. Pierce – Design Review Narrative

July 31, 2023

Project: Performance NAPA Auto Parts Store and Warehouse
4001 Oleander Ave.
Ft. Pierce, FL 34982

Client: Performance NAPA, LLC
209 S. Main St.
Belle Glade, FL 33430

Architect: Thomas LaPerriere, AIA
Cool and Cobb Engineering Co.
203 W. Main Street
Avon Park, FL 33825

GENERAL PROJECT INFORMATION:

The project consists of an approx. 100'-0" x 100'-0" Commercial Building being developed on a 4.24-acre parcel zoned C-3 as a Performance NAPA Auto Parts Store. The building will be mixed-use occupancy constisting of a 3,232 s.f. Mercantile Space and associated 502 s.f. of Office Space (M) and 10,777 s.f. of Warehouse/Storage Space (S-1) for a total of 14,511 s.f.

PROJECT NARRATIVE:

The building design has been considered as combination of a typical, function-based NAPA Auto Parts with an updated modern approach to make the building more visibly pleasing and cohesive with the City of Ft. Pierce Design Guidelines.

The primary color palette for the building is based on the National Automotive Parts Association corporate brand standards. The primary exterior material will be a Insulated Metal Panel with a stucco-like surface to reflect the traditional construction materials of the region. The primary South, East and North-East Corner Façades will be punctuated with split-face block columns at regular intervals and inset surfaces, paying homage to the typical masonry construction and providing visual scale and depth and will be separated from the rest of the building by a yellow band that is distinctive to NAPA Auto Parts Stores Nationwide. The inset walls of the East Façade will also be adorned with wood-slat planters, providing a pedestrian scale to the streetscape, and the split-faced columns will feature cylindrical sconce light fixtures to enhance the visual presence of the building at night. The southmost "bay" of the façade will have a storefront window with a Bahama style awning.

The upper surface of the South and East Facades will have the primary signage attached and will serve to break up the monolithic wall surfaces. Additionally, clerestory windows have been added to the upper portions of the North, East and West walls, again to break up the monolithic wall surface and to provide natural light to the interior of the building. Additionally, the windows and signs will be embellished with surface mounted warehouse shade light fixtures.

The inset entry porch on the South Façade will demarcated by a surface material change to change the surface scale and indicate the primary entrance, which will be comprised of a storefront door and windows and the ceiling surface will have recessed lighting fixtures to provide illumination at night.

H E A R T L A N D
Designs

P.O. Box 3164
Lake Placid, FL 33862

(863) 464-0210 Mobile
chad@heartlanddesigns.biz

Chad Clouser

PROJECT DESCRIPTION
NAPA Auto Parts
4001 Oleander Avenue
Ft. Pierce, Florida
TRC No. 23-07000010

Mr. Vennis Gilmore, Assistant Planning Director,

Please find this letter as a supplement to the revised plans to summarize the revisions requested as per the Landscaping Check List that was provided and as per our discussion during our virtual meeting.

- Althought it was for informational purposes only, I still added a note regarding the competion certificate for project close out. I added it under misc. notes on the landscape plans.
- For check list item (1.a.1) I adjusted my size specifications to reflect the nomenclature utilized by the City. All trees are now specified at 12' overall height, 2.5" DBH and 5' spread.
- To address the informational item in (1.a.2) I added a note under misc. notes on the landscape plans.
- As per our virtual meeting, check list item (2) was informational only.
- I made the dimension labels larger on the buffers to address item (3.a).
- To address the check list items pertaining to the remaining north buffer and the west buffer, I deliniated them on the plans with their respective square footages. I kept the previously shown portion of the north buffer and the additional portion of the north buffer separate on the plan portion and in the calculations for plant count purposes and to make it easier to see exactly how much additional material was added.

  The additional north buffer is 2,179 square feet. This equated to an additional 11 trees. A continuous hedge would equate to 73 additional plants.

  The west buffer is 1,916 square feet. This equated to an additional 10 trees. A continuous hedge would equate to 65 additional plants.

  As per the comment in the check list and per our discussion during our virtual meeting, I added these additional trees and shrubs to the visible areas of the project. I added 21 Dahoon Holly trees. Some were added along the front between the building and Oleader. The remainder were added around the perimeter of the parking lot. I added an additional 88 Viburnum and 62 Indian Hawthorn in and around the perimeter of the parking lot. This more evenly distributed the plants and trees and should adhere better to the intent of the ordinance with regard to providing a visually harmonious landscape that is of a compatible scale and proportions to the project.

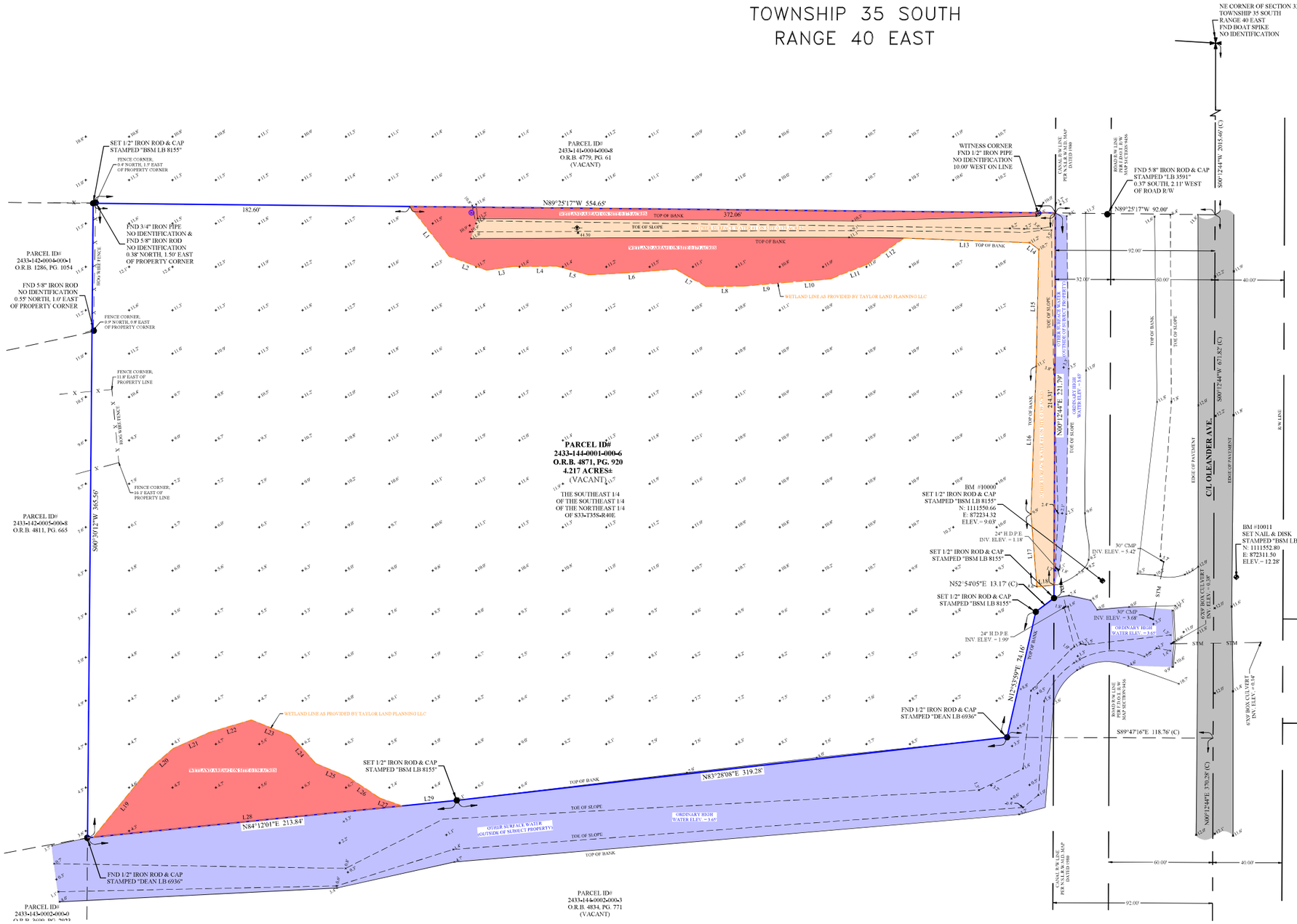
Please let me know if you have any additional questions or concerns.



Chad Clouser
Registered Landscape Architect 6666811

BOUNDARY & TOPOGRAPHIC SURVEY

LOCATED IN SECTION 33
TOWNSHIP 35 SOUTH
RANGE 40 EAST



GRAPHIC SCALE

0 30 60 Feet

1 INCH = 30 FT.
(INTENDED DISPLAY SCALE 24X36)

LINE TABLE		
LINE#	DIRECTION	LENGTH
L1	S38°18'01"E	36.45
L2	S69°49'42"E	23.09
L3	S82°11'34"E	15.46
L4	S89°41'59"E	25.24
L5	S74°39'34"E	18.72
L6	N85°41'08"E	28.92
L7	S59°46'47"E	19.88
L8	S89°41'38"E	21.63
L9	S85°07'24"E	25.32
L10	S85°06'53"E	25.32
L11	S68°24'24"E	22.25
L12	S54°40'07"E	26.28
L13	S87°54'10"E	72.59
L14	S53°14'14"E	6.43
L15	S01°14'22"W	67.35
L16	S02°03'43"W	85.15
L17	S04°39'03"E	42.03
L18	S84°30'36"E	9.92

LINE TABLE		
LINE#	DIRECTION	LENGTH
L19	S39°10'57"W	50.25
L20	S46°39'14"W	18.84
L21	S66°01'23"W	22.64
L22	S73°29'56"W	25.34
L23	N68°20'23"W	24.30
L24	N42°03'44"W	21.66
L25	N67°11'34"W	20.58
L26	N56°23'57"W	21.72
L27	N76°49'28"W	13.46
L28	N84°12'01"E	178.87

LEGEND:

BM	BENCHMARK
(C)	CALCULATED
C/L	CENTERLINE
CMP	CORRUGATED METAL PIPE
E:	EASTING
ELEV.	ELEVATION
FND	FOUND
ID	IDENTIFICATION
N:	NORTHING
PG.	PAGE
R/W	RIGHT-OF-WAY
O.R.B.	OFFICIAL RECORDS BOOK
S	SECTION OR SOUTH
T	TOWNSHIP
R	RANGE
F.D.O.T.	FLORIDA DEPARTMENT OF TRANSPORTATION
H.D.P.E.	HIGH DENSITY POLYETHYLENE
N.S.L.R.W.M.D.	NORTH ST. LUCIE RIVER WATER MANAGEMENT DISTRICT
PG.	PAGE
R/W	RIGHT-OF-WAY
	PROPERTY LINE
	WELL
	POWER POLE
	WITH TRANSFORMER
+9.8	EXISTING ELEVATION
	ON SITE WETLAND AREA
	ON SITE OTHER SURFACE WATER AREA
	WETLAND LINE
	OFF SITE OTHER SURFACE WATER AREA

LEGAL DESCRIPTION:

(O.R.B. 471, PG. 920)

THAT PORTION OF THE SOUTHEAST 1/4 OF THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 33, TOWNSHIP 35 SOUTH, RANGE 40 EAST, ST. LUCIE COUNTY, FLORIDA, LYING NORTHERLY OF SAINT LUCIE RIVER WATER CONTROL DISTRICT CANAL 15, ALSO KNOWN AS PLATTS BRANCH, LESS AND EXCEPTING THEREFROM ALL RIGHT OF WAY AND EASEMENTS FOR PUBLIC ROAD AND DRAINAGE CANALS.

THE LEGAL DESCRIPTION OF THE WETLAND AREA CONTAINED WITHIN THIS PARCEL IS ON SHEET 2 OF 2.

SURVEYOR'S NOTES:

1. THE SURVEY DATE IS OCTOBER 12, 2022.
2. THIS IS A **BOUNDARY & TOPOGRAPHIC SURVEY**, AS DEFINED IN CHAPTER 5J-17.050(11) OF THE FLORIDA ADMINISTRATIVE CODE.
3. THIS SURVEY MAP AND REPORT OR THE COPIES THEREOF ARE NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.
4. ADDITIONS OR DELETIONS TO SURVEY MAPS OR REPORTS BY OTHER THAN THE SIGNING PARTY OR PARTIES IS PROHIBITED WITHOUT WRITTEN CONSENT OF THE SIGNING PARTY OR PARTIES.
5. BEARINGS SHOWN HEREON ARE BASED ON GRID NORTH, AND ARE REFERENCED TO THE FLORIDA STATE PLANE COORDINATE SYSTEM, EAST ZONE, NORTH AMERICAN DATUM OF 1983, 2011 ADJUSTMENT. THE BEARING BASE FOR THIS SURVEY IS THE CENTERLINE OF OLEANDER AVENUE, SAID LINE BEARS SOUTH 00°02'44" WEST AND ALL OTHER BEARINGS ARE RELATIVE THERETO.
6. ELEVATIONS SHOWN HEREON ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88). ELEVATION DEPICTED ON THIS SURVEY WERE OBTAINED USING REAL TIME KINEMATIC (RTK) GPS METHODS WITH AN EXPECTED ACCURACY OF +/- 0.1.
7. THE COORDINATES SHOWN HEREON ARE REFERENCED TO THE FLORIDA STATE PLANE COORDINATE SYSTEM, EAST ZONE, NORTH AMERICAN DATUM OF 1983, 2011 ADJUSTMENT (NAD83/2011), AS ESTABLISHED USING REAL-TIME KINEMATIC GLOBAL POSITIONING SYSTEM (RTK GPS) SURVEY METHODS. THE CORRECTED POSITIONS COMPUTED WERE VERIFIED THROUGH A REDUNDANCY OF MEASUREMENTS. ALL DISTANCES SHOWN HEREON ARE IN GRID U.S. SURVEY FEET.
8. THIS SURVEY DOES NOT HAVE THE BENEFIT OF A CURRENT TITLE COMMITMENT, OPINION, OR ABSTRACT. DURING THE COURSE OF THE SURVEY SOME SEARCHES OF THE PUBLIC RECORDS WERE MADE, BUT THESE SEARCHES WERE NOT EXHAUSTIVE AND SHOULD NOT BE CONSIDERED A SUBSTITUTE FOR A PROPER TITLE COMMITMENT, OPINION, OR ABSTRACT OBTAINED FROM A TITLE AGENCY OR OTHER TITLE PROFESSIONAL.
9. THE LEGAL DESCRIPTION OF THE LAND CONTAINED IN THIS BOUNDARY SURVEY IS BASED ON THE DESCRIPTION RECORDED IN OFFICIAL RECORDS BOOK 4871, PAGE 920, AS RECORDED IN THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA.
10. THIS SURVEY DELINEATES THE LOCATIONS OF THE LEGAL DESCRIPTIONS ON THE GROUND, BUT DOES NOT DETERMINE OWNERSHIP OR PROPERTY RIGHTS.
11. ADJOINING PROPERTY INFORMATION WAS OBTAINED FROM ST. LUCIE COUNTY PROPERTY APPRAISER OFFICE.
12. SUBJECT PROPERTY IS LOCATED IN FLOOD ZONE AE 8.2 AND X PER FEMA MAP NUMBER 12111C, PANEL NUMBER 0189K, WITH AN EFFECTIVE DATE OF 02/19/20.
13. THE DELINEATION AND LOCATION OF THE WETLAND LINE SHOWN HEREON WAS PROVIDED BY TAYLOR LAND PLANNING LLC.
14. **THE LOCATION OF THE TREES SHOWN HEREON WERE PROVIDED BY ELLA TAYLOR WITH TAYLOR LAND PLANNING LLC AND WERE NOT VERIFIED BY THE SIGNING SURVEYOR.**

CERTIFICATION:

I HEREBY CERTIFY THAT THE ATTACHED SURVEY IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF AND THAT IT MEETS THE STANDARDS OF PRACTICE SET FORTH BY THE FLORIDA BOARD OF PROFESSIONAL SURVEYORS AND MAPPERS IN CHAPTER 5J-17, FLORIDA ADMINISTRATIVE CODE.

FOR THE BENEFIT OF THE FOLLOWING PARTIES ONLY:

1) CLYDE JOHNSON CONTRACTING & ROOFING, INC.

FOR THE FIRM:
BSM & ASSOCIATES, INC.

_____ _____DATE_ _____
RICHARD E. BARNES III
PROFESSIONAL SURVEYOR AND MAPPER
STATE OF FLORIDA LICENSE NO. 7074

REVISIONS		BY:
ADD OFFSITE WETLAND AREA	4/17/23	REB III
PREPARED LEGAL DESCRIPTION OF WETLAND AREA	3/29/23	REB III
ADDED TRUES AND WETLAND LINE	3/27/23	REB III
	DATE:	

CAD C:\Users\RICKY\OneDrive\Desktop\
REF C:\Users\RICKY\OneDrive\Desktop\ASD01
FLD JF | FB./PG. BSM #8/20 | DATE 10/12/22
OFF REB | DWG 22-419 SURVEY
CKD REB | SHEET 1 OF 2

BOUNDARY & TOPOGRAPHIC SURVEY
4001 OLEANDER AVENUE
FORT PIERCE, FLORIDA 34982

C:\Users\RICKY\OneDrive\Desktop\22-419 SURVEY.dwg 1 May 19, 2023.

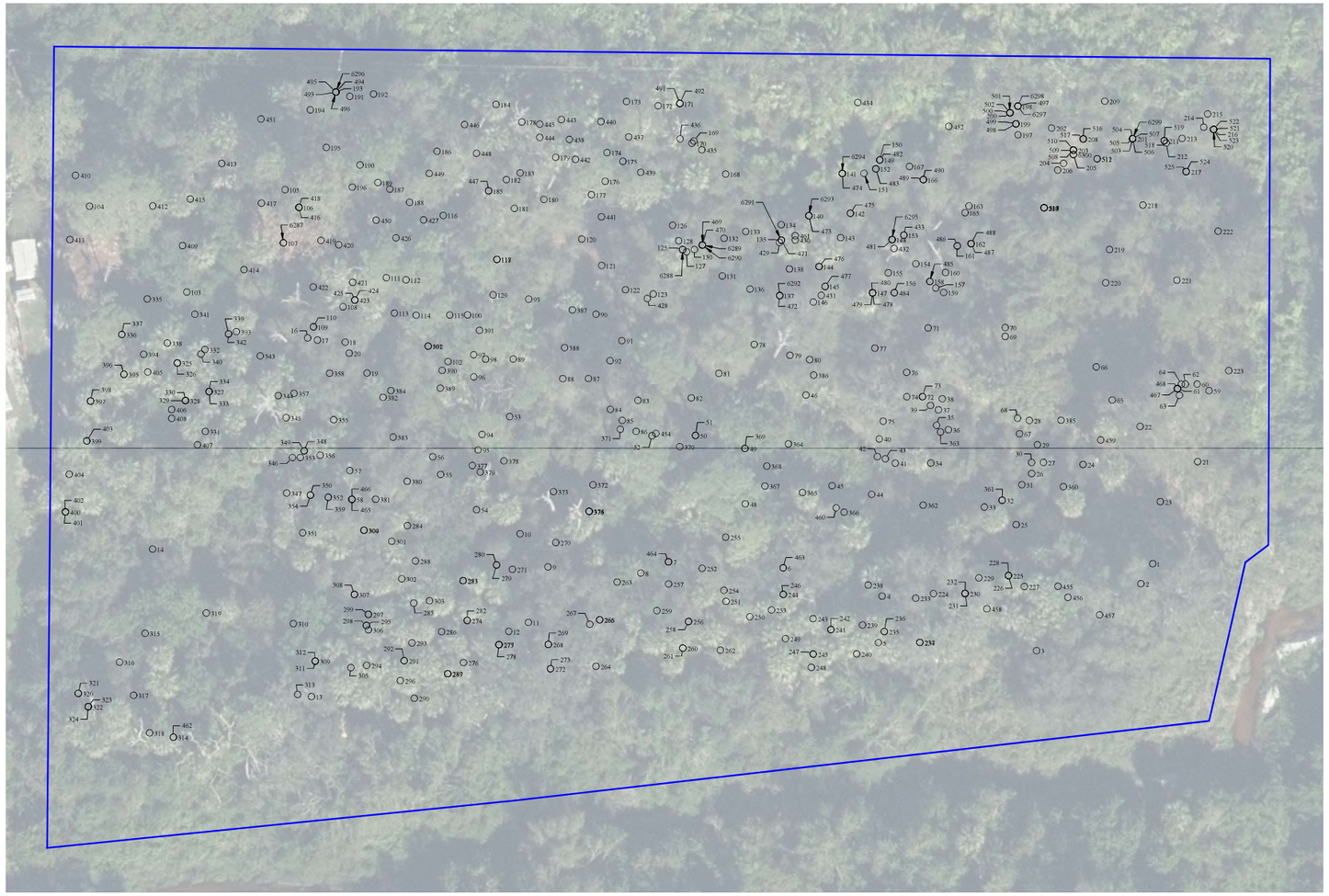
BOUNDARY & TOPOGRAPHIC SURVEY

LOCATED IN SECTION 33
TOWNSHIP 35 SOUTH
RANGE 40 EAST

GRAPHIC SCALE

0 30 60 Feet

1 INCH = 30 FT.
(INTENDED DISPLAY SCALE 24X36)



THE LOCATION OF THE TREES SHOWN HEREON WERE PROVIDED BY ELLA TAYLOR WITH TAYLOR LAND PLANNING LLC AND WERE NOT VERIFIED BY THE SIGNING SURVEYOR.

LEGAL DESCRIPTION OF WETALND AREA:

A WETLAND PARCEL LOCATED IN SECTION 33, TOWNSHIP 35 SOUTH, RANGE 40 EAST, ST. LUCIE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHEAST CORNER OF SAID SECTION 33, TOWNSHIP 35 SOUTH, RANGE 40 EAST, THENCE SOUTH 00°12'44" WEST ALONG THE EAST LINE OF THE NORTHEAST 1/4 OF SAID SECTION 33, A DISTANCE OF 2015.46 FEET; THENCE NORTH 89°25'17" WEST, A DISTANCE OF 92.00 FEET TO THE POINT OF BEGINNING; THENCE NORTH 89°25'17" WEST, A DISTANCE OF 372.06 FEET; THENCE SOUTH 38°18'01" EAST, A DISTANCE OF 36.45 FEET; THENCE SOUTH 69°49'42" EAST, A DISTANCE OF 23.09 FEET; THENCE NORTH 82°11'34" EAST, A DISTANCE OF 15.46 FEET; THENCE NORTH 89°41'39" EAST, A DISTANCE OF 25.24 FEET; THENCE SOUTH 74°39'34" EAST, A DISTANCE OF 18.72 FEET; THENCE NORTH 87°01'09" EAST, A DISTANCE OF 21.66 FEET; THENCE NORTH 85°41'08" EAST, A DISTANCE OF 28.92 FEET; THENCE SOUTH 59°46'47" EAST, A DISTANCE OF 19.88 FEET; THENCE NORTH 89°41'38" EAST, A DISTANCE OF 21.63 FEET; THENCE NORTH 85°07'24" EAST, A DISTANCE OF 25.32 FEET; THENCE NORTH 85°06'53" EAST, A DISTANCE OF 25.32 FEET; THENCE NORTH 68°24'24" EAST, A DISTANCE OF 22.25 FEET; THENCE NORTH 54°40'07" EAST, A DISTANCE OF 26.28 FEET; THENCE SOUTH 87°54'10" EAST, A DISTANCE OF 72.59 FEET; THENCE SOUTH 53°14'14" EAST, A DISTANCE OF 6.43 FEET; THENCE SOUTH 1°14'22" WEST, A DISTANCE OF 67.35 FEET; THENCE SOUTH 2°01'43" WEST, A DISTANCE OF 85.15 FEET; THENCE SOUTH 4°39'03" EAST, A DISTANCE OF 42.03 FEET; THENCE NORTH 84°30'36" EAST, A DISTANCE OF 9.92 FEET; THENCE NORTH 0°12'44" EAST, A DISTANCE OF 214.31 FEET TO THE POINT OF BEGINNING.

CONTAINING 0.310 ACRES MORE OR LESS.

TREE TABLE		
TREE #	TYPE	DIAMETER
1	LIVE OAK	26"
2	LIVE OAK	37"
3	LIVE OAK	44"
4	LIVE OAK	44"
5	LIVE OAK	6"
6	LIVE OAK	12"
7	LIVE OAK	12"
8	LIVE OAK	15"
9	LIVE OAK	9"
10	LIVE OAK	20"
11	LIVE OAK	25"
12	LIVE OAK	36"
13	LIVE OAK	52"
14	LIVE OAK	13"
15	LIVE OAK	5"
16	LIVE OAK	5"
17	LIVE OAK	9"
18	LIVE OAK	6"
19	LIVE OAK	11"
20	LIVE OAK	8"
21	LIVE OAK	5"
22	LIVE OAK	5"
23	LIVE OAK	7"
24	LIVE OAK	9"
25	LIVE OAK	8"
26	LIVE OAK	5"
27	LIVE OAK	6"
28	LIVE OAK	7"
29	LIVE OAK	7"
30	LIVE OAK	4"
31	LIVE OAK	9"
32	LIVE OAK	7"
33	LIVE OAK	6"
34	LIVE OAK	7"
35	LIVE OAK	6"
36	LIVE OAK	9"
37	LIVE OAK	6"
38	LIVE OAK	4"
39	LIVE OAK	9"
40	LIVE OAK	4"
41	LIVE OAK	7"
42	LAUREL OAK	6"
43	LIVE OAK	5"
44	LAUREL OAK	6"
45	LAUREL OAK	10"
46	LAUREL OAK	10"
48	SLASH PINE	23"
49	SLASH PINE	21"
50	LIVE OAK	5"
51	LIVE OAK	5"
52	SLASH PINE	25"
53	SLASH PINE	15"
54	LIVE OAK	11"
55	LIVE OAK	8"
56	LIVE OAK	26"
57	LIVE OAK	30"
58	LIVE OAK	16"
59	LIVE OAK	9"
60	LIVE OAK	4"
61	LIVE OAK	3"
62	LIVE OAK	5"
63	LIVE OAK	6"
64	LIVE OAK	5"
65	LIVE OAK	26"
66	LIVE OAK	6"
67	LIVE OAK	6"
68	LIVE OAK	4"
69	LIVE OAK	4"
70	LIVE OAK	6"
71	LAUREL OAK	20"
72	LIVE OAK	5"
73	LIVE OAK	4"
74	LIVE OAK	7"
75	LAUREL OAK	18"
76	LIVE OAK	4"
77	LAUREL OAK	6"
78	LAUREL OAK	21"
79	LIVE OAK	10"
80	LIVE OAK	5"
81	LAUREL OAK	20"
82	LIVE OAK	6"
83	LAUREL OAK	12"
84	SLASH PINE	20"
85	LAUREL OAK	8"
86	SLASH PINE	14"
87	LAUREL OAK	8"
88	LAUREL OAK	15"
89	LAUREL OAK	8"
90	LIVE OAK	7"
91	LIVE OAK	4"
92	LIVE OAK	6"
93	LAUREL OAK	4"
94	SLASH PINE	20"
95	SLASH PINE	15"
96	SLASH PINE	21"
97	LIVE OAK	4"
98	LIVE OAK	5"
100	LIVE OAK	8"
101	LIVE OAK	9"
102	LIVE OAK	6"
103	LIVE OAK	7"
104	SLASH PINE	25"
105	LAUREL OAK	15"
106	SLASH PINE	30"
107	SLASH PINE	25"
108	LAUREL OAK	4"
109	LIVE OAK	12"
110	LIVE OAK	18"
111	LIVE OAK	4"
112	SLASH PINE	15"
113	SLASH PINE	17"
114	SLASH PINE	16"
115	SLASH PINE	14"
116	LAUREL OAK	11"
117	LAUREL OAK	5"
118	LAUREL OAK	8"
120	LAUREL OAK	7"
121	LIVE OAK	7"
122	LIVE OAK	5"
123	LIVE OAK	6"
125	LIVE OAK	6"

TREE TABLE		
TREE #	TYPE	DIAMETER
126	LIVE OAK	7"
127	LIVE OAK	6"
128	LIVE OAK	6"
129	LAUREL OAK	7"
130	LAUREL OAK	6"
131	LIVE OAK	7"
132	LAUREL OAK	9"
133	LAUREL OAK	4"
134	LAUREL OAK	6"
135	WAX MYRTLE	3"
136	LIVE OAK	8"
137	LIVE OAK	2"
138	LIVE OAK	9"
139	WAX MYRTLE	3"
140	WAX MYRTLE	3"
141	LAUREL OAK	8"
142	LIVE OAK	3"
143	LAUREL OAK	4"
144	LIVE OAK	3"
145	LIVE OAK	3"
146	LIVE OAK	4"
147	LIVE OAK	2"
148	LIVE OAK	3"
149	LIVE OAK	3"
150	LIVE OAK	7"
151	LIVE OAK	5"
152	LAUREL OAK	2"
153	LAUREL OAK	4"
154	LIVE OAK	8"
155	LIVE OAK	6"
156	LIVE OAK	7"
157	LIVE OAK	4"
158	LAUREL OAK	3"
159	LIVE OAK	8"
160	LIVE OAK	6"
161	LAUREL OAK	2"
162	LAUREL OAK	2"
163	LIVE OAK	4"
165	LIVE OAK	4"
166	LIVE OAK	4"
167	LIVE OAK	6"
168	LIVE OAK	9"
169	LIVE OAK	6"
170	LIVE OAK	10"
171	LIVE OAK	8"
172	LIVE OAK	6"
173	LAUREL OAK	13"
174	SLASH PINE	11"
175	LIVE OAK	7"
176	SLASH PINE	13"
177	SLASH PINE	18"
178	LAUREL OAK	13"
179	LAUREL OAK	11"
180	LAUREL OAK	9"
181	LAUREL OAK	20"
182	LAUREL OAK	10"
183	LAUREL OAK	9"
184	LAUREL OAK	8"
185	LAUREL OAK	8"
186	LAUREL OAK	10"
187	SLASH PINE	18"
188	LAUREL OAK	6"
189	LAUREL OAK	8"
190	SLASH PINE	21"
191	LAUREL OAK	20"
192	LAUREL OAK	12"
193	LAUREL OAK	3"
194	LAUREL OAK	14"
195	LAUREL OAK	14"
196	LAUREL OAK	11"
197	LIVE OAK	6"
198	LAUREL OAK	4"
199	LAUREL OAK	3"
200	LIVE OAK	3"
201	LIVE OAK	4"
202	LIVE OAK	6"
203	LAUREL OAK	4"
204	LAUREL OAK	4"
205	LIVE OAK	4"
206	LIVE OAK	4"
207	LAUREL OAK	4"
208	LAUREL OAK	3"
209	LIVE OAK	6"
211	LIVE OAK	3"
212	LIVE OAK	5"
213	LIVE OAK	7"
214	LAUREL OAK	3"
215	LAUREL OAK	8"
216	LIVE OAK	3"
217	LIVE OAK	2"
218	LIVE OAK	28"
219	LIVE OAK	8"
220	LIVE OAK	8"
221	LIVE OAK	22"
222	LIVE OAK	25"
223	LIVE OAK	7"
224	SABAL PALM	13"
225	SABAL PALM	10"
226	SABAL PALM	10"
227	SABAL PALM	10"
228	SABAL PALM	10"
229	SABAL PALM	10"
230	SABAL PALM	10"
231	SABAL PALM	10"
232	SABAL PALM	10"
233	SABAL PALM	10"
234	SABAL PALM	10"
235	SABAL PALM	10"
236	SABAL PALM	10"
237	SABAL PALM	10"
238	SABAL PALM	10"
239	SABAL PALM	10"
240	SABAL PALM	10"
241	SABAL PALM	10"
242	SABAL PALM	10"
243	SABAL PALM	10"
244	SABAL PALM	10"
245	SABAL PALM	10"
246	SABAL PALM	10"
247	SABAL PALM	10"
248	SABAL PALM	10"

TREE TABLE		
TREE #	TYPE	DIAMETER
249	SABAL PALM	10"
250	SABAL PALM	10"
251	SABAL PALM	10"
252	SABAL PALM	10"
253	SABAL PALM	10"
254	SABAL PALM	10"
255	SABAL PALM	10"
256	SABAL PALM	10"
257	SABAL PALM	10"
258	SABAL PALM	10"
259	SABAL PALM	10"
260	SABAL PALM	10"
261	SABAL PALM	10"
262	SABAL PALM	10"
263	SABAL PALM	10"
264	SABAL PALM	10"
265	SABAL PALM	10"
266	SABAL PALM	10"
267	SABAL PALM	10"
268	SABAL PALM	10"
269	SABAL PALM	10"
270	SABAL PALM	10"
271	SABAL PALM	10"
272	SABAL PALM	10"
273	SABAL PALM	10"
274	SABAL PALM	10"
275	SABAL PALM	10"
276	SABAL PALM	10"
277	SABAL PALM	10"
278	SABAL PALM	10"
279	SABAL PALM	10"
280	SABAL PALM	10"
281	SABAL PALM	10"
282	SABAL PALM	10"
283	SABAL PALM	10"
284	SABAL PALM	10"
285	SABAL PALM	10"
286	SABAL PALM	10"
287	SABAL PALM	10"
288	SABAL PALM	10"
289	SABAL PALM	10"
290	SABAL PALM	10"
291	SABAL PALM	10"
292	SABAL PALM	10"
293	SABAL PALM	10"
294	SABAL PALM	10"
295	SABAL PALM	10"
296	SABAL PALM	10"
297	SABAL PALM	10"
298	SABAL PALM	10"
299	SABAL PALM	10"
300	SABAL PALM	10"
301	SABAL PALM	10"
302	SABAL PALM	10"
303	SABAL PALM	10"
304	SABAL PALM	10"
305	SABAL PALM	10"
306	SABAL PALM	10"
307	SABAL PALM	10"
308	SABAL PALM	10"
309	SABAL PALM	10"
310	SABAL PALM	10"
311	SABAL PALM	10"
312	SABAL PALM	10"
313	SABAL PALM	10"
314	SABAL PALM	10"
315	SABAL PALM	10"
316	SABAL PALM	10"
317	SABAL PALM	10"
318	SABAL PALM	10"
319	SABAL PALM	10"
320	SABAL PALM	10"
321	SABAL PALM	10"
322	SABAL PALM	10"
323	SABAL PALM	10"
324	SABAL PALM	10"
325	SABAL PALM	10"
326	SABAL PALM	10"
327	SABAL PALM	10"
328	SABAL PALM	10"
329	SABAL PALM	10"
330	SABAL PALM	10"
331	SABAL PALM	10"
332	SABAL PALM	10"
333	SABAL PALM	10"
334	SABAL PALM	10"
335	SABAL PALM	10"
336	SABAL PALM	10"
337	SABAL PALM	10"
338	SABAL PALM	10"
339	SABAL PALM	10"
340	SABAL PALM	10"
341	SABAL PALM	10"
342	SABAL PALM	10"
343	SABAL PALM	10"
344	SABAL PALM	10"
345	SABAL PALM	10"
346	SABAL PALM	10"
347	SABAL PALM	10"
348	SABAL PALM	10"
349	SABAL PALM	10"
350	SABAL PALM	10"
351	SABAL PALM	10"
352	SABAL PALM	10"
353	SABAL PALM	10"
354	SABAL PALM	10"
355	SABAL PALM	10"
356	SABAL PALM	10"
357	SABAL PALM	10"
358	SABAL PALM	10"
359	SABAL PALM	10"
360	SABAL PALM	10"
361	SABAL PALM	10"
362	SABAL PALM	10"
363	SABAL PALM	10"
364	SABAL PALM	10"
365	SABAL PALM	10"
366	SABAL PALM	10"
367	SABAL PALM	10"
368	SABAL PALM	10"

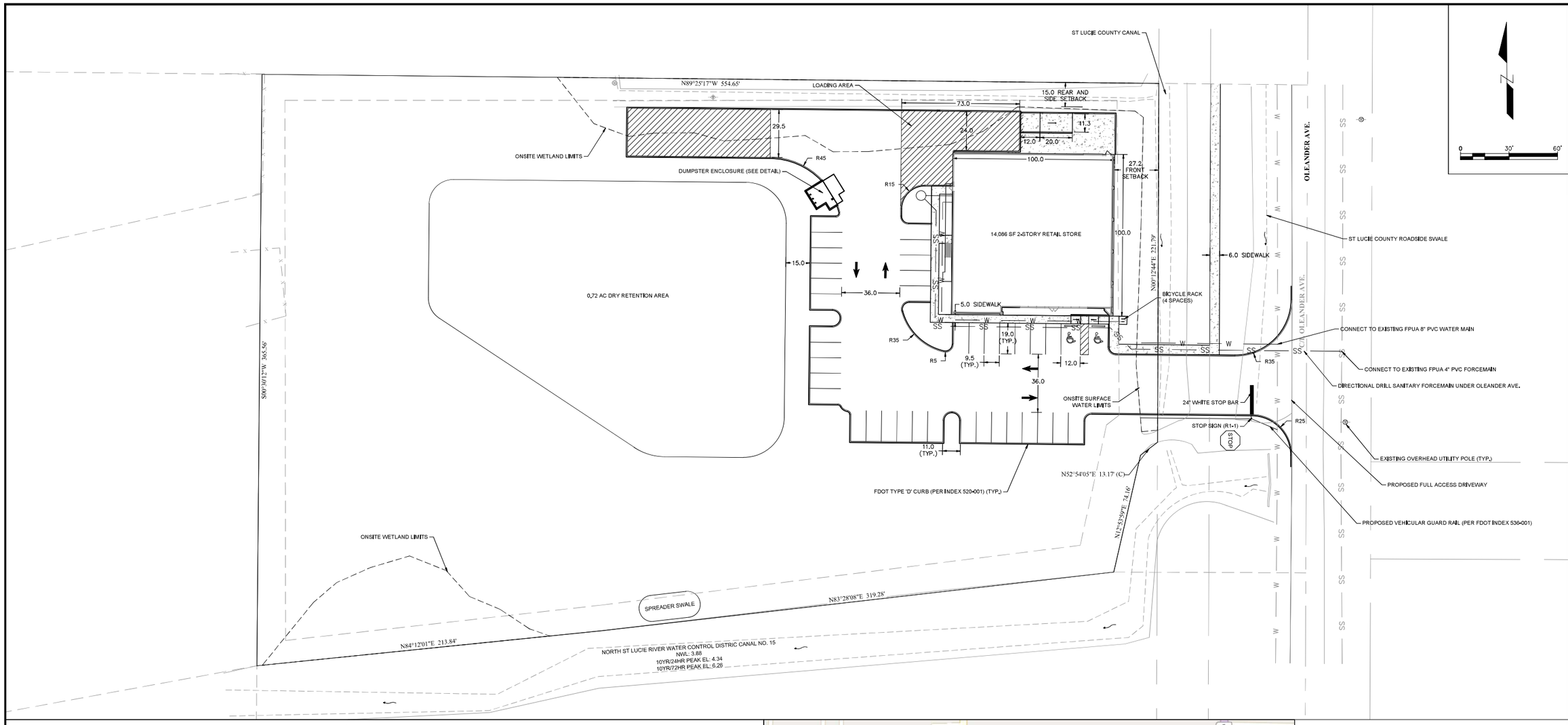
TREE TABLE		
TREE #	TYPE	DIAMETER
369	SABAL PALM	10"
370	SABAL PALM	10"
371	SABAL PALM	10"
372	SABAL PALM	10"
373	SABAL PALM	10"
374	SABAL PALM	10"
375	SABAL PALM	10"
376	SABAL PALM	10"
377	SABAL PALM	10"
378	SABAL PALM	10"
379	SABAL PALM	10"
380	SABAL PALM	10"
381	SABAL PALM	10"
382	SABAL PALM	10"
383	SABAL PALM	10"
384	SABAL PALM	10"
385	SABAL PALM	10"
386	SABAL PALM	10"
387	SABAL PALM	10"
388	SABAL PALM	10"
389	SABAL PALM	10"
390	SABAL PALM	10"
391	SABAL PALM	10"
392	SABAL PALM	10"
393	SABAL PALM	10"
394	SABAL PALM	10"
395	SABAL PALM	10"
396	SABAL PALM	10"
397	SABAL PALM	10"
398	SABAL PALM	10"
399	SABAL PALM	10"
400	SABAL PALM	10"
401	SABAL PALM	10"
402	SABAL PALM	10"
403	SABAL PALM	10"
404	SABAL PALM	10"
405	SABAL PALM	10"
406	SABAL PALM	10"
407	SABAL PALM	10"
408	SABAL PALM	10"
409	SABAL PALM	10"
410	SABAL PALM	10"
411	SABAL PALM	10"
412	SABAL PALM	10"
413	SABAL PALM	10"
414	SABAL PALM	10"
415	SABAL PALM	10"
416	SABAL PALM	10"
417	SABAL PALM	10"
418	SABAL PALM	10"
419	SABAL PALM	10"
420	SABAL PALM	10"
421	SABAL PALM	10"
422	SABAL PALM	10"
423	SABAL PALM	10"
424	SABAL PALM	10"
425	SABAL PALM	10"
426	SABAL PALM	10"
427	SABAL PALM	10"
428	SABAL PALM	10"
429	SABAL PALM	10"
430	SABAL PALM	10"
431	SABAL PALM	10"
432	SABAL PALM	10"
433	SABAL PALM	10"
434	SABAL PALM	10"
435	SABAL PALM	10"
436	SABAL PALM	10"
437	SABAL PALM	10"
438	SABAL PALM	10"
439	SABAL PALM	10"
440	SABAL PALM	10"
441	SABAL PALM	10"
442	SABAL PALM	10"
443	SABAL PALM	10"
444	SABAL PALM	10"
445	SABAL PALM	10"
446	SABAL PALM	10"
447	SABAL PALM	10"
448	SABAL PALM	10"
449	SABAL PALM	10"
450	SABAL PALM	10"
451	SABAL PALM	10"
452	SABAL PALM	10"
453	SABAL PALM	10"
454	SABAL PALM	10"
455	SABAL PALM	10"
456	SABAL PALM	11"
457	SABAL PALM	11"
458	SABAL PALM	13"
459	SABAL PALM	15"
460	SABAL PALM	16"
461	SABAL PALM	16"
462	SABAL PALM	12"
463	LIVE OAK	22"
464	LIVE OAK	12"
465	LIVE OAK	18"
466	LIVE OAK	25"
467	LIVE OAK	4"
468	LIVE OAK	8"
469	LIVE OAK	5"
470	LIVE OAK	5"
471	WAX MYRTLE	4"
472	LIVE OAK	3"
473	WAX MYRTLE	4"
474	LAUREL OAK	6"
475	LIVE OAK	4"
476	LIVE OAK	5"
477	LIVE OAK	6"
478	LIVE OAK	3"
479	LIVE OAK	4"
480	LIVE OAK	4"
481	LIVE OAK	5"
482	LIVE OAK	4"
483	LAUREL OAK	3"
484	LIVE OAK	5"
485	LAUREL OAK	4"
486	LAUREL OAK	3"
487	LAUREL OAK	4"
488	LAUREL OAK	5"

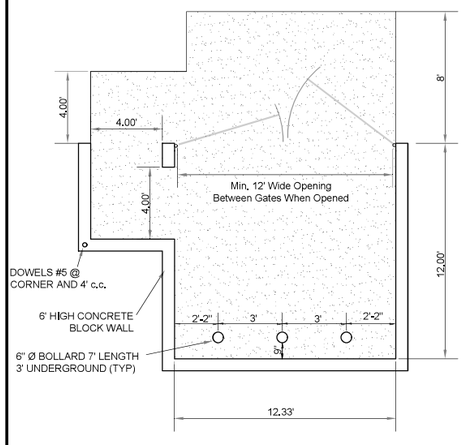
TREE TABLE		
TREE #	TYPE	DIAMETER
489	LIVE OAK	5"
490	LIVE OAK	6"
491	LIVE OAK	6"
492	LIVE OAK	6"
493	LAUREL OAK	3"
494	LAUREL OAK	3"
495	LAUREL OAK	4"
496	LAUREL OAK	4"
497	LAUREL OAK	4"
498	LAUREL OAK	3"
499	LAUREL OAK	3"
500	LIVE OAK	3"
501	LIVE OAK	4"
502	LIVE OAK	4"
503	LIVE OAK	4"
504	LIVE OAK	4"
505	LIVE OAK	4"
506	LIVE OAK	4"
507	LIVE OAK	4"
508	LAUREL OAK	4"
509	LAUREL OAK	4"
510	LAUREL OAK	4"
511	LAUREL OAK	3"
512	LAUREL OAK	3"
513	LAUREL OAK	4"
514	LAUREL OAK	4"
515	LAUREL OAK	4"
516	LAUREL OAK	3"
517	LAUREL OAK	3"
518	LIVE OAK	3"
519	LIVE OAK	3"
520	LAUREL OAK	5"
521	LAUREL OAK	5"
522	LAUREL OAK	5"
523	LAUREL OAK	5"
524	LIVE OAK	2"
525	LIVE OAK	5"
6287	SLASH PINE	22"
6288	LIVE OAK	6"
6289	LIVE OAK	5"
6290	LIVE OAK	5"
6291	WAX MYRTLE	4"
6292	LIVE OAK	3"
6293	WAX MYRTLE	4"
6294	LAUREL OAK	6"
6295	LAUREL OAK	3"
6296	LAUREL OAK	3"
6297	LAUREL OAK	4"
6298	LAUREL OAK	4"
6299	LIVE OAK	4"
6300	LIVE OAK	4"

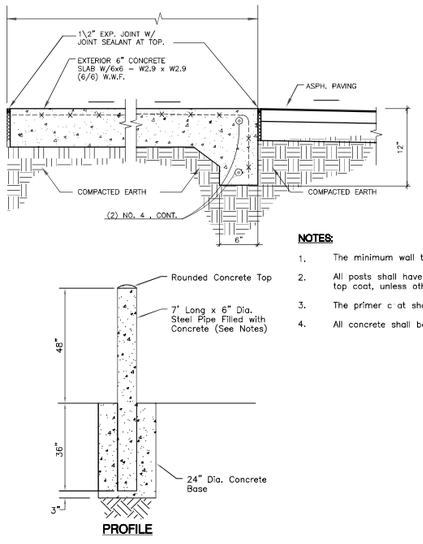
BSM & ASSOCIATES
LAND SURVEYING SERVICES
80 SE 31st Lane, Okeechobee, FL 34974
ricky.barnes@bsmsurvey.com
863.484.8324
LB 8155

		REB III	PREPARED LEGAL DESCRIPTION OF WETLAND AREA
		REB III	ADDED TREES AND WETLAND LINE
BY:			REVISIONS
DATE:	3/29/23	3/27/23	DATE: 10/12/22
DWG 22-419 TREE SURVEY	SHEET 2 OF 2		
CKD REB	OFF REB	FLD JF	FB/PG: BSM #8/20
REF	G:\My Drive\BSM & ASSOCIATES, INC\2022\22-419 BND TOPO 4001 OLEANDER FORT PIERCE\DRAWING\22-419 TREE SURVEY.dwg 2 Mar 29, 2023.		
CAD	G:\My Drive\BSM & ASSOCIATES, INC\2022\22-419 BND TOPO 4001 OLEANDER FORT PIERCE\DRAWING\22-419 TREE SURVEY.dwg 2 Mar 29, 2023.		

BOUNDARY & TOPOGRAPHIC SURVEY
4001 OLEANDER AVENUE
FORT PIERCE, FLORIDA 34982





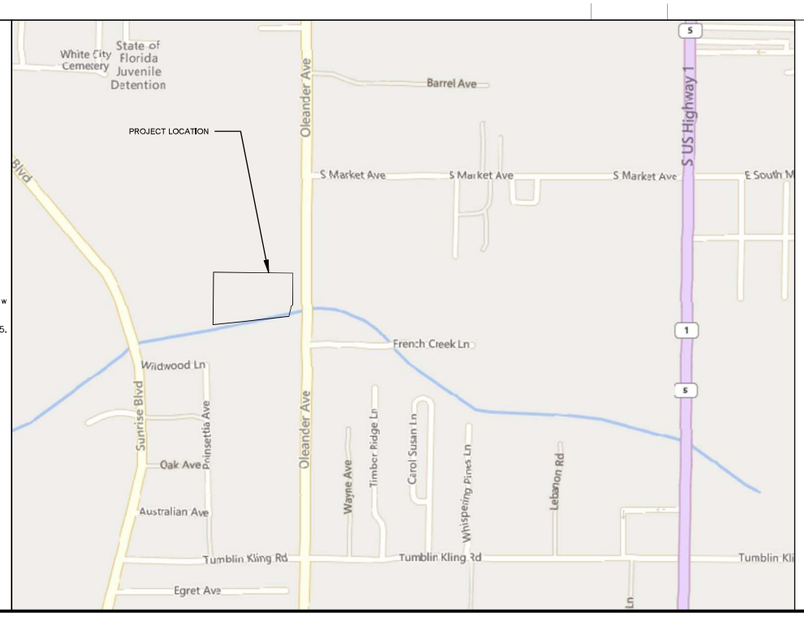


PROFILE

NOTES:

1. The minimum wall thickness of the pipe shall be 0.188".
2. All posts shall have 2 coats of primer and 2 coats of Yell w top coat, unless otherwise noted.
3. The primer c at shall meet the requirements of FDOT 971–5.
4. All concrete shall be FD T class 1.

DUMPSTER ENCLOSURE DETAIL



SITE DATA

PROJECT NAME:	NAPA - OLEANDER AVE.
OWNER:	PERFORMANCE NAPA, LLC
CONSULTANT:	DEPREE ENGINEERING, LLC
SITE ADDRESS :	4001 OLEANDER AVE, FORT PIERCE, FL
LOT SIZE:	4.22 ACRES
EXISTING ZONING:	C-3 - GENERAL COMMERCIAL
PROPOSED ZONING:	C-3 - GENERAL COMMERCIAL
EXISTING FUTURE LAND USE:	GC - GENERAL COMMERCIAL
PROPOSED FUTURE LAND USE:	GC - GENERAL COMMERCIAL
PROJECT USE:	RETAIL
BUILDING FOOTPRINT:	10,000 SF (5.4% LOT COVERAGE)
GROSS FLOOR AREA:	14,086 SF
RETAIL FLOOR AREA:	3,837 SF
WAREHOUSE FLOOR AREA:	10,249 SF
PARKING SPACES PROVIDED:	39 SPACES
PARKING REQUIRED (PER SEC 125-315):	38 SPACES
RETAIL<50,000 SF:	1 SPACE / 200 SF GFA 3,837 SF RETAIL/200 SF = 20 SPACES
WAREHOUSE:	1 SPACE / 600 SF GFA 10,249 SF WAREHOUSE/600 SF = 18 SPACES
MAX BUILDING HEIGHT:	35'

LEGAL DESCRIPTION:

(O.R.B. 471, PG. 920)

THAT PORTION OF THE SOUTHEAST 1/4 OF THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 33, TOWNSHIP 35 SOUTH, RANGE 40 EAST, ST. LUCIE COUNTY, FLORIDA, LYING NORTHERLY OF SAINT LUCIE RIVER WATER CONTROL DISTRICT CANAL 15, ALSO KNOWN AS PLATTS BRANCH, LESS AND EXCEPTING THEREFROM ALL RIGHT OF WAY AND EASEMENTS FOR PUBLIC ROAD AND DRAINAGE CANALS.

THE LEGAL DESCRIPTION OF THE WETLAND AREA CONTAINED WITHIN THIS PARCEL IS ON SHEET 2 OF 2.

All construction shall comply with the City of Fort Pierce Code of Ordinances Sections 107, 119, and 125.

DEPREE ENGINEERING

DEPREE ENGINEERING, LLC
1613 CLOVERLAWN AVE,
ORLANDO, FL 32806
PH: (941)932-0166
LIC. NO. 35576

REVISIONS:

BY:	DATE:	COMMENTS:

DATE : 03/15/2023

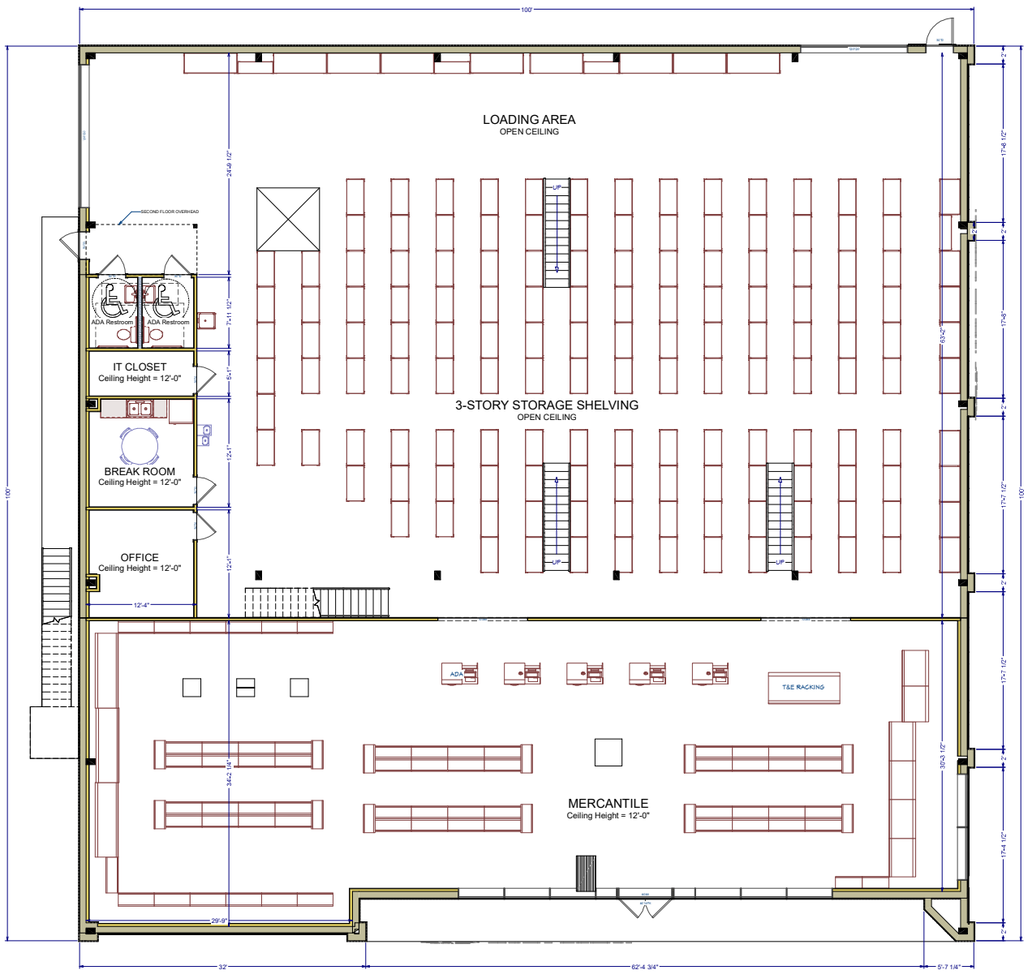
MICHAEL DEPREE, PE
FL PE NO 86863

SITE PLAN

NAPA - OLEANDER AVE.

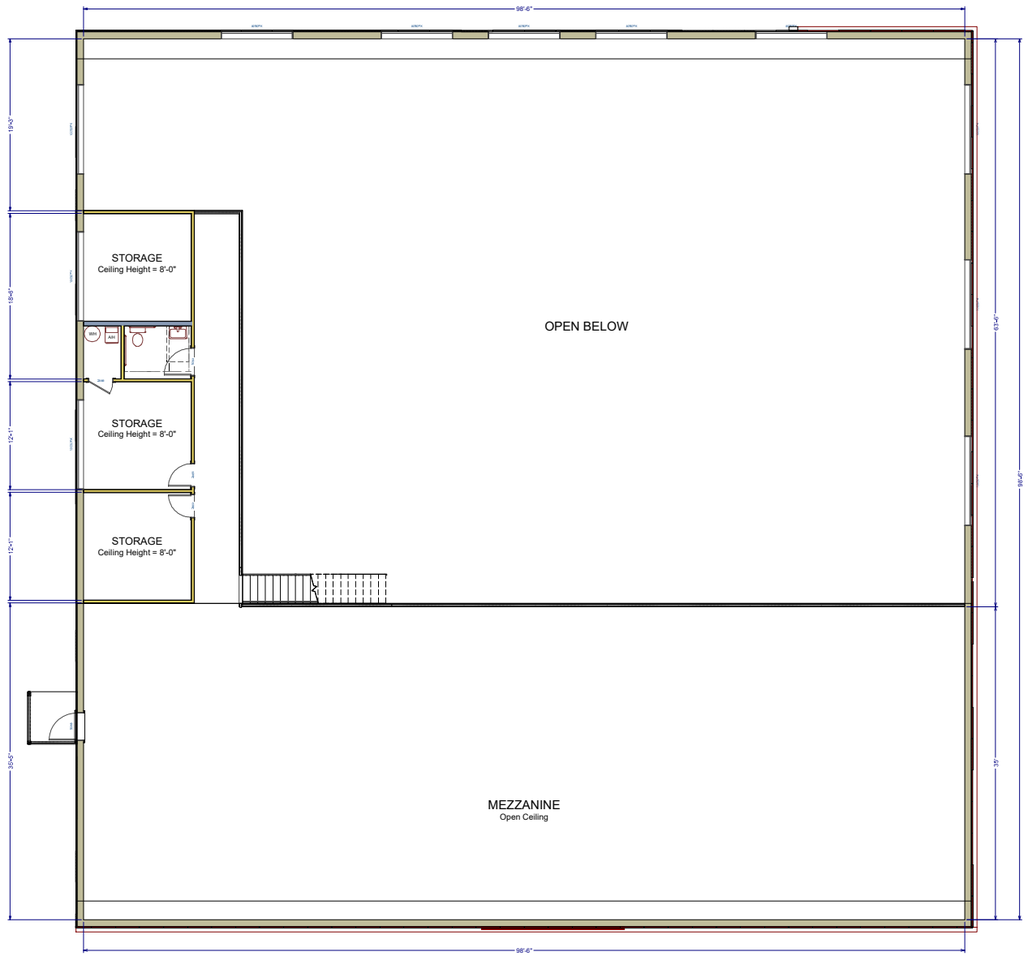
SHEET NO.

C4.0



FLOOR PLAN

SCALE: 1/8" = 1'-0"



2ND FLOOR PLAN

SCALE: 1/8" = 1'-0"

COOL AND COBB ENGINEERING COMPANY
203 W. MAIN ST.
AVON PARK, FL 33825
OFFICE: (863) 657-2323
FAX: (863) 657-2324
mail@coolandcobb.com

SEAL

THOMAS LAPERRIERE, AIA
AR 101160

CONTRACTOR

CLIENT
PERFORMANCE NAPA, LLC

PROJECT
PERFORMANCE NAPA
4001 OLEANDER AVE.
FT. PIERCE, FL 34982

BUILDING AREA

1st Floor
3329 sq. ft. - Retail
508 sq. ft. - Office
5904 sq. ft. - Storage
2nd Floor
3631 sq. ft. - Mezzanine
714 sq. ft. - Storage Rooms/ Walkway

14,086 sq. ft. - Total

PHASE
PRELIMINARY DRAWINGS

ISSUE DATE:
Monday, July 31, 2023

REVISIONS:

DESCRIPTION OF REVISION	REV. #	DATE

DRAWN BY: CW
CHECKED BY: TL

SHEET # 1 OF 4

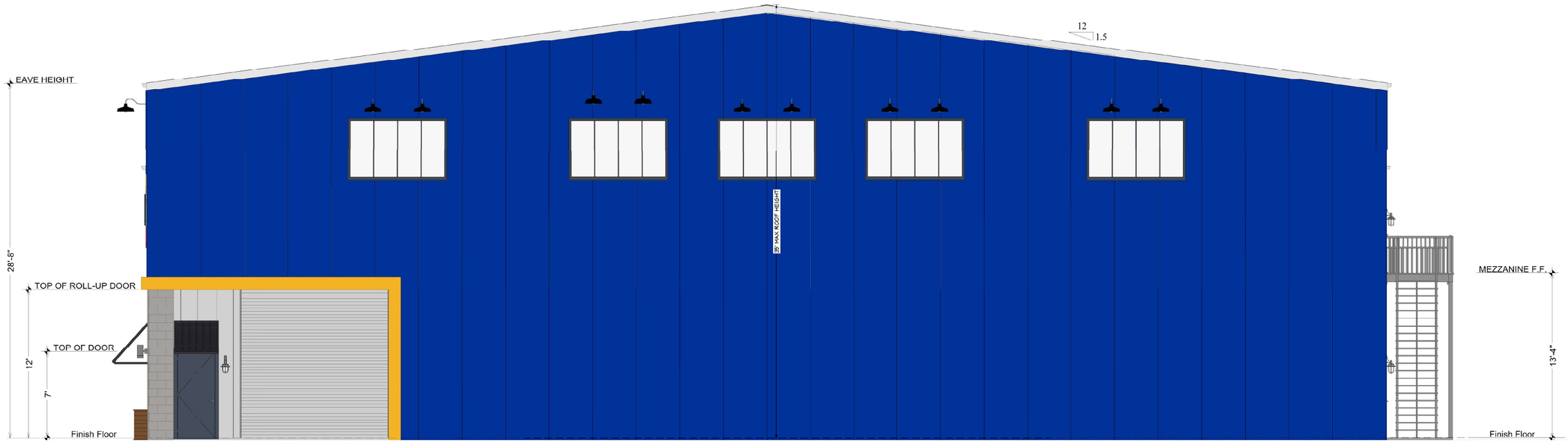
FLOOR PLAN / DETAILS

JOB #: 22-236-2071



FRONT ELEVATION

SCALE: 1/4" = 1' 0"



REAR ELEVATION

SCALE: 1/4" = 1'-0"

Cool and Cobb Engineering Company

COOL AND COBB
ENGINEERING COMPANY
203 W. MAIN ST.
AVON PARK, FL 33825
OFFICE: (863) 657-2323
FAX: (863) 657-2324
mail@coolandcobb.com

SEAL

THOMAS LAPERRIERE, AIA
AR 101160

CONTRACTOR

CLIENT
PERFORMANCE NAPA, LLC

PROJECT
PERFORMANCE NAPA
4001 OLEANDER AVE.
FT. PIERCE, FL 34982

BUILDING AREA

1st Floor
3329 sq. ft. - Retail
508 sq. ft. - Office
5904 sq. ft. - Storage
2nd Floor
3631 sq. ft. - Mezzanine
714 sq. ft. - Storage Rooms/ Walkway

14,086 sq. ft. Total

PHASE
PRELIMINARY DRAWINGS

ISSUE DATE:
Monday, July 31, 2023

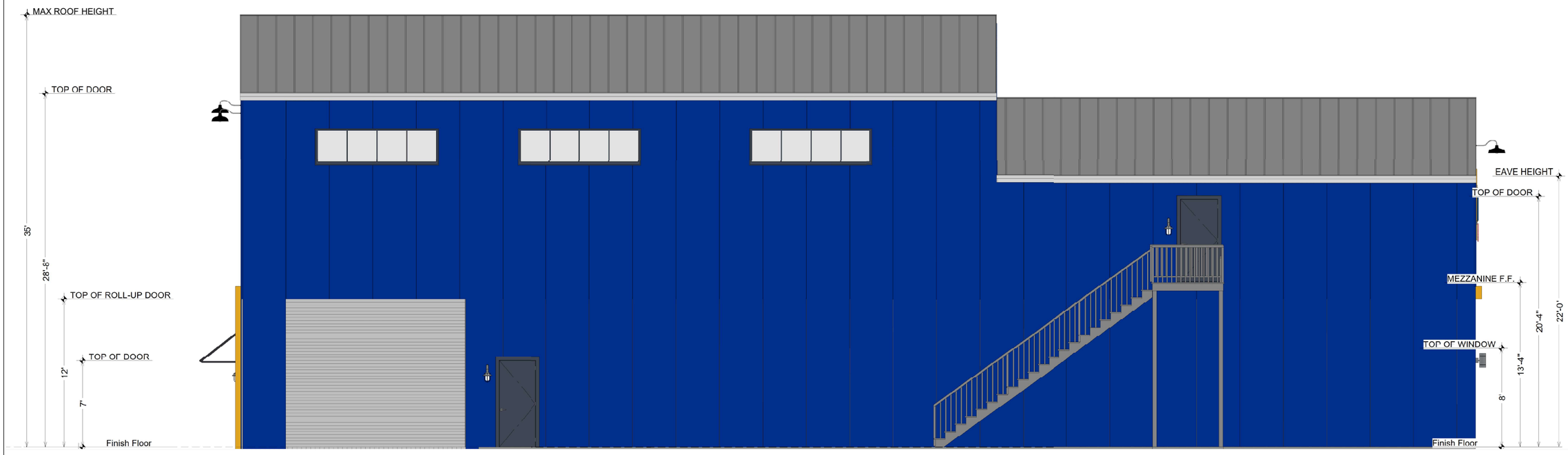
REVISIONS:

DATE	REV #	DESCRIPTION OF REVISION

DRAWN BY: CW
CHECKED BY: TL

SHEET # 2 OF 4

JOB #: 22-236-2071



WEST ELEVATION

SCALE: 1/4" = 1'-0"



EAST ELEVATION

SCALE: 1/4" = 1'-0"

COOL AND COBB
ENGINEERING COMPANY
203 W. MAIN ST.
AVON PARK, FL 33825
OFFICE: (863) 657-2323
FAX: (863) 657 2324
mail@coolandcobb.com

SEAL

THOMAS LAPERRIERE, AIA
AR 101160
CONTRACTOR

CLIENT
PERFORMANCE NAPA, LLC

PROJECT
PERFORMANCE NAPA
4001 OLEANDER AVE.
FT. PIERCE, FL 34982

BUILDING AREA

1st Floor
3329 sq. ft. - Retail
508 sq. ft. - Office
5904 sq. ft. - Storage
2nd Floor
3631 sq. ft. - Mezzanine
714 sq. ft. - Storage Rooms/ Walkway

14,086 sq. ft. - Total

PHASE
PRELIMINARY DRAWINGS

ISSUE DATE:
Monday, July 31, 2023

REVISIONS:

DESCRIPTION OF REVISION	REV. #	DATE

DRAWN BY: CW
CHECKED BY: TL

SHEET # 3 OF 4

JOB #: 22-236-2071

VACANT LOT

SOUTH PROPERTY BOUNDARY

NORTH PROPERTY BOUNDARY

VACANT LOT



OLEANDER AVENUE STREETSCAPE

SCALE: 3/32" = 1'-0"

Cool and Cobb Engineering Company

COOL AND COBB
ENGINEERING COMPANY
203 W. MAIN ST.
AVON PARK, FL 33825
OFFICE: (863) 657-2323
FAX: (863) 657-2324
mail@coolandcobb.com

SEAL

THOMAS LAPERRIERE, AIA
AR 101160

CONTRACTOR

CLIENT
PERFORMANCE NAPA, LLC

PROJECT
PERFORMANCE NAPA
4001 OLEANDER AVE.
FT. PIERCE, FL 34982

BUILDING AREA

1st Floor
3329 sq. ft. - Retail
508 sq. ft. - Office
5904 sq. ft. - Storage
2nd Floor
3631 sq. ft. - Mezzanine
714 sq. ft. - Storage Rooms/ Walkway

14,086 sq. ft. - Total

PHASE
PRELIMINARY DRAWINGS

ISSUE DATE:
Monday, July 31, 2023

REVISIONS:		
DATE	REV. #	DESCRIPTION OF REVISION

DRAWN BY: CW

CHECKED BY: TL

SHEET # 4 OF 4

JOB #: 22-236-2071



NAPA Blue
PANTONE 2738 C
DIGITAL
HEX #0A2C84
RGB 10 0 148

NAPA Yellow
PANTONE 123 C
DIGITAL
HEX #FFCB36
RGB 255 200 54

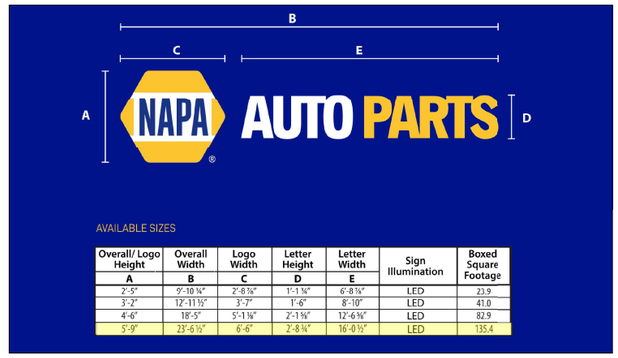
Stainless Gray
PANTONE LIGHT GRAY
DIGITAL
HEX #D2D4D9
RGB 210 212 217

EXTERIOR COLOR PALETTE

EXTERIOR LIGHT FIXTURES







AVAILABLE SIZES

Overall/ Logo Height	Overall Width	Logo Width	Letter Height	Letter Width	Sign Illumination	Boxed Square Footage
A	B	C	D	E		
2'-5"	9'-10 ¼"	2'-8 ¾"	1'-1 ⅛"	6'-8 ¼"	LED	23.9
3'-2"	12'-11 ½"	3'-7"	1'-6"	8'-10"	LED	41.0
4'-6"	18'-5"	5'-1 ⅛"	2'-1 ⅜"	12'-6 ⅜"	LED	82.9
5'-9"	23'-6 ½"	6'-6"	2'-8 ¾"	16'-0 ½"	LED	135.4

EXTERIOR SIGN DIMENSIONS



SPLIT-FACE BLOCK COLUMNS



SLATTED WOOD PLANTERS



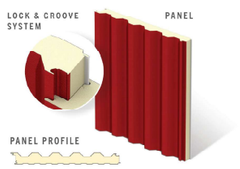
HALF-BAHAMA STYLE AWNING

METL SPAN
a NUCOR company

CF 7.2 INSUL-RIB

INSULATED METAL WALL PANEL WITH PUR FOAM CORE

The CF 7.2 Insul-Rib insulated metal panel combines a traditional 7.2 rib panel with an insulated core. With a bold, ribbed pattern, this panel creates a unique building profile that stands out, ideal for any commercial or industrial application. The 7.2 Insul-Rib panel can be installed both vertically and horizontally, allowing architects flexibility with design.



PRODUCT SPECIFICATIONS

WIDTH • Nominal 36"

THICKNESS • 3", 4" Rib height included in thickness

LENGTH NON-DIRECTIONAL EMBOSSED
8'-0" to 32'-0" Horizontal
8'-0" to 40'-0" Vertical

UNEMBOSSED
8'-0" to 32'-0" Horizontal
8'-0" to 40'-0" Vertical

EXTERIOR PROFILE • 7.2" on center rib pattern, 1½" tall, embossed or unembossed

EXTERIOR FACE • G-90 galvanized or AZ-50 aluminum-zinc coated steel in 26, 24 and **22 Ga.

INTERIOR PROFILE • Mesa, nominal ¼" deep, embossed or unembossed

INTERIOR FACE • G-90 galvanized or AZ-50 aluminum-zinc coated steel in 26, 24 and 22 Ga.

CORE • Foamed-in-place, PUR Foam Core, zero ozone depleting (zero ODP) Class 1 foam

JOINT • Offset double tongue-and-groove with extended metel shelf for positive face fastening[Δ]

U-FACTORS AND R-VALUES*

U-FACTOR (BTU/h-ft²-°F) PANEL WIDTH: 36"		R-VALUE (h-ft²-°F/BTU) PANEL WIDTH: 36"	
	35"		35"
3"	0.066	3"	15.2
4"	0.043	4"	23.3

*Based on ASTM C1363 and thermal modeling.
**Not available in unembossed
Δ Through fastening required at panels ends

DESIGN FEATURES & BENEFITS

- Sweeping profile with unique shadow effects
- Utilizes concealed clips and eliminates thermal short circuits
- Easy and fast installation, with reduced construction labor costs
- Interior and exterior applications
- Can be used in conjunction with other Metl-Span CF joint profiles of the same thickness

MAIN ACCENT MATERIAL

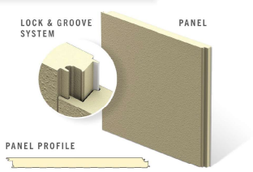
METL SPAN
a NUCOR company

CF TUFF WALL®

INSULATED METAL WALL PANEL WITH PUR FOAM CORE



The Metl-Span CF Tuff Wall is an attractive, stucco-like insulated metal panel that exhibits the natural beauty sought by many designers and owners. The exterior surface of the panel is a hard aggregated, fiber-reinforced polymer coating created with the factory applied Tuff Cote® finish system. Tuff Cote® finish offers an extremely durable, impact and abrasion-resistant coating that can withstand severe weather conditions.



PRODUCT SPECIFICATIONS

WIDTH • 36", 42"

THICKNESS • 2", 2½", 3", 4", 5", 6"

LENGTH • 8'-0" to 40'-0"

EXTERIOR FACE • Stucco-embossed, G-90 galvanized and/or AZ-50 aluminum-zinc coated steel in 24 and 22 Ga. with factory-applied Tuff Cote® finish system

INTERIOR FACE • Stucco-embossed, G-90 galvanized and/or AZ-50 aluminum-zinc coated steel in 26, 24 and 22 Ga.

JOINT • Offset double tongue-and-groove with extended metal shelf for positive face fastening

EXTERIOR PROFILE • 2", 2½", 3" and 4" are no profile with Tuff Cote® finish system; 5" and 6" are Mesa nominal ¼" deep with Tuff Cote® finish system

INTERIOR PROFILE • Light Mesa nominal ⅛" deep

CORE • Foamed-in-place, PUR Foam Core, zero ozone depleting (zero ODP) Class 1 foam

THERMAL VALUES • K-Factor* @ 35° F (2° C) is 0.114

EXTERIOR TEXTURE • Tuff Cote® finish system—a hard aggregated fiber-reinforced polymer coating

FASTENINGS • Fastener and clip concealed in the side joint

U-FACTORS AND R-VALUES**

U-FACTOR (BTU/h-ft²-°F) PANEL WIDTH: 42"		R-VALUE (h-ft²-°F/BTU) PANEL WIDTH: 42"	
	35°		35°
2"	0.059	2"	17.5
2.5"	0.046	2.5"	21.9
3"	0.038	3"	26.2
4"	0.028	4"	35.0
5"	0.023	5"	43.7
6"	0.019	6"	52.5

**Based on ASTM C518, ASTM C1363 and thermal modeling

DESIGN FEATURES & BENEFITS

- Look of finished precast concrete with the efficiency of an insulated metal panel
- Field-tested and proven Tuff Cote® technology
- Durable finish that is highly resistant to impact and abrasion
- 10-year limited exterior finish warranty
- Utilizes concealed clips and eliminates thermal short circuits
- Easy and fast installation, with reduced construction labor costs

MAIN EXTERIOR MATERIAL

Cool and Cobb Engineering Company
COOL AND COBB
ENGINEERING COMPANY
203 W. MAIN ST.
AVON PARK, FL 33825
OFFICE: (863) 657-2323
FAX: (863) 657-2324
mail@coolandcobb.com

SEAL

THOMAS LAPERRIERE, AIA
AR 101160

CLIENT
PERFORMANCE NAPA, LLC

PROJECT
PERFORMANCE NAPA
4001 OLEANDER AVE.
FT. PIERCE, FL 34982

PHASE
PERMIT SUBMITTAL

ISSUE DATE:

REVISIONS:	DESCRIPTION OF REVISION	REV. #	DATE

DRAWN BY: CW
CHECKED BY: TL

SHEET # 1 OF 1

JOB #: 22-236-2071

Official colours

The NAPA logo is made up of two colours: blue and yellow.

Red is also used for the NAPA Auto Parts logo. The official NAPA colours must be used as indicated in the table on the right.

In the event that reproducing the logo with the official colours is not possible, one-colour versions are available (see following pages).

Glossy, coated and matte paper

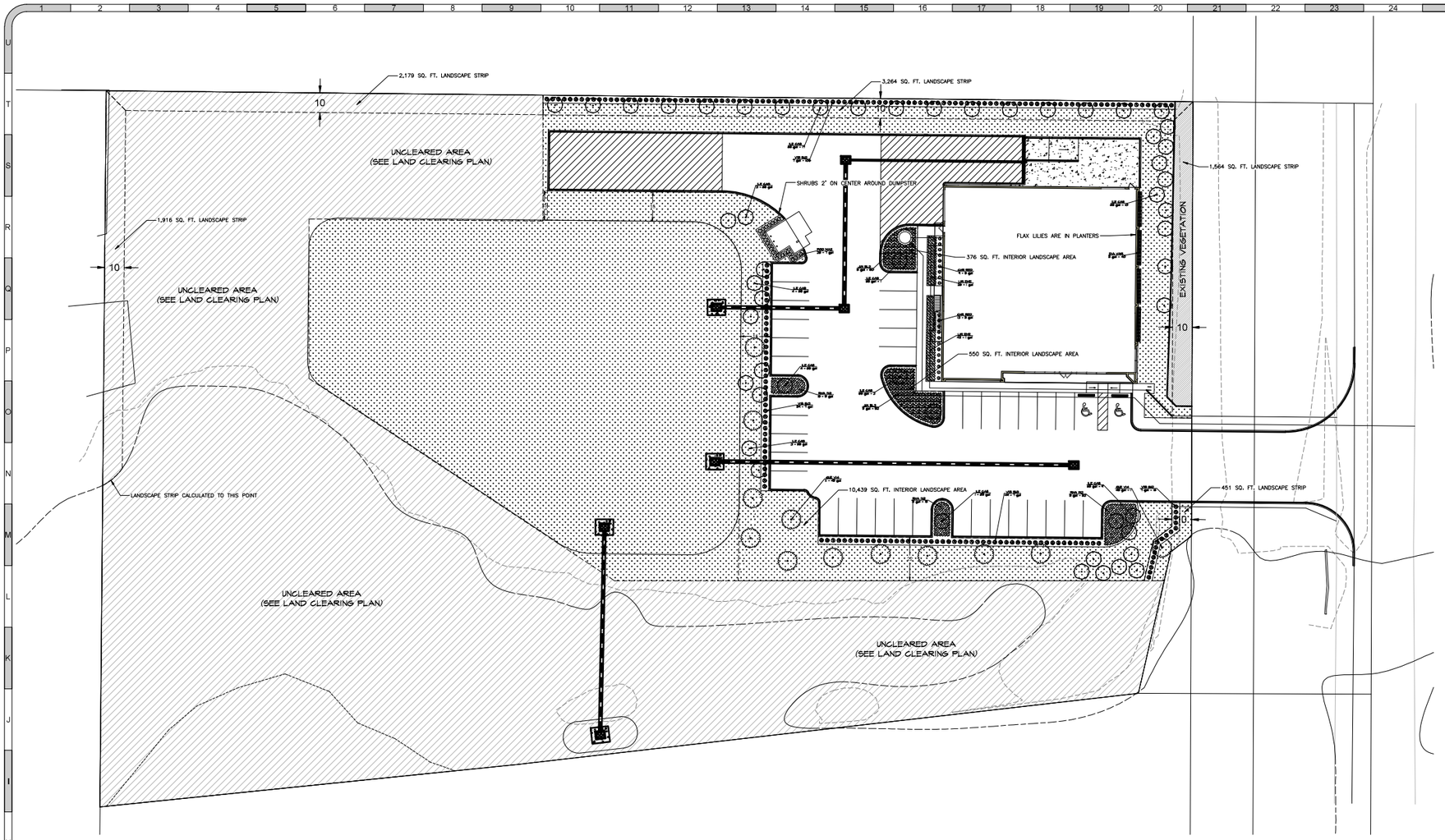
	PMS[1]	CMYK[2]	RGB[3]	HEX[4]
Blue	Reflex Blue	100 • 72 • 0 • 6	0 • 83 • 159	#00539F
Yellow*	123	0 • 30 • 94 • 0	253 • 185 • 39	#FDB927
Red	185	0 • 91 • 76 • 0	239 • 62 • 66	#EF3E42

Uncoated paper

	PMS[1]	CMYK[2]	RGB[3]	HEX[4]
Blue	Reflex Blue	100 • 72 • 0 • 6	0 • 83 • 159	#00539F
Yellow*	109	1 • 16 • 100 • 0	255 • 209 • 0	#FFD100
Red	185	0 • 91 • 76 • 0	239 • 62 • 66	#EF3E42

IMPORTANT
The colours shown in this document must not serve as a reference for printing official documents. Please provide the printer with the Pantone numbers to ensure that the precise colours are used. Ask to see and approve colour tests prior to printing.*

PLEASE NOTE:
** The colour yellow changes depending on the paper used.*
[1] PMS (PANTONE Matching System) is a trademark of Pantone Inc.
[2] CMYK (4-colour process) printing: cyan, magenta, yellow, and key (black).
[3] RGB is an additive colour model of red, green and blue light.
[4] HEX are colours used for web pages.



PLANT SCHEDULE

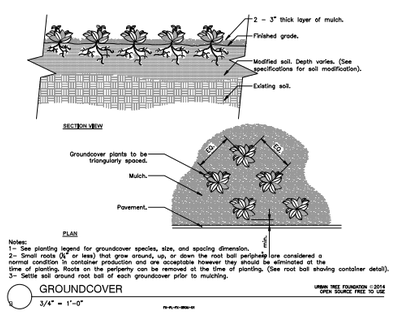
TREES	BOTANICAL / COMMON NAME	CONT	CAL	SIZE	SPRD	QTY
	Ilex cassine / Dahoon Holly	65 gal	2.5" DBH	12' oa	60" spr	52
	Quercus virginiana / Southern Live Oak	45 gal	2.5" DBH	12' oa	60" spr	12
SHRUBS	**BOTANICAL / COMMON NAME**	**CONT**	**NATIVE**	**SIZE**		
	Chrysobalanus icaco 'Red Tip' / Red Tip Cocoplum	3 gal	Yes	24"		21
	Dianella tasmanica 'Variegata' / Flax Lily	3 gal		16"		40
	Podocarpus macrophyllus / Yew Pine	7 gal		24"		26
	Viburnum suspensum / Sandankwa Viburnum	7 gal		24"		212

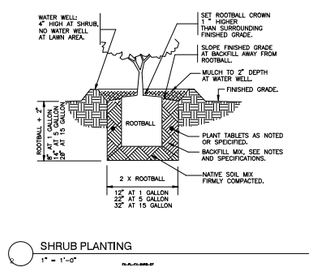
SHRUB AREAS	BOTANICAL / COMMON NAME	CONT	NATIVE	SIZE	SPREAD	SPACING	QTY
	Juniperus conferta 'Blue Pacific' / Blue Pacific Juniper	3 gal		4"		36" o.c.	82
	Liriope muscari 'Emerald Goddess' / Liriope	1 gal	No	12"		24" o.c.	68
	Rhaphiolepis indica / Indian Hawthorn	3 gal		14"		36" o.c.	62

SOD/SEED	BOTANICAL / COMMON NAME	CONT	NATIVE	SIZE	SPACING	
	Paspalum notatum 'Argentine' / Bahia Grass Does Not Include Waste or Account for Topographic Changes	sod				48,011 sf

REFERENCE NOTES SCHEDULE

SYMBOL	MULCH DESCRIPTION	QTY	DETAIL
M-101	Brown Shredded Grade "A" Mulch 3" Depth	44.72 cy	





LANDSCAPE STRIPS ALONG ROW (Along Oleander Avenue)

Lot 10,000 Square Feet or Larger
10' Width Required
10' Width Provided

1 Tree Required per 300 Square Feet of Required Landscape Area
1,965 Square Feet of Landscape Strip Required

2,017 / 300 = 6,7 Trees Required
Trees Provided = 7 (6 Dahoon Holly and 1 Live Oak)

Continuous, unbroken, solid, visual screen required (within a maximum of one year)
Existing Vegetation and Sandankwa Viburnum Hedge Provided

Remainder of Landscape Strip is to be Sod

LANDSCAPE STRIPS ABUTTING OTHER PROPERTY

North Landscape Strip

10' Width Required
10' Width Provided

1 Tree Required per 200 Square Feet of Required Landscape Area
3,264 Square Feet of Landscape Strip

3,264 / 200 = 16,3 Trees Required
Trees Provided = 17 (17 Dahoon Holly)

Continuous, unbroken, solid, visual screen required (within a maximum of one year)
Sandankwa Viburnum Hedge Provided

Remainder of Landscape Strip is to be Sod

ADDITIONAL North Landscape Strip

10' Width Required
10' Width Provided

1 Tree Required per 200 Square Feet of Required Landscape Area
2,179 Square Feet of Landscape Strip

2,179 / 200 = 10,9 Trees Required
Trees Provided = 11 (11 Dahoon Holly) **(Added to front of the site as per City Recommendation)**

Continuous, unbroken, solid, visual screen required (within a maximum of one year)
(73 Plants Added to front of the site as per City Recommendation)

Remainder of Landscape Strip is to be Sod

West Landscape Strip

10' Width Required
10' Width Provided

1 Tree Required per 200 Square Feet of Required Landscape Area
1,916 Square Feet of Landscape Strip

1,916 / 200 = 9,6 Trees Required
Trees Provided = 10 (10 Dahoon Holly) **(Added to front of the site as per City Recommendation)**

Continuous, unbroken, solid, visual screen required (within a maximum of one year)
(65 Plants Added to front of the site as per City Recommendation)

Remainder of Landscape Strip is to be Sod

INTERIOR LANDSCAPE REQUIREMENTS

Vehicular Use Areas (V.U.A)
27,609 Square Feet

1 Square Foot of Interior Landscaping for Each 15 Square Feet of V.U.A.

27,609 / 15 = 1,840,6 Square Feet Interior Landscape Area Required
11,365 Square Feet Interior Landscape Area Provided

1 Tree Required per 100 Square Feet of Required Interior Landscape Area
1,840,6 / 100 = 18,4 Canopy Trees Required
Trees Provided = 19 (8 Dahoon Holly and 11 Live Oak)

Remainder of Interior Landscape Area is to be Sod

MITIGATION REQUIREMENTS

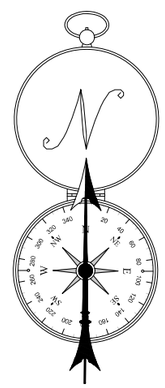
Native Trees at least 14 inches DBH to be removed shall be mitigated by contributing the required fees to the City of Fort Pierce Tree Preservation Fund in lieu of on site mitigation.

See Mitigation Plan for details.

MISC. NOTES

Prior to issuance of certificate of occupancy, final landscape installation shall be certified as complete and in conformance to the approved landscape plan by submission of a certification letter by a landscape architect.

All trees are capable of reaching a mature crown spread of 15' at maturity.



CLOUSER Designs
LANDSCAPE ARCHITECTURE AND IRRIGATION DESIGN
P.O. BOX 3164
LAKE PLACID, FL, 33862
TELEPHONE: (863) 464-0210
chad@heartlanddesigns.biz
FL. Land. Arch. Bus. No. LC26000581

THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY CHAD CLOUSER ON THE DATE ADJACENT TO THE SEAL

CHAD CLOUSER
LICENSED
No LA6666811
STATE OF FLORIDA
LANDSCAPE ARCHITECT

PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED AND THE SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

DRAWN BY	CAC
CHECKED BY	CAC
APPROV. BY	CAC

LANDSCAPE PLAN
NAPA
4001 OLEANDER AVENUE
FORT PIERCE, FLORIDA 34982

DATE
02-07-2023

REVISIONS

NO.	DATE	DESCRIPTION	BY
1	05-02-2023	AS PER SITE PLAN REVISIONS AND PER TRC COMMENTS	CAC
2	07-17-2023	AS PER VIRTUAL MEETING AND DESIGN REVIEW CHECK LIST	CAC

SCALE
1" = 30' - 0"

0 ½ 1
IF THIS BAR DOES NOT MEASURE 1" THIS COPY IS NOT TO SCALE

SHEET NUMBER
LA1 of 2

LANDSCAPE GENERAL SPECIFICATIONS

Install landscaping in accordance with all applicable codes regarding materials, methods of work and disposal of waste material. Obtain and pay for all required permits and inspections.

Visit the site and examine the conditions under which the work is to be performed. Do not proceed with the work until all unsatisfactory conditions have been rectified.

Locate and protect all existing underground and overhead utilities, benchmarks, control points and monuments within the work area. Repair made do to damage to any of these items will be made at the contractor's expense. If incorrectly located utilities are encountered, contact the applicable utility company to receive any further instructions or assistance that may be needed.

Take all measures necessary to protect all existing paving, buildings, utilities, etc. on and adjacent to the site. Repair made do to damage to any of these items will be made at the landscape contractor's expense.

It is the responsibility of the contractor to satisfy themselves as to the accuracy of the quantities on the plan. If there are any discrepancies between the plan and the material list this should be addressed prior to bidding and beginning work. In any instance that a discrepancy does occur between the plan and material list, the plan rules. No extra compensation will be allowed on account of discrepancies between the plan and material list.

It is the responsibility of the landscape contractor to review the irrigation plan to assure that the irrigation design is adequate for warranty purposes. If there are any concerns, this should be addressed prior to bidding and beginning work. If no concerns are acknowledged, it is assumed that the irrigation system is adequate and the warranty herein is in full effect.

Square foot, cubic yard and lineal foot quantities do not account for any waste and it is the contractor's responsibility to calculate any extra material necessary to offset this.

It is the responsibility of the contractor to order or provide all material, equipment, labor, etc. necessary to complete the work according to the plans and specifications.

All existing invasive plant materials are to be removed as per applicable code.

The landscape designer has the final say in any and all disputes regarding layout, performance, material, quality, size, grading, etc. The contractor shall take corrective action based on the landscape designer's instructions. Any corrective action made due to any of these items will be made at the landscape contractor's expense.

Warranty all palms, trees and plant materials to remain alive and in healthy condition for a period of one year after acceptance. Plants must be given proper care during this time. This includes maintenance, fertilizing, spraying, and being provided with adequate irrigation as necessary. Replace each palm, tree or plant that is dead or in severely unhealthy condition once within the warranty period of one year. The warranty becomes void in cases of vandalism, fire, flood, freezing or extreme cold not typical for the area, lightening strikes, hurricane force wind, improperly functioning or turned off irrigation or owner negligence. Any replacement desired or required do to any of these unwarranted causes will be at the owner's expense.

LANDSCAPE INSTALLATION SPECIFICATIONS

Treat all areas to receive landscaping with a broad-spectrum herbicide and allow enough time for the herbicide to take full effect prior to beginning any landscape installation.

Treat all landscaping beds with a pre-emergent herbicide prior to beginning any landscape installation.

The landscape contractor shall make sure that all planting beds are free from rocks, trash, waste material and other construction debris prior to landscape installation and shall notify the owner prior to installation so that they may have the site contractor remove their waste.

Install all palms, trees and plant materials in the locations and at the quantity specified on the landscape plans. The owner or their representative must approve any deviations from the landscape plans in advance.

All palms, trees and plant materials shall be planted as per the details shown on the landscape plans. The planting pit shall be twice the diameter of the root ball or pot and shall be backfilled with planting soil and watered in thoroughly.

All palms and trees shall be fertilized using a full spectrum slow release fertilizer according to the manufacturer's recommendations to quantity per tree according to tree size. All plant materials shall be fertilized at the time of installation with a full spectrum slow release fertilizer according to the manufacturer's recommendations.

All burlap, grow bags, wire cages, etc. shall be removed from the root ball of all palms and trees prior to planting.

Stake and guy all palms and trees to ensure they remain in their proper growing positions. All staking and guying should be well marked to prevent tripping hazards or other possible injuries. Staking and guying shall not permit nails, screws, wire, and etc. to penetrate the outer surface of the palm or tree. Any palms or trees damaged due to such practice shall be replaced at the landscape contractor's expense.

All planting areas shall have 3" of grade "A" brown mulch and all palms and trees not located within a planting area shall have a ring of mulch around the base a minimum of 24" in diameter and 3" deep.

Prepare all areas to receive sod to be smooth, free from trash and debris and free draining. Site contractor shall leave the grade + or - 1". Install the sod to form a solid mass with tightly fitting joints that are staggered with each additional course. Tamp or roll the sod once laid to ensure contact with the soil. Sod should be flush with sidewalks, curbs and all other adjacent surfaces. Water the sod thoroughly immediately after installation.

Adhere to all federal, state and local laws regarding the handling and application of herbicides and fertilizers. Follow manufacturer's recommendations regarding mixing ratio and application rate of herbicide.

LANDSCAPE MATERIAL SPECIFICATIONS

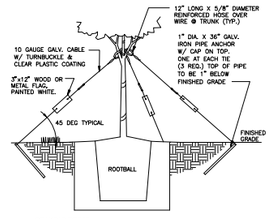
All palms, trees and plant materials are to be Florida #1 or better as described in the latest edition of Grades and Standards for Nursery Plants published by the State of Florida Department of Agriculture and Consumer Services.

All palms, trees and plant materials shall be the variety specified in the material list for the landscape plans. All palms, trees and plant materials are to be referred to, ordered and planted according to the "scientific" or "botanical" name. Any errors made when referring to, ordering or planting any material by the "common" name will be corrected at the landscape contractor's expense.

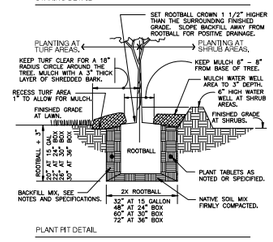
All palms, trees and plant materials are to meet the minimum measurements for each category shown in the material list for the landscape plans regarding height, caliper, spread and container size. In some instances a measurement in one category may need to increase to meet the minimum measurement for another category. This shall be verified prior to beginning work and any necessary increase in size from what is shown in the material list shall be made to meet all minimum measurements for each category. No extra compensation will be allowed to increase one category of measure to meet the minimum measurement of another category once the job has been contracted or has commenced.

The sod shall be of the variety specified in the material list for the landscape plans. All sod should be healthy, well rooted and uniform in both color and density. It shall be free from pests, disease and weeds. All sod shall be delivered on pallets in the square footage typical per pallet with regard to the variety of sod specified. The landscape contractor shall field verify all quantities prior to ordering.

Mulch shall be brown and of the quantity specified in the material list for the landscape plans. This quantity is based on coverage 3" in depth in all planting areas and a 24" ring 3" in depth around all trees located in lawn areas. The landscape contractor shall verify all quantities of mulch on the plan. No extras compensation will be allowed to increase the quantity of mulch to attain a 3" depth once the job has been contracted or has commenced. Mulch shall be grade "A" if not otherwise specified in the material list.



STAKING DETAIL



PLANT PIT DETAIL

TREE GUY WIRE PLANTING
1" = 1'-0"

CLOUSER Designs
LANDSCAPE ARCHITECTURE AND IRRIGATION DESIGN
P.O. BOX 3164
LAKE PLACID, FL, 33862
TELEPHONE: (863) 464-0210
chad@heartlanddesigns.biz
FL. Land. Arch. Bus. No. LC26000581

THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY CHAD CLOUSER ON THE DATE ADJACENT TO THE SEAL

CHAD CLOUSER LICENSED No LA6666811 STATE OF FLORIDA LANDSCAPE ARCHITECT

PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED AND THE SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

DRAWN BY	CAC
CHECKED BY	CAC
APPROV. BY	CAC

LANDSCAPE PLAN
NAPA
4001 OLEANDER AVENUE
FORT PIERCE, FLORIDA 34982

DATE
02-07-2023

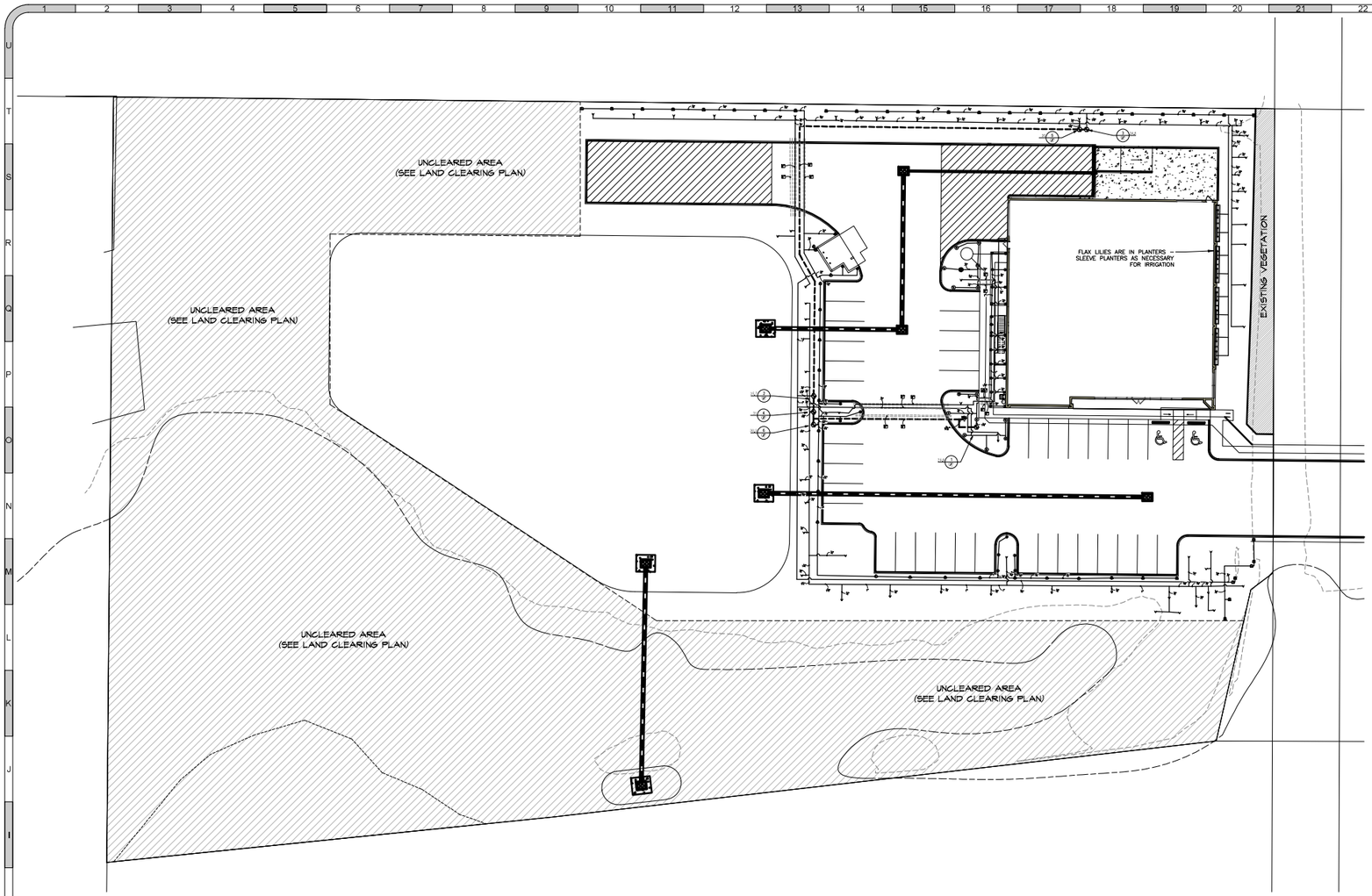
REVISIONS

NO.	DATE	DESCRIPTION	BY
1	06-02-2023	AS PER SITE PLAN REVISIONS AND PER TRC COMMENTS	CAC
2	07-17-2023	AS PER VIRTUAL MEETING AND DESIGN REVIEW CHECK LIST	CAC

SCALE
N.T.S.

0 ½ 1
IF THIS BAR DOES NOT MEASURE 1" THIS COPY IS NOT TO SCALE

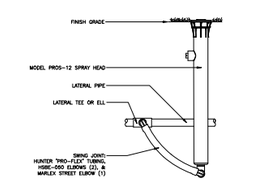
SHEET NUMBER
LA2 of 2



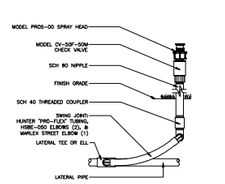
IRRIGATION SCHEDULE

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY	ARC	PSI	GPM	RADIUS
	Hunter PROS-12 02H Shrub Spray, 12.0" Pop-Up, Co-molded wiper seal with UV Resistant Material.	16	180	40	0.18	2'
	Hunter PROS-12 04H Shrub Spray, 12.0" Pop-Up, Co-molded wiper seal with UV Resistant Material.	1	180	40	0.46	4'
	Hunter PROS-12 04Q Shrub Spray, 12.0" Pop-Up, Co-molded wiper seal with UV Resistant Material.	2	90	40	0.24	4'
	Hunter PROS-12 LCS-515 Shrub Spray, 12.0" Pop-Up, Co-molded wiper seal with UV Resistant Material.	2	LCS	40	0.75	5'x15'
	Hunter PROS-12 RCS-515 Shrub Spray, 12.0" Pop-Up, Co-molded wiper seal with UV Resistant Material.	2	RCS	40	0.75	5'x15'
	Hunter PROS-12 SS-530 Shrub Spray, 12.0" Pop-Up, Co-molded wiper seal with UV Resistant Material.	15	SST	40	1.5	5'x30'
	Hunter PROS-12 10T Shrub Spray, 12.0" Pop-Up, Co-molded wiper seal with UV Resistant Material.	1	360	40	1.84	11'
	Hunter PROS-12 08A Shrub Spray, 12.0" Pop-Up, Co-molded wiper seal with UV Resistant Material.	20	Adj	40	≤1.37	9'
	Hunter PROS-12 10A Shrub Spray, 12.0" Pop-Up, Co-molded wiper seal with UV Resistant Material.	2	Adj	40	≤2.3	11'
	Hunter PROS-12 12A Shrub Spray, 12.0" Pop-Up, Co-molded wiper seal with UV Resistant Material.	12	Adj	40	≤2.45	13'
	Hunter PROS-00 06Q Shrub Spray, Fixed Riser, Co-molded wiper seal with UV Resistant Material.	1	90	40	0.52	6'
	Hunter PROS-00 LCS-515 Shrub Spray, Fixed Riser, Co-molded wiper seal with UV Resistant Material.	2	LCS	40	0.75	5'x15'
	Hunter PROS-00 RCS-515 Shrub Spray, Fixed Riser, Co-molded wiper seal with UV Resistant Material.	2	RCS	40	0.75	5'x15'
	Hunter PROS-00 08A Shrub Spray, Fixed Riser, Co-molded wiper seal with UV Resistant Material.	11	Adj	40	≤1.37	9'
	Hunter PROS-06 LCS-515 Shrub Spray, 6.0" Pop-Up, Co-molded wiper seal with UV Resistant Material.	4	LCS	40	0.75	5'x15'
	Hunter PROS-06 RCS-515 Shrub Spray, 6.0" Pop-Up, Co-molded wiper seal with UV Resistant Material.	4	RCS	40	0.75	5'x15'
	Hunter PROS-06 SS-530 Shrub Spray, 6.0" Pop-Up, Co-molded wiper seal with UV Resistant Material.	22	SST	40	1.5	5'x30'
	Hunter PROS-04-PCN 10 Flood Bubbler, 4.0" pop-up.	61	360	30	1	1'

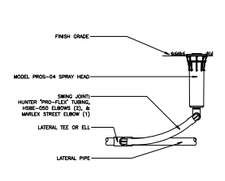
SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY	DETAIL
	Hunter PGV-151 Globe 1-1/2" 1-1/2" Plastic Electric Remote Control Valve, for Residential/Light Commercial Use. Female NPT Inlet/Outlet. With Flow Control. Globe Configuration.	6	
C	Hunter PC-400 with (01) PCM-300 Light Commercial & Residential Controller, 7-station expanded module controller, 120 VAC, Outdoor model	1	
	Hunter WR-CLIK Rain Sensor, install within 1000 ft of controller, in line of sight. 22-28 VAC/VDC 100 mA power from timer transformer. Mount as noted.	1	
WELL	4" Well with Submersible Pump	1	
	Irrigation Lateral Line: PVC Class 160 SDR 26 1/2"	1,744 l.f.	
	Irrigation Lateral Line: PVC Class 160 SDR 26 3/4"	548.1 l.f.	
	Irrigation Lateral Line: PVC Class 160 SDR 26 1"	676.9 l.f.	
	Irrigation Lateral Line: PVC Class 160 SDR 26 1 1/4"	175.6 l.f.	
	Irrigation Lateral Line: PVC Class 160 SDR 26 1 1/2"	7.1 l.f.	
	Irrigation Mainline: PVC Schedule 40 1 1/2"	365.7 l.f.	
	Pipe Sleeve: PVC Schedule 40 2"	270.8 l.f.	
	Pipe Sleeve: PVC Schedule 40 2 1/2"	5.7 l.f.	
	Pipe Sleeve: PVC Schedule 40 3"	82.9 l.f.	



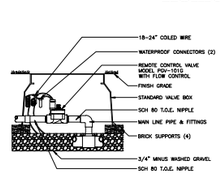
1 PROS-12 SPRAY HEAD WITH PRO-FLEX TUBING
3" = 1'-0" FX-IR-HUNT-SPRA-48



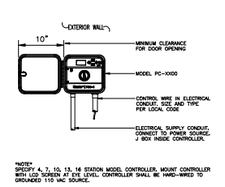
2 PROS-00 SPRAY HEAD WITH PRO-FLEX TUBING
3" = 1'-0" FX-IR-HUNT-SPRA-04



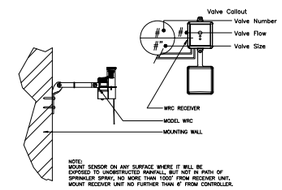
3 PROS-04 SPRAY HEAD WITH PRO-FLEX TUBING
3" = 1'-0" FX-IR-HUNT-SPRA-20



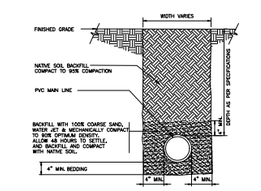
4 PGV GLOBE VALVE WITH FLOW CONTROL
1 1/2" = 1'-0" FX-IR-HUNT-VALV-03



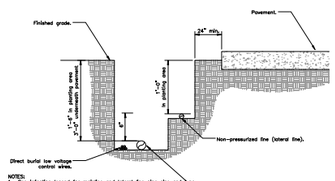
5 PRO-C CONTROLLER
1 1/2" = 1'-0" FX-IR-HUNT-CONT-25



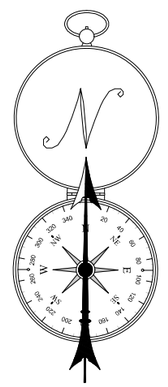
6 WIRELESS RAIN-CLIK
3" = 1'-0" FX-IR-HUNT-SENS-17



8 SLEEVE AT ROAD
1 1/2" = 1'-0" FX-IR-FX-ALIXED-15



7 IRRIGATION TRENCHING
1 1/2" = 1'-0" FX-IR-FX-ALIXED-08



CLOUSER Designs
LANDSCAPE ARCHITECTURE AND IRRIGATION DESIGN
P.O. BOX 3164
LAKE PLACID, FL, 33862
TELEPHONE: (863) 464-0210
chad@heartlanddesigns.biz
FL. Land. Arch. Bus. No. LC26000581

THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY CHAD CLOUSER ON THE DATE ADJACENT TO THE SEAL.

CHAD CLOUSER LICENSED No LA6666811 STATE OF FLORIDA LANDSCAPE ARCHITECT

PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED AND THE SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

DRAWN BY	CAC
CHECKED BY	CAC
APPROV. BY	CAC

IRRIGATION PLAN
NAPA
4001 OLEANDER AVENUE
FORT PIERCE, FLORIDA 34982

DATE
05-02-2023

REVISIONS

NO.	DATE	DESCRIPTION	BY
1	07-20-2023	AS PER LANDSCAPE CHANGES	CAC

SCALE
1" = 30' - 0"

0 ½ 1
IF THIS BAR DOES NOT MEASURE 1" THIS COPY IS NOT TO SCALE

SHEET NUMBER
IR1 of 2

IRRIGATION GENERAL SPECIFICATIONS

Irrigation contractor shall thoroughly review, read and understand both the plans, details and specifications prior to bidding or installing the project. By bidding or installing the project it is assumed the irrigation contractor has read and understands the plans, details and specifications and shall fully adhere to all aspects of them.

Install irrigation system in accordance with all applicable codes and ordinances regarding materials, methods of work and disposal of waste material. Obtain and pay for all required permits and inspections.

Visit the site prior to work commencing and examine the conditions under which the work is to be performed. (e.g., check that the site is to grade, if sleeves have been provided in the locations and sizes specified, power is provided to the locations specified, etc.) Do not proceed with the work until all unsatisfactory conditions have been rectified. Proceeding with work assumes that all conditions are satisfactory and no extra compensation shall be allowed to correct the unsatisfactory conditions.

Locate and protect all existing underground and overhead utilities, benchmarks, control points and monuments within the work area. Repairs made due to damage to any of these items will be made at the irrigation contractor's expense. If incorrectly located utilities are encountered, contact the applicable utility company to receive any further instructions or assistance that may be needed.

Take all measures necessary to protect all existing paving, buildings, utilities, etc. on and adjacent to the site. Repair made due to damage to any of these items will be made at the irrigation contractor's expense.

It is the responsibility of the irrigation contractor to satisfy themselves as to the accuracy of the quantities on the plan. If there are any discrepancies between the plan and the material list this should be addressed prior to beginning work. In any instance that a discrepancy does occur between the plan and material list, the plan rules. No extra compensation will be allowed on account of discrepancies between the plan and material list.

It is the responsibility of the irrigation contractor to satisfy themselves to the installation method of components as depicted in the details or addressed in the specifications. In any instance that a discrepancy does occur between the details and specifications, the more stringent requirement rules. No extra compensation will be allowed on account of discrepancies between the details and specifications.

It is the responsibility of the irrigation contractor to order or provide all material, equipment, labor, etc. necessary to complete the work according to the plans and specifications and to provide a fully functioning automatic irrigation system.

It is the responsibility of the irrigation contractor when retrofitting or expanding an existing system, to include all material, equipment, labor, etc. to bring all non-code, detail or specification compliant portions of the existing system to current code, details and specifications to compliance. Proceeding with work assumes that all corrective actions are included in the bid and no extra compensation shall be allowed to bring these items to current code, details or specifications.

Supply the owner with all instruction sheets, maintenance manuals, and parts sheets covering all of the operating and electrical equipment installed on the job. Also furnish the owner with keys to any locking items installed on the job.

Supply the irrigation designer with a set of asbuilt plans clearly indicating GPS locations and any changes made to the irrigation plans such as main line routing, valve locations or any other field adjustments that were necessary for a proper installation.

The irrigation designer has the final say in any and all disputes regarding layout, function, performance, material, product, stringency requirements, etc. The irrigation contractor shall take corrective action based on the irrigations designer's instructions. Any corrective action made due to any of these items will be made at the irrigation contractor's expense.

Warranty the irrigation system for a period of one year after acceptance for workmanship and material defects. This includes system adjustments, replacement of any damaged parts or broken pipe, unclogging of emitters and nozzles, cleaning of screens, valve adjustments and all other maintenance items necessary to maintain the system in functioning order. The warranty becomes void in cases of vandalism, fire, lightening strikes or owner negligence for the parts of the irrigation system directly affected. Warranty shall stay fully in effect for all other unaffected portions of the irrigaiton system. Any repair desired or required due to any of these unwarranted causes will be at the owner's expense.

IRRIGATION INSTALLATION SPECIFICATIONS

Irrigation contractor is responsible for verifying that the water source is capable of providing the gallons per minute (gpm) of volume and pounds per square inch (psi) of pressure required for the irrigation system to function as designed prior to commencing installation. Provide this water source information on the water source data portion of the Irrigation Association field audit submission package or in a similar format showing the flow test result.

Water source shall be equipped with a pressure gauge that reads in 1 psi increments. Well and pump systems shall also be equipped with a pressure relief valve that will alleviate pressure on the system due to a possible failure somewhere in the system that allows the water source to run while the system is not. Pressure relief valve shall be pointed away from all electrical equipment and other items that should not be subjected to the blown off water.

Coordinate the irrigation system installation with the landscape contractor and landscaping plan to avoid conflicts between irrigation heads, piping, etc. and palms and tree locations whenever possible.

All piping is to be installed with labels facing upward. Any piping installed with labels facing down shall be reinstalled correctly at the irrigation contractor's expense.

All main line pipe is to have a minimum cover of 18" of backfill measured from the top of the pipe and all lateral lines are to have a minimum cover of 12" of backfill measured from the top of the pipe unless otherwise specified. Turns and termination in the main line shall be located utilizing at a minimum a GPS WASS system and documented on the plans along with measurements from two fixed points for future locating.

All backfill is to be fine grained and free from stone, rock, etc. larger than 2" in diameter that may damage or cut the pipe. Take care not to damage or deform the pipe when backfilling and compacting.

Assure that all cuts are made squarely and that all pipes and fittings are clean and free from PVC shavings and debris prior to cementing. Be sure to fully engage all joints when cementing. Prime all main line and fittings prior to cementing.

Do not lay marking flags on any hardscape surface such as concrete sidewalks, brick pavers, etc. to avoid causing rust stains. Remove all flags upon conclusion of their usefulness and collect them for future use or properly dispose of them. Irrigation contractor is responsible for the removal or correction of any rust stains caused by the marking flags.

Flush all pipes and body assemblies prior to sprinkler head installation. When installing nozzles or body assemblies while flushing under pressure, start at the heads nearest the valve and work toward the end of the lateral run to force debris toward the end. When retrofitting or expanding an existing irrigation system all existing heads and zones shall be flushed as though they were newly installed. Flush only one zone at a time and allow a minimum of 15 minutes time for the system to flush prior to installing nozzles or body assemblies. If the irrigation contractor is found to be flushing multiple zones at a time or not allowing adequate time for each zone to properly flush, all nozzles and body assemblies shall be removed, flush caps reinstalled on spay heads and the entire system will be required to be flushed again at the irrigation contractor's expense.

All systems shall be voltage checked for each wire run at the clock, between valves, splices, grounding modules and decoders and the voltage shall be recorded on the plans for each item. If an unusual resistance (an ohm load more than 10 percent different than all other wire runs of similar gauge and length) is encountered the irrigation designer shall be notified the problem shall be corrected at the irrigation contractor's expense.

After installation, field adjust the entire system to assure proper 100% head to head coverage and to minimize overspray onto paved surfaces. Assure that all heads are a minimum of 12" from any building and that they are not directly spraying onto the building. Assure that all turf heads are a minimum of 3" from the edge of sidewalks, parking or any other hardscape area that may require an edger for maintenance. Assure that all drip zones are spaced at the designed or specified distances. No extra compensation shall be allowed for readjusting heads or respacing drip zones.

Utilizing at a minimum a GPS WASS system, document all major irrigation component locations. These include valves or valve clusters, any underground sensors, main line turns, wire splices, sleeves, and any other components that might aid in future system maintenance, repairs or modifications.

IRRIGATION MATERIAL SPECIFICATIONS

Irrigation contractor shall use the items specified in the material list or specifications for all bidding, ordering and installation. Do not substitute items or change sizes of irrigation components or piping without prior written consent from the irrigation designer. Unauthorized substitutions or under sizing of components or piping will constitute an immediate failure upon inspection and shall be replaced with the item of the correct size or manufacturer at the irrigation contractor's expense and irrigation contractor shall be responsible for all subsequent future inspections of failed item.

All material shall be installed according to manufacturer's specifications unless otherwise noted. In any instance that a discrepancy does occur between the manufacture's specifications and the irrigation plans, details and specifications, the more stringent requirement rules.

Securely install the specified controller in the location shown on the irrigation plan or in a location coordinated with the owner or their representative. The owner is responsible for providing all necessary electrical for the controller.

All controllers shall be equipped with a rain sensor or ET device as specified in the material list that will override the irrigation cycle of the system when adequate rainfall has occurred. This sensor shall be properly wired into the controller, in the on position, outside the range of the irrigation system and mounted in an area to receive rainfall.

All controllers utilized in coordination with a well must be supplied with an accompanying pump start relay and a control box if single phase or a magnetic starter if three phase. The irrigation contractor shall coordinate the phasing, voltage, disconnect location, amps, etc. with the owner or their representative prior to ordering the pump. The irrigation contractor is responsible for verifying that the well and pump is capable of providing the gallons per minute of volume and pounds per square inch of pressure required for the irrigation system to function as designed prior to commencing installation.

All controllers utilized in coordination with a continually pressurized water source such as a city water meter must be supplied with an accompanying master valve and appropriately sized backflow-preventer that adheres to all local ordinances. The irrigation contractor is responsible for verifying that the water source is capable of providing the gallons per minute of volume and pounds per square inch of pressure required for the irrigation system to function as designed prior to commencing installation.

All valves are to be electric valves of the brand and type specified in the irrigation plan material list and shall be sized according to their location on the plan and their accompanying key. All valves are to be installed in a minimum 12" X 18" green plastic valve box unless otherwise specified. The top of the box is to be flush with finished grade. All valve clusters are to be installed with a capped stub out for ease of future expansion. Number each valve box according to the valve number found on the irrigation plans. Each valve or valve cluster shall also be located utilizing at a minimum a GPS WASS system and documented on the plans for future locating.

All remote valve control wire shall be 14-1 UF direct burial wire for use with 24 VAC applications. Place wire under pipes whenever possible to help avoid accidental cutting. Common wire is to be white. Control wire is to be red. Run two blue wires from the controller to the farthest valve in each direction for spares.

All standard remote control valve wire that utilizes a common wire and multiple hot wires shall be spiced to the electric valves using DBY or DBR splice kits of the appropriate size. All "Two-Wire" valve wire shall be spliced to the Decoders using DBY-6 or DBR-6 splice kits of the appropriate size.

Provide a minimum of 24" expansion coils in the wire at every valve connection, at every sharp turn and at 100' intervals along straight runs of wire.

All irrigation pipes and control wires passing under sidewalks, drives or other paved or hard surfaces shall be placed in a schedule 40 PVC sleeve.

All main line pipe shall be schedule 40 PVC and all lateral pipes shall be class 160 PVC unless specified differently in the irrigation plan material list.

All rotor heads are to be of the brand specified in the irrigation plan material list and the nozzle shall be sized and the head adjusted according to their location on the plan.

All spray heads are to be of the brand specified in the irrigation plan material list and their spray pattern and radius shall match their location found on the plan.

All bubbler heads are to be of the brand specified in the irrigation plan material list and shall be against the rootball of the tree they are intended to water on the uphill side.

All sprinkler heads shall be in a plumb or vertical position as per their detail and all pop up sprinklers shall be affixed to swing joints or funny pipe limited to a length of 18" unless otherwise noted. Do not place multiple sprinkler heads on a single run of funny pipe.

IRRIGATION SLEEVE SPECIFICATIONS

Irrigation sleeves shall be schedule 40 PVC pipe. All fittings shall be schedule 40.

All cuts to the irrigation sleeves shall be made squarely and all connections between pipes shall be fully engaged to eliminate any inconsistent gaps at fittings or bell end connections that can cause pipes passing through to catch.

Irrigation contractor is responsible for installation of all irrigation sleeves unless prior arrangements are made with the owner.

Irrigation sleeves shall be installed a minimum of 18" below the paving they are passing under and shall extend 18" beyond the paving or as per code if more stringent.

Sleeving is shown on the plans for convenience only. Irrigation contractor shall thoroughly review the sleeve locations prior to bidding or installing the project. Any sleeving that is missing shall be installed as specified herein.

Irrigation sleeves shall be installed where shown on the plans. If the irrigation sleeves cannot be installed where shown on the plans, they shall be field adjusted. This adjustment must still allow access to the area the irrigation sleeves where intended to service. This adjustment shall be documented on the plans for future locating of the irrigation sleeves and asbuilt preparation. Irrigation sleeves shown directly adjacent to each other on the plans shall be placed in a single trench.

Irrigation sleeves shall be installed at the size shown on the plans. If no size is indicated on the plans, the irrigation sleeve shall be a minimum of twice the diameter of the pipe passing through it. This will allow for adequate room in the irrigation sleeve for the pipe passing through it and any necessary control wires. If it is believed that the diameter of the irrigation sleeve is not sufficient to allow all of the required control wires to pass through along with the piping, an additional irrigation sleeve shall be added at a size sufficient for all necessary control wire to pass through.

The ends of the irrigation sleeves shall be marked with pipe, boards, etc. prior to backfilling the trench for ease of future locating. The ends of the irrigation sleeves shall also be located utilizing at a minimum a GPS WASS system and documented on the plans for future locating in the event the physical marker is removed or destroyed during site work. The GPS locations shall also be documented on the asbuilts to aid in locating the irrigation sleeves at any point in the future.

CLOUSER Designs
LANDSCAPE ARCHITECTURE AND IRRIGATION DESIGN
P.O. BOX 3164
LAKE PLACID, FL, 33862
TELEPHONE: (863) 464-0210
chad@heartlanddesigns.biz
FL. Land. Arch, Bus. No. LC26000581

THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY CHAD CLOUSER ON THE DATE ADJACENT TO THE SEAL

CHAD CLOUSER LICENSED No LA6666811 STATE OF FLORIDA LANDSCAPE ARCHITECT

PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED AND THE SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

DRAWN BY	CAC
CHECKED BY	CAC
APPROV. BY	CAC

IRRIGATION PLAN
NAPA
4001 OLEANDER AVENUE
FORT PIERCE, FLORIDA 34982

DATE
05-02-2023

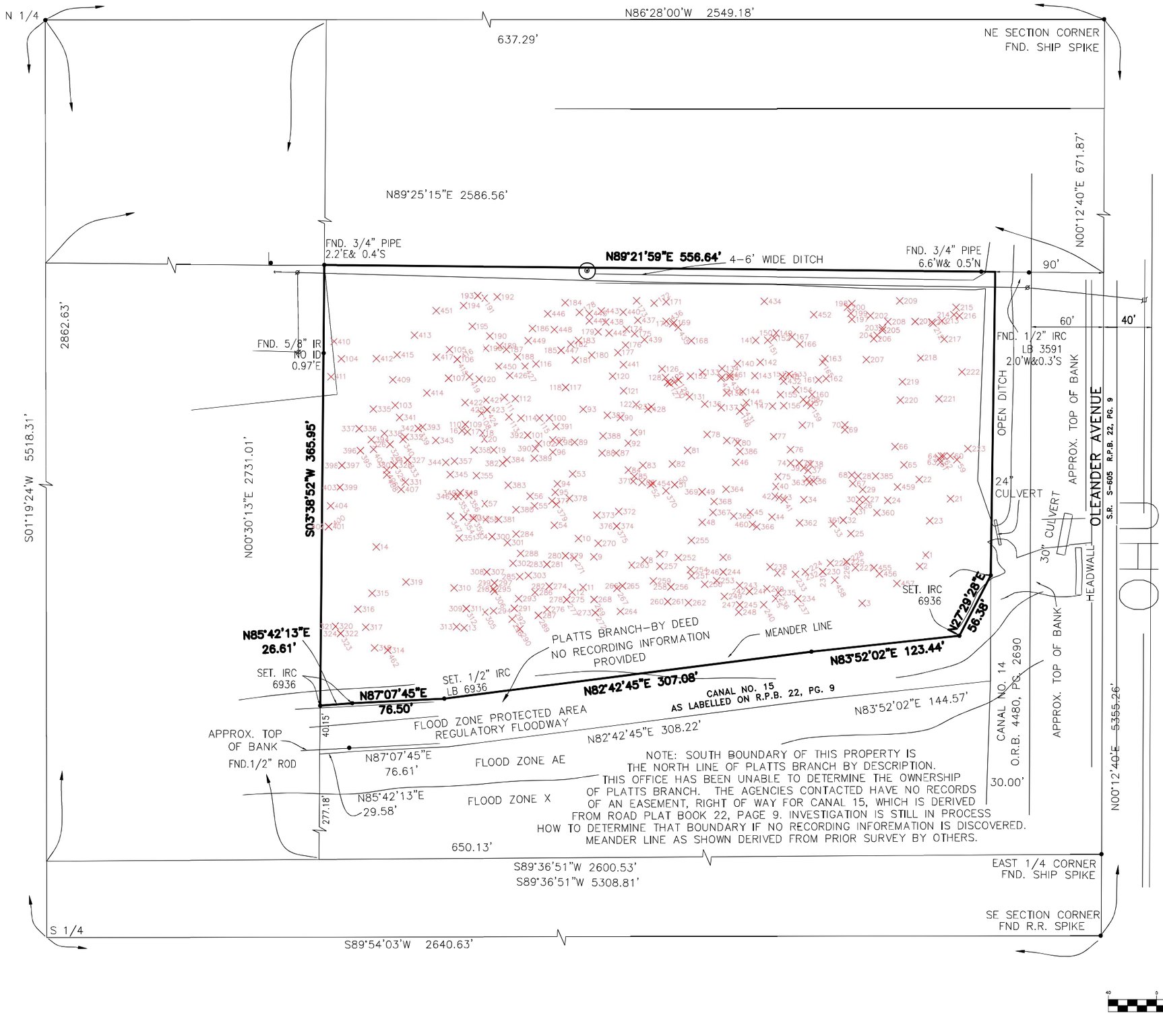
REVISIONS

NO.	DATE	DESCRIPTION	BY
1	07-20-2023	AS PER LANDSCAPE CHANGES	CAC

SCALE
N.T.S.

0 ½ 1
IF THIS BAR DOES NOT MEASURE 1" THIS COPY IS NOT TO SCALE

SHEET NUMBER
IR2 of 2



*TREE SURVEY REFERENCES BOUNDARY SURVEY CONDUCTED BY DEAN SURVEYING AND MAPPING, INC - PRODUCED 07/22/22 UNDER RICHARD N DEAN, FLORIDA SURVEYOR & MAPPER - FL CERTIFICATE NO. 4406 L.B. 6936

TLP

LAND CLEARING PLAN
PG 1 OF 2

4001 OLEANDER AVE.,
FORT PIERCE, FL34982

PREPARED FOR:
JOHNSON GROUP GLOBAL

PROJECT DETAILS
TREE SURVEY CONDUCTED 08/06/22 BY TAYLOR LAND PLANNING, LLC - ENVIRONMENTAL CONSULTANTS

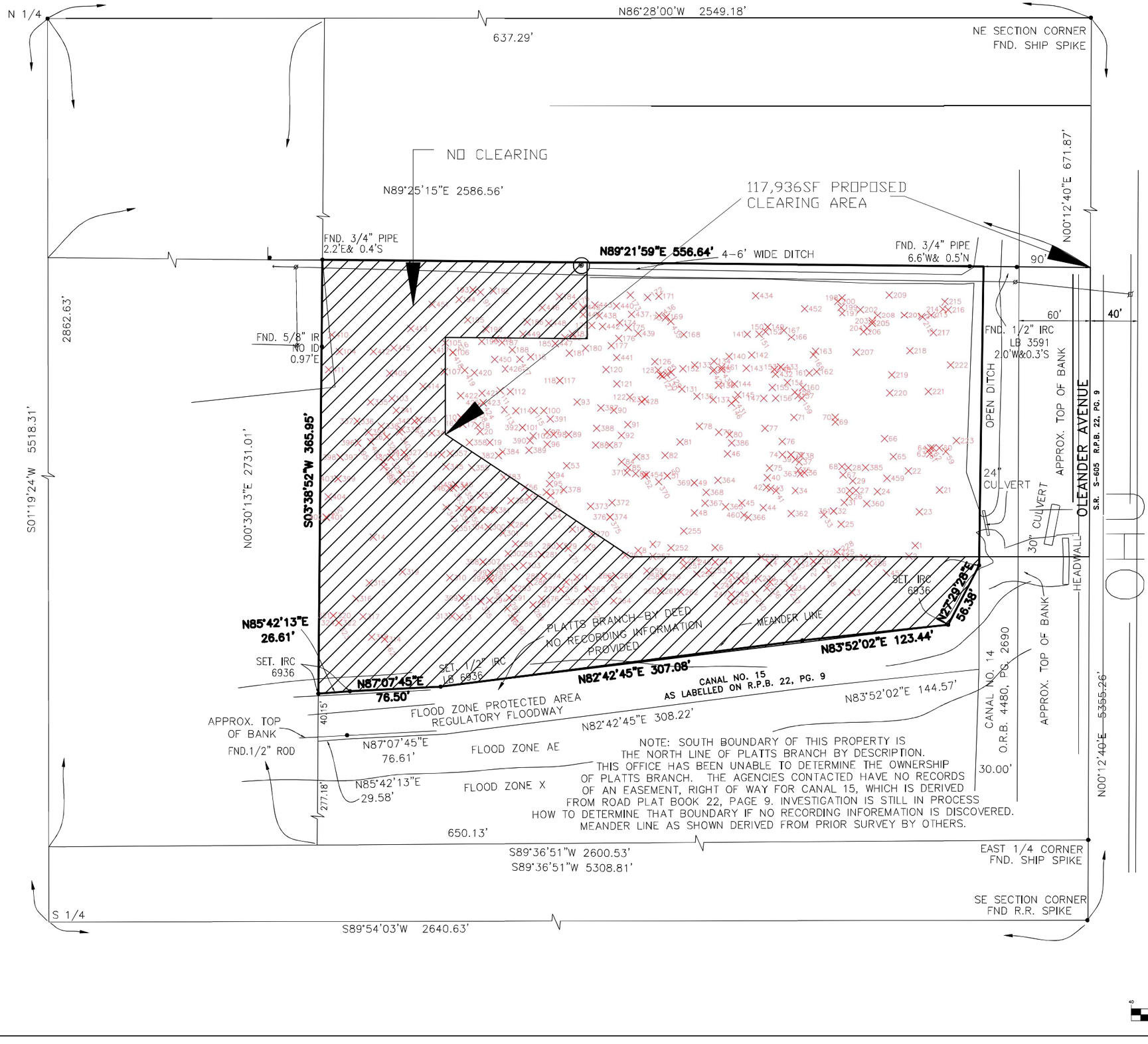
INITIAL	08/15/22
MODIFIED	
DRAWN BY	EDT
SCALE	1:40
SHEET	01

ID	TYPE	CALIPER	LATITUDE	LONGITUDE
1	LIVE OAK	26	N 27° 23' 24.12"	W 80° 20' 3.79"
2	LIVE OAK	37	N 27° 23' 24.03"	W 80° 20' 3.85"
3	LIVE OAK	44	N 27° 23' 23.73"	W 80° 20' 4.38"
4	LIVE OAK	44	N 27° 23' 23.98"	W 80° 20' 5.16"
5	LIVE OAK	6	N 27° 23' 23.77"	W 80° 20' 5.18"
6	LIVE OAK - GROUP	12, 22	N 27° 23' 24.11"	W 80° 20' 5.66"
7	LIVE OAK - GROUP	9, 12	N 27° 23' 24.14"	W 80° 20' 6.24"
8	LIVE OAK	15	N 27° 23' 24.09"	W 80° 20' 6.38"
9	LIVE OAK	9	N 27° 23' 24.12"	W 80° 20' 6.85"
10	LIVE OAK	20	N 27° 23' 24.27"	W 80° 20' 6.99"
11	LIVE OAK	25	N 27° 23' 23.87"	W 80° 20' 6.95"
12	LIVE OAK	36	N 27° 23' 23.83"	W 80° 20' 7.05"
13	LIVE OAK	52	N 27° 23' 23.54"	W 80° 20' 8.05"
14	LIVE OAK	13	N 27° 23' 24.21"	W 80° 20' 8.85"
16	LIVE OAK	5	N 27° 23' 25.16"	W 80° 20' 8.06"
17	LIVE OAK	9	N 27° 23' 25.15"	W 80° 20' 8.01"
18	LIVE OAK	6	N 27° 23' 25.14"	W 80° 20' 7.87"
19	LIVE OAK	11	N 27° 23' 25.00"	W 80° 20' 7.76"
20	LIVE OAK	8	N 27° 23' 25.09"	W 80° 20' 7.85"
21	LIVE OAK	5	N 27° 23' 24.58"	W 80° 20' 3.56"
22	LIVE OAK	5	N 27° 23' 24.74"	W 80° 20' 3.85"
23	LIVE OAK	7	N 27° 23' 24.40"	W 80° 20' 3.75"
24	LIVE OAK - GROUP	6, 9	N 27° 23' 24.57"	W 80° 20' 4.14"
25	LIVE OAK	8	N 27° 23' 24.30"	W 80° 20' 4.48"
26	LIVE OAK	5	N 27° 23' 24.53"	W 80° 20' 4.40"
27	LIVE OAK	6	N 27° 23' 24.58"	W 80° 20' 4.34"
28	LIVE OAK	7	N 27° 23' 24.77"	W 80° 20' 4.41"
29	LIVE OAK	7	N 27° 23' 24.66"	W 80° 20' 4.37"
30	LIVE OAK	4	N 27° 23' 24.58"	W 80° 20' 4.40"
31	LIVE OAK	9	N 27° 23' 24.48"	W 80° 20' 4.45"
32	LIVE OAK	7	N 27° 23' 24.41"	W 80° 20' 4.55"
33	LIVE OAK	6	N 27° 23' 24.38"	W 80° 20' 4.64"
34	LIVE OAK	7	N 27° 23' 24.58"	W 80° 20' 4.91"
35	LIVE OAK	6	N 27° 23' 24.75"	W 80° 20' 4.88"
36	LIVE OAK	9	N 27° 23' 24.73"	W 80° 20' 4.82"
37	LIVE OAK	6	N 27° 23' 24.82"	W 80° 20' 4.87"
38	LIVE OAK	4	N 27° 23' 24.87"	W 80° 20' 4.85"
39	LIVE OAK	9	N 27° 23' 24.84"	W 80° 20' 4.91"
40	LIVE OAK	4	N 27° 23' 24.69"	W 80° 20' 5.17"
41	LIVE OAK	7	N 27° 23' 24.58"	W 80° 20' 5.09"
42	LAUREL OAK	6	N 27° 23' 24.61"	W 80° 20' 5.18"
43	LIVE OAK	5	N 27° 23' 24.60"	W 80° 20' 5.14"
44	LAUREL OAK	6	N 27° 23' 24.44"	W 80° 20' 5.21"
45	LAUREL OAK	10	N 27° 23' 24.48"	W 80° 20' 5.41"
46	LO	10	N 27° 23' 24.89"	W 80° 20' 5.54"
48	SLASH PINE	23	N 27° 23' 24.40"	W 80° 20' 5.85"
49	SLASH PINE	21	N 27° 23' 24.65"	W 80° 20' 5.85"
50	LIVE OAK	5	N 27° 23' 24.71"	W 80° 20' 6.10"
51	LIVE OAK	5	N 27° 23' 24.71"	W 80° 20' 6.10"
52	SLASH PINE	25	N 27° 23' 24.71"	W 80° 20' 6.32"
53	SLASH PINE	15	N 27° 23' 24.80"	W 80° 20' 7.04"
54	LIVE OAK	11	N 27° 23' 24.38"	W 80° 20' 7.21"
55	LIVE OAK	8	N 27° 23' 24.54"	W 80° 20' 7.39"
56	LIVE OAK	26	N 27° 23' 24.62"	W 80° 20' 7.43"
57	LIVE OAK	30	N 27° 23' 24.56"	W 80° 20' 7.85"
58	LIVE OAK - GROUP	16, 18, 25	N 27° 23' 24.43"	W 80° 20' 7.84"
59	LIVE OAK	9	N 27° 23' 24.90"	W 80° 20' 3.50"
60	LIVE OAK	4	N 27° 23' 24.93"	W 80° 20' 3.56"
61	LIVE OAK - GROUP	3, 4, 8	N 27° 23' 24.91"	W 80° 20' 3.66"
62	LIVE OAK	5	N 27° 23' 24.93"	W 80° 20' 3.62"
63	LIVE OAK	6	N 27° 23' 24.88"	W 80° 20' 3.65"
64	LIVE OAK	5	N 27° 23' 24.93"	W 80° 20' 3.64"
65	LIVE OAK	26	N 27° 23' 24.86"	W 80° 20' 3.99"
66	LIVE OAK	6	N 27° 23' 25.01"	W 80° 20' 4.07"
67	LIVE OAK	6	N 27° 23' 24.71"	W 80° 20' 4.46"
68	LIVE OAK	4	N 27° 23' 24.78"	W 80° 20' 4.47"
69	LIVE OAK	4	N 27° 23' 25.15"	W 80° 20' 4.53"
70	LIVE OAK	6	N 27° 23' 25.19"	W 80° 20' 4.53"
71	LAUREL OAK	20	N 27° 23' 25.19"	W 80° 20' 4.92"
72	LIVE OAK	5	N 27° 23' 24.88"	W 80° 20' 4.95"
73	LIVE OAK	4	N 27° 23' 24.88"	W 80° 20' 4.95"
74	LIVE OAK	7	N 27° 23' 24.88"	W 80° 20' 5.03"
75	LAUREL OAK	18	N 27° 23' 24.77"	W 80° 20' 5.15"
76	LIVE OAK	4	N 27° 23' 24.99"	W 80° 20' 5.03"
77	LAUREL OAK	6	N 27° 23' 25.10"	W 80° 20' 5.19"
78	LAUREL OAK	21	N 27° 23' 25.12"	W 80° 20' 5.80"
79	LIVE OAK	10	N 27° 23' 25.07"	W 80° 20' 5.62"
80	LIVE OAK	5	N 27° 23' 25.05"	W 80° 20' 5.52"
81	LAUREL OAK	20	N 27° 23' 24.99"	W 80° 20' 5.98"
82	LIVE OAK	6	N 27° 23' 24.88"	W 80° 20' 6.12"
83	LAUREL OAK	12	N 27° 23' 24.87"	W 80° 20' 6.39"
84	SLASH PINE	20	N 27° 23' 24.83"	W 80° 20' 6.53"
85	LAUREL OAK	8	N 27° 23' 24.78"	W 80° 20' 6.47"
86	SLASH PINE	14	N 27° 23' 24.73"	W 80° 20' 6.40"
87	LAUREL OAK	8	N 27° 23' 24.97"	W 80° 20' 6.64"
88	LAUREL OAK	15	N 27° 23' 24.97"	W 80° 20' 6.77"
89	LAUREL OAK	8	N 27° 23' 25.06"	W 80° 20' 7.02"
90	LIVE OAK	7	N 27° 23' 25.26"	W 80° 20' 6.60"
91	LIVE OAK	4	N 27° 23' 25.14"	W 80° 20' 6.47"
92	LIVE OAK	6	N 27° 23' 25.05"	W 80° 20' 6.53"
93	LAUREL OAK - GROUP	4, 4, 4, 4, 4, 6, 6	N 27° 23' 25.33"	W 80° 20' 6.94"
94	SLASH PINE	20	N 27° 23' 24.72"	W 80° 20' 7.18"
95	SLASH PINE	15	N 27° 23' 24.65"	W 80° 20' 7.20"
96	SLASH PINE	21	N 27° 23' 24.98"	W 80° 20' 7.22"
97	LIVE OAK	4	N 27° 23' 25.08"	W 80° 20' 7.22"
98	LIVE OAK	5	N 27° 23' 25.06"	W 80° 20' 7.16"
100	LIVE OAK	8	N 27° 23' 25.26"	W 80° 20' 7.25"
101	LIVE OAK	9	N 27° 23' 25.12"	W 80° 20' 7.45"
102	LIVE OAK	6	N 27° 23' 25.05"	W 80° 20' 7.35"
103	LIVE OAK	7	N 27° 23' 25.37"	W 80° 20' 8.67"
104	SLASH PINE	25	N 27° 23' 25.76"	W 80° 20' 9.16"
105	LAUREL OAK	15	N 27° 23' 25.83"	W 80° 20' 8.17"
106	SLASH PINE	30	N 27° 23' 25.75"	W 80° 20' 8.10"
107	SLASH PINE	15	N 27° 23' 25.24"	W 80° 20' 7.93"
107	SLASH PINE	22	N 27° 23' 25.59"	W 80° 20' 8.18"
108	LAUREL OAK	4	N 27° 23' 25.30"	W 80° 20' 7.88"
109	LIVE OAK	12	N 27° 23' 25.21"	W 80° 20' 8.03"
110	LIVE OAK	18	N 27° 23' 25.21"	W 80° 20' 8.03"
111	LIVE OAK	4	N 27° 23' 25.43"	W 80° 20' 7.66"

ID	TYPE	CALIPER	LATITUDE	LONGITUDE
112	SLASH PINE	15	N 27° 23' 25.42"	W 80° 20' 7.56"
113	SLASH PINE	17	N 27° 23' 25.27"	W 80° 20' 7.62"
114	SLASH PINE	16	N 27° 23' 25.26"	W 80° 20' 7.51"
115	SLASH PINE	14	N 27° 23' 25.26"	W 80° 20' 7.34"
116	LAUREL OAK	11	N 27° 23' 25.71"	W 80° 20' 7.37"
117	LAUREL OAK	5	N 27° 23' 25.51"	W 80° 20' 7.10"
118	LAUREL OAK	8	N 27° 23' 25.51"	W 80° 20' 7.10"
120	LAUREL OAK	7	N 27° 23' 25.60"	W 80° 20' 6.67"
121	LIVE OAK	7	N 27° 23' 25.48"	W 80° 20' 6.57"
122	LIVE OAK	5, 7	N 27° 23' 25.37"	W 80° 20' 6.45"
123	LIVE OAK	6	N 27° 23' 25.35"	W 80° 20' 6.31"
125	LIVE OAK	5	N 27° 23' 25.33"	W 80° 20' 6.34"
125	LIVE OAK	6	N 27° 23' 25.55"	W 80° 20' 6.16"
126	LIVE OAK	7	N 27° 23' 25.66"	W 80° 20' 6.21"
127	LIVE OAK	6	N 27° 23' 25.54"	W 80° 20' 6.14"
128	LIVE OAK	6	N 27° 23' 25.59"	W 80° 20' 6.18"
129	LAUREL OAK	7	N 27° 23' 25.35"	W 80° 20' 7.12"
129	LIVE OAK	5, 5	N 27° 23' 25.57"	W 80° 20' 6.06"
130	LAUREL OAK	6	N 27° 23' 25.55"	W 80° 20' 6.10"
131	LIVE OAK	7	N 27° 23' 25.43"	W 80° 20' 5.96"
132	LAUREL OAK	9	N 27° 23' 25.60"	W 80° 20' 5.95"
133	LAUREL OAK	4	N 27° 23' 25.63"	W 80° 20' 5.84"
134	LAUREL OAK	6	N 27° 23' 25.66"	W 80° 20' 5.66"
135	WAX MYRTLE - GROUP	3, 4	N 27° 23' 25.59"	W 80° 20' 5.66"
136	LIVE OAK	5	N 27° 23' 25.37"	W 80° 20' 5.82"
137	LIVE OAK	2, 3	N 27° 23' 25.34"	W 80° 20' 5.67"
138	LIVE OAK	9	N 27° 23' 25.46"	W 80° 20' 5.62"
140	WAX MYRTLE - GROUP	3, 4	N 27° 23' 25.70"	W 80° 20' 5.52"
141	LAUREL OAK	5, 6	N 27° 23' 25.89"	W 80° 20' 5.35"
142	LIVE OAK	3, 4	N 27° 23' 25.71"	W 80° 20' 5.31"
143	LAUREL OAK	4	N 27° 23' 25.60"	W 80° 20' 5.36"
144	LIVE OAK	3, 5	N 27° 23' 25.47"	W 80° 20' 5.47"
145	LIVE OAK	3, 6	N 27° 23' 25.38"	W 80° 20' 5.44"
146	LIVE OAK	4	N 27° 23' 25.31"	W 80° 20' 5.50"
147	LIVE OAK - GROUP	2, 3, 4, 4	N 27° 23' 25.35"	W 80° 20' 5.20"
148	LIVE OAK	4	N 27° 23' 25.55"	W 80° 20' 5.09"
148	LIVE OAK	3, 5	N 27° 23' 25.59"	W 80° 20' 5.10"
149	LIVE OAK	3, 4	N 27° 23' 25.95"	W 80° 20' 5.16"
150	LIVE OAK	7	N 27° 23' 25.95"	W 80° 20' 5.16"
151	LIVE OAK	5	N 27° 23' 25.89"	W 80° 20' 5.24"
152	LAUREL OAK	2, 3	N 27° 23' 25.91"	W 80° 20' 5.18"
153	LAUREL OAK - GROUP	4	N 27° 23' 25.61"	W 80° 20' 5.04"
154	LIVE OAK	5	N 27° 23' 25.48"	W 80° 20' 4.98"
155	LIVE OAK	6	N 27° 23' 25.44"	W 80° 20' 5.12"
156	LIVE OAK	5, 7	N 27° 23' 25.35"	W 80° 20' 5.09"
157	LIVE OAK	4	N 27° 23' 25.37"	W 80° 20' 4.88"
158	LAUREL OAK	3, 4	N 27° 23' 25.40"	W 80° 20' 4.91"
159	LIVE OAK	8	N 27° 23' 25.35"	W 80° 20' 4.84"
160	LIVE OAK	6	N 27° 23' 25.44"	W 80° 20' 4.83"
161	LAUREL OAK	2, 3	N 27° 23' 25.56"	W 80° 20' 4.77"
162	LAUREL OAK - GROUP	2, 4, 5	N 27° 23' 25.57"	W 80° 20' 4.70"
163	LIVE OAK	4	N 27° 23' 25.74"	W 80° 20' 4.71"
165	LIVE OAK	4	N 27° 23' 25.71"	W 80° 20' 4.73"
166	LIVE OAK - GROUP	4, 5, 6	N 27° 23' 25.86"	W 80° 20' 4.94"
167	LIVE OAK	6	N 27° 23' 25.92"	W 80° 20' 5.01"
168	LIVE OAK	9	N 27° 23' 25.89"	W 80° 20' 5.94"
169	LIVE OAK	6	N 27° 23' 26.04"	W 80° 20' 6.10"
170	LIVE OAK	10	N 27° 23' 26.03"	W 80° 20' 6.11"
171	LIVE OAK - GROUP	5, 6, 6	N 27° 23' 26.21"	W 80° 20' 6.17"
172	LIVE OAK	6	N 27° 23' 26.20"	W 80° 20' 6.28"
173	LAUREL OAK	13	N 27° 23' 26.22"	W 80° 20' 6.44"
174	SLASH PINE	11	N 27° 23' 25.99"	W 80° 20' 6.54"
175	LIVE OAK	7	N 27° 23' 25.95"	W 80° 20' 6.46"
176	SLASH PINE	13	N 27° 23' 25.86"	W 80° 20' 6.55"
177	SLASH PINE	18	N 27° 23' 25.80"	W 80° 20' 6.62"
178	LAUREL OAK	13	N 27° 23' 26.13"	W 80° 20' 6.97"
179	LAUREL OAK	11	N 27° 23' 25.97"	W 80° 20' 6.80"
180	LAUREL OAK	9	N 27° 23' 25.78"	W 80° 20' 6.86"
181	LAUREL OAK	20	N 27° 23' 25.74"	W 80° 20' 7.01"
182	LAUREL OAK	10	N 27° 23' 25.87"	W 80° 20' 7.05"
183	LAUREL OAK	9	N 27° 23' 25.90"	W 80° 20' 6.98"
184	LAUREL OAK	5	N 27° 23' 26.21"	W 80° 20' 7.10"
185	LAUREL OAK	8	N 27° 23' 25.82"	W 80° 20' 7.14"
186	LAUREL OAK	10	N 27° 23' 26.00"	W 80° 20' 7.40"
187	SLASH PINE	18	N 27° 23' 25.83"	W 80° 20' 7.64"
188	LAUREL OAK	6	N 27° 23' 25.77"	W 80° 20' 7.54"
189	LAUREL OAK	5	N 27° 23' 25.86"	W 80° 20' 7.70"
190	SLASH PINE	21	N 27° 23' 25.94"	W 80° 20' 7.79"
191	LAUREL OAK	20	N 27° 23' 26.25"	W 80° 20' 7.84"
192	LAUREL OAK	12	N 27° 23' 26.26"	W 80° 20' 7.72"
193	LAUREL OAK	13	N 27° 23' 26.21"	W 80° 20' 8.15"
193	LAUREL OAK - GROUP	3, 3, 3, 4, 4	N 27° 23' 26.27"	W 80° 20' 7.91"
194	LAUREL OAK	16	N 27° 23' 26.19"	W 80° 20' 8.04"
195	LAUREL OAK	14	N 27° 23' 26.02"	W 80° 20' 7.96"
196	LAUREL OAK	11	N 27° 23' 25.84"	W 80° 20' 7.83"
197	LIVE OAK	6	N 27° 23' 26.06"	W 80° 20' 4.46"
198	LAUREL OAK - GROUP	4, 4, 4, 4	N 27° 23' 26.19"	W 80° 20' 4.46"
199	LAUREL OAK - GROUP	3, 3, 3	N 27° 23' 26.11"	W 80° 20' 4.47"
200	LIVE OAK - GROUP	3, 3, 4, 4	N 27° 23' 26.16"	W 80° 20' 4.50"
201	LIVE OAK	5	N 27° 23' 26.16"	W 80° 20' 4.41"
201	- GROUP	4, 4, 4, 4, 4, 4	N 27° 23' 26.04"	W 80° 20' 3.88"
202	LIVE OAK	5	N 27° 23' 26.09"	W 80° 20' 4.29"
203	LAUREL OAK - GROUP	4, 4, 4, 4	N 27° 23' 25.99"	W 80° 20' 4.18"
204	LAUREL OAK	4	N 27° 23' 25.93"	W 80° 20' 4.23"
205	LAUREL OAK - GROUP	3, 3, 3	N 27° 23' 25.95"	W 80° 20' 4.06"
205	LIVE OAK	4	N 27° 23' 25.97"	W 80° 20' 4.18"
206	LIVE OAK	4	N 27° 23' 25.90"	W 80° 20' 4.26"
207	LAUREL OAK - GROUP	4, 4, 4, 4, 4	N 27° 23' 25.73"	W 80° 20' 4.33"
208	LAUREL OAK - GROUP	3, 3, 3	N 27° 23' 26.04"	W 80° 20' 4.13"
209	LIVE OAK	6	N 27° 23' 26.21"	W 80° 20' 4.02"
211	LIVE OAK - GROUP	3, 3, 3	N 27° 23' 26.03"	W 80° 20' 3.72"
212	LIVE OAK	5	N 27° 23' 26.02"	W 80° 20' 3.71"
213	LIVE OAK	7	N 27° 23' 26.04"	W 80° 20' 3.63"
214	LAUREL OAK	5	N 27° 23' 26.09"	W 80° 20' 3.52"
215	LAUREL OAK	8	N 27° 23' 26.15"	W 80° 20' 3.50"
216	LAUREL OAK - GROUP	5, 5, 5, 5, 5	N 27° 23' 26.08"	W 80° 20' 3.47"
217	LIVE OAK - GROUP	2, 2, 5	N 27° 23' 25.89"	W 80° 20' 3.61"
218	LIVE OAK	28	N 27° 23' 25.74"	W 80° 20' 3.83"
219	LIVE OAK	8	N 27° 23' 25.54"	W 80° 20' 4.00"
220	LIVE OAK	8	N 27° 23' 25.39"	W 80° 20' 4.02"
221	LIVE OAK	22	N 27° 23' 25.40"	W 80° 20' 3.66"
222	LIVE OAK	25	N 27° 23' 25.62"	W 80° 20' 3.45"

ID	TYPE	CALIPER	CT HEIGHT	LATITUDE	LONGITUDE
224	SABAL PALM	13	10	N 27° 23' 23.99"	W 80° 20' 4.90"
225	SABAL PALM	10	10	N 27° 23' 24.07"	W 80° 20' 4.52"
226	SABAL PALM	10	10	N 27° 23' 24.07"	W 80° 20' 4.52"
227	SABAL PALM	10	10	N 27° 23' 24.02"	W 80° 20' 4.44"
228	SABAL PALM	10	10	N 27° 23' 24.07"	W 80° 20' 4.52"
229	SABAL PALM	10	10	N 27° 23' 24.06"	W 80° 20' 4.67"
230	SABAL PALM	10	10	N 27° 23' 23.99"	W 80° 20' 4.74"
231	SABAL PALM	10	10	N 27° 23' 23.99"	W 80° 20' 4.74"
232	SABAL PALM	10	10	N 27° 23' 23.99"	W 80° 20' 4.74"
233	SABAL PALM	10	10	N 27° 23' 23.97"	W 80° 20' 4.99"
234	SABAL PALM	10	10	N 27° 23' 23.77"	W 80° 20' 4.97"
235	SABAL PALM	10	10	N 27° 23' 23.82"	W 80° 20' 5.15"
236	SABAL PALM	10	10	N 27° 23' 23.82"	W 80° 20' 5.15"
237	SABAL PALM	10	10	N 27° 23' 23.77"	W 80° 20' 4.97"
238	SABAL PALM	10	10	N 27° 23' 24.03"	W 80° 20' 5.23"
239	SABAL PALM	10	10	N 27° 23' 23.85"	W 80° 20' 5.26"
240	SABAL PALM	10	10	N 27° 23' 23.72"	W 80° 20' 5.29"
241	SABAL PALM	10	10	N 27° 23' 23.83"	W 80° 20' 5.42"
242	SABAL PALM	10	10	N 27° 23' 23.83"	W 80° 20' 5.42"
243	SABAL PALM	10	10	N 27° 23' 23.88"	W 80° 20' 5.51"
244	SABAL PALM	10	10	N 27° 23' 23.99"	W 80° 20' 5.66"
245	SABAL PALM	10	10	N 27° 23' 23.72"	W 80° 20' 5.51"
246	SABAL PALM	10	12	N 27° 23' 23.99"	W 80° 20' 5.66"
247	SABAL PALM	10	10	N 27° 23' 23.72"	W 80° 20' 5.51"
248	SABAL PALM	10	10	N 27° 23' 23.66"	W 80° 20' 5.52"
249	SABAL PALM	10	10	N 27° 23' 23.79"	W 80° 20' 5.65"
250	SABAL PALM	10	10	N 27° 23' 23.89"	W 80° 20' 5.83"
251	SABAL PALM	10	10	N 27° 23' 23.96"	W 80° 20' 5.95"
252	SABAL PALM	10	10	N 27° 23' 24.11"	W 80° 20' 6.07"
253	SABAL PALM	10	10	N 27° 23' 23.92"	W 80° 20' 5.72"
254	SABAL PALM	10	10	N 27° 23' 24.01"	W 80° 20' 5.96"
255	SABAL PALM	10	10	N 27° 23' 24.25"	W 80° 20' 5.95"
256	SABAL PALM	10	10	N 27° 23' 23.87"	W 80° 20' 6.14"
257	SABAL PALM	10	10	N 27° 23' 24.04"	W 80° 20' 6.24"
258	SABAL PALM	10	10	N 27° 23' 23.87"	W 80° 20' 6.14"
259	SABAL PALM	10	10	N 27° 23' 23.92"	W 80° 20' 6.30"
260	SABAL PALM	10	10	N 27° 23' 23.75"	W 80° 20' 6.17"
261	SABAL PALM	10	10	N 27° 23' 23.75"	W 80° 20' 6.17"
262	SABAL PALM	10	12	N 27° 23' 23.74"	W 80° 20' 5.98"
263	SABAL PALM	10	12	N 27° 23' 24.05"	W 80° 20' 6.50"
264	SABAL PALM	10	10	N 27° 23' 23.67"	W 80° 20' 6.61"
265	SABAL PALM	10	12	N 27° 23' 23.88"	W 80° 20' 6.59"
266	SABAL PALM	10	10	N 27° 23' 23.88"	W 80° 20' 6.59"
267	SABAL PALM	10	10	N 27° 23' 23.86"	W 80° 20' 6.64"
268	SABAL PALM	10	10	N 27° 23' 23.77"	W 80° 20' 6.85"
269	SABAL PALM	10	10	N 27° 23' 23.77"	W 80° 20' 6.85"
270	SABAL PALM	10	12	N 27° 23' 24.23"	W 80° 20' 6.81"
271	SABAL PALM	10	10	N 27° 23' 24.11"	W 80° 20' 7.03"
272	SABAL PALM	10	10	N 27° 23' 23.66"	W 80° 20' 6.84"
273	SABAL PALM	10	12	N 27° 23' 23.66"	W 80° 20' 6.84"
274	SABAL PALM	10	10	N 27° 23' 23.88"	W 80° 20' 7.26"
275	SABAL PALM	10	10	N 27° 23' 23.77"	W 80° 20' 7.10"
276	SABAL PALM	10	10	N 27° 23' 23.69"	W 80° 20' 7.28"
277	SABAL PALM	10	10	N 27° 23' 23.77"	W 80° 20' 7.10"
278	SABAL PALM	10	10	N 27° 23' 23.77"	W 80° 20' 7.10"
279	SABAL PALM	10	10	N 27° 23' 24.13"	W 80° 20' 7.11"
280	SABAL PALM	10	10	N 27° 23' 24.13"	W 80° 20' 7.11"
281	SABAL PALM	10	10	N 27° 23' 24.06"	W 80° 20' 7.28"
282	SABAL PALM	10	10	N 27° 23' 23.88"	W 80° 20' 7.26"
283	SABAL PALM	10	10	N 27° 23' 24.06"	W 80° 20' 7.28"
284	SABAL PALM	10	10	N 27° 23' 24.31"	W 80° 20' 7.56"
285	SABAL PALM	10	10	N 27° 23' 23.96"	W 80° 20' 7.53"
286	SABAL PALM	10	10	N 27° 23' 23.83"	W 80° 20' 7.39"
287	SABAL PALM	10	10	N 27° 23' 23.64"	W 80° 20' 7.36"
288	SABAL PALM	10	12	N 27° 23' 24.15"	W 80° 20' 7.52"
289	SABAL PALM	10	10	N 27° 23' 23.64"	W 80° 20' 7.36"
290	SABAL PALM	10	10	N 27° 23' 23.53"	W 80° 20' 7.53"
291	SABAL PALM	10	12	N 27° 23' 23.70"	W 80° 20' 7.58"
292	SABAL PALM	10	12	N 27° 23' 23.70"	W 80° 20' 7.58"
293	SABAL PALM	10	10	N 27° 23' 23.78"	W 80° 20' 7.54"
294	SABAL PALM	10	12	N 27° 23' 23.68"	W 80° 20' 7.77"
295	SABAL PALM	10	10	N 27° 23' 23.86"	W 80° 20' 7.77"
296	SABAL PALM	10	10	N 27° 23' 23.61"	W 80° 20' 7.60"
297	SABAL PALM	10	10	N 27° 23' 23.91"	W 80° 20' 7.76"
298	SABAL PALM	10	10	N 27° 23' 23.86"	W 80° 20' 7.77"
299	SABAL PALM	10	10	N 27° 23' 23.91"	W 80° 20' 7.76"
300	SABAL PALM	10	10	N 27° 23' 24.29"	W 80° 20' 7.78"
301	SABAL PALM	10	10	N 27° 23' 24.24"	W 80° 20' 7.64"
302	SABAL PALM	10	10	N 27° 23' 24.07"	W 80° 20' 7.59"
303	SABAL PALM	10	10	N 27° 23' 23.97"	W 80° 20' 7.45"
304	SABAL PALM	10	10	N 27° 23' 24.29"	W 80° 20' 7.78"
305	SABAL PALM	10	10	N 27° 23' 23.67"	W 80° 20' 7.85"
306	SABAL PALM	10	10	N 27° 23' 23.84"	W 80° 20' 7.76"
307	SABAL PALM	10	10	N 27° 23' 24.00"	W 80° 20' 7.83"
308	SABAL PALM	10	10	N 27° 23' 24.00"	W 80° 20' 7.83"
309	SABAL PALM	10	10	N 27° 23' 23.70"	W 80° 20' 8.03"
310	SABAL PALM	10	10	N 27° 23' 23.87"	W 80° 20' 8.14"
311	SABAL PALM	10	10	N 27° 23' 23.70"	W 80° 20' 8.03"
312	SABAL PALM	10	10	N 27° 23' 23.70"	W 80° 20' 8.03"
313	SABAL PALM	10	10	N 27° 23' 23.55"	W 80° 20' 8.12"
314	SABAL PALM	10	10	N 27° 23' 23.36"	W 80° 20' 8.75"
315	SABAL PALM	10	10	N 27° 23' 23.83"	W 80° 20' 8.89"
316	SABAL PALM	10	10	N 27° 23' 23.70"	W 80° 20' 9.02"
317	SABAL PALM	10	10	N 27° 23' 23.55"	W 80° 20' 8.95"
318	SABAL PALM	10	10	N 27° 23' 23.38"	W 80° 20' 8.87"
319	SABAL PALM	10	10	N 27° 23' 23.92"	W 80° 20' 8.58"
320	SABAL PALM	10	10	N 27° 23' 23.56"	W 80° 20' 9.23"
321	SABAL PALM	10	10	N 27° 23' 23.56"	W 80° 20' 9.23"
322	SABAL PALM	10	10	N 27° 23' 23.50"	W 80° 20' 9.18"
323	SABAL PALM	10	10	N 27° 23' 23.50"	W 80° 20' 9.18"
324	SABAL PALM	10	10	N 27° 23' 23.50"	W 80° 20' 9.18"
325	SABAL PALM	10	10	N 27° 23' 25.05"	W 80° 20' 8.72"
326	SABAL PALM	10	10	N 27° 23' 25.05"	W 80° 20' 8.72"
327	SABAL PALM	10	10	N 27° 23' 24.92"	W 80° 20' 8.56"
328	SABAL PALM	10	10	N 27° 23' 24.88"	W 80° 20' 8.68"
329	SABAL PALM	10	10	N 27° 23' 24.88"	W 80° 20' 8.68"
330	SABAL PALM	10	10	N 27° 23' 24.88"	W 80° 20' 8.68"

ID	TYPE	CALIPER	CT HEIGHT	LATITUDE	LONGITUDE
331	SABAL PALM	10	10	N 27° 23' 24.74"	W 80° 20' 8.58"
332	SABAL PALM	10	10	N 27° 23' 25.11"	W 80° 20' 8.58"
333	SABAL PALM	10	12	N 27° 23' 24.92"	W 80° 20' 8.56"
334	SABAL PALM	10	12	N 27° 23' 24.92"	W 80° 20' 8.56"
335	SABAL PALM	10	10	N 27° 23' 25.34"	W 80° 20' 8.87"
336	SABAL PALM	10	10	N 27° 23' 25.18"	W 80° 20' 9.00"
337	SABAL PALM	10	10	N 27° 23' 25.18"	W 80° 20' 9.00"
338	SABAL PALM	10	10	N 27° 23' 25.14"	W 80° 20' 8.77"
339	SABAL PALM	10	10	N 27° 23' 25.18"	W 80° 20' 8.46"
340	SABAL PALM	10	10	N 27° 23' 25.09"	W 80° 20' 8.60"
341	SABAL PALM	10	10	N 27° 23' 25.27"	W 80° 20' 8.63"
342	SABAL PALM	10	10



*TREE SURVEY REFERENCES BOUNDARY SURVEY CONDUCTED BY DEAN SURVEYING AND MAPPING, INC - PRODUCED 07/22/22 UNDER RICHARD N DEAN, FLORIDA SURVEYOR & MAPPER - FL CERTIFICATE NO. 4406 L.B. 6936

TLP

LAND CLEARING PLAN

PG 1 OF 2

4001 OLEANDER AVE.,
FORT PIERCE, FL34982

PREPARED FOR:
JOHNSON GROUP GLOBAL

PROJECT DETAILS
TREE SURVEY CONDUCTED 08/06/22 BY TAYLOR LAND PLANNING, LLC - ENVIRONMENTAL CONSULTANTS

INITIAL	3/23/23
MODIFIED	
DRAWN BY	EDT
SCALE	1:40
SHEET	01

LAND CLEARING MITIGATION PLAN

TREE REMOVAL LIST

ID	TYPE	CALIPER	LATITUDE	LONGITUDE
1	LIVE OAK	26	N 27° 23' 24.12"	W 80° 20' 3.79"
2	LIVE OAK	37	N 27° 23' 24.03"	W 80° 20' 3.85"
6	LIVE OAK - GROUP	12, 22	N 27° 23' 24.11"	W 80° 20' 5.66"
7	LIVE OAK - GROUP	9, 12	N 27° 23' 24.14"	W 80° 20' 6.24"
8	LIVE OAK	15	N 27° 23' 24.09"	W 80° 20' 6.38"
16	LIVE OAK	5	N 27° 23' 25.16"	W 80° 20' 8.06"
17	LIVE OAK	9	N 27° 23' 25.15"	W 80° 20' 8.01"
18	LIVE OAK	6	N 27° 23' 25.14"	W 80° 20' 7.87"
19	LIVE OAK	11	N 27° 23' 25.00"	W 80° 20' 7.76"
20	LIVE OAK	8	N 27° 23' 25.09"	W 80° 20' 7.85"
25	LIVE OAK	8	N 27° 23' 24.30"	W 80° 20' 4.48"
53	SLASH PINE	15	N 27° 23' 24.80"	W 80° 20' 7.04"
56	LIVE OAK	26	N 27° 23' 24.62"	W 80° 20' 7.43"
89	LAUREL OAK	8	N 27° 23' 25.06"	W 80° 20' 7.02"
93	LAUREL OAK - GROUP	4, 4, 4, 4, 4, 6, 6	N 27° 23' 25.33"	W 80° 20' 6.94"
94	SLASH PINE	20	N 27° 23' 24.72"	W 80° 20' 7.18"
95	SLASH PINE	15	N 27° 23' 24.65"	W 80° 20' 7.20"
96	SLASH PINE	21	N 27° 23' 24.98"	W 80° 20' 7.22"
97	LIVE OAK	4	N 27° 23' 25.08"	W 80° 20' 7.22"
98	LIVE OAK	5	N 27° 23' 25.06"	W 80° 20' 7.16"
100	LIVE OAK	8	N 27° 23' 25.26"	W 80° 20' 7.25"
101	LIVE OAK	9	N 27° 23' 25.12"	W 80° 20' 7.45"
102	LIVE OAK	6	N 27° 23' 25.05"	W 80° 20' 7.35"
105	LAUREL OAK	15	N 27° 23' 25.83"	W 80° 20' 8.17"
106	SLASH PINE	30	N 27° 23' 25.75"	W 80° 20' 8.10"
107	SLASH PINE	15	N 27° 23' 25.24"	W 80° 20' 7.93"
108	LAUREL OAK	4	N 27° 23' 25.30"	W 80° 20' 7.88"
109	LIVE OAK	12	N 27° 23' 25.21"	W 80° 20' 8.03"
110	LIVE OAK	18	N 27° 23' 25.21"	W 80° 20' 8.03"
111	LIVE OAK	4	N 27° 23' 25.43"	W 80° 20' 7.66"
112	SLASH PINE	15	N 27° 23' 25.42"	W 80° 20' 7.56"
113	SLASH PINE	17	N 27° 23' 25.27"	W 80° 20' 7.62"
114	SLASH PINE	16	N 27° 23' 25.26"	W 80° 20' 7.51"
115	SLASH PINE	14	N 27° 23' 25.26"	W 80° 20' 7.34"
116	LAUREL OAK	11	N 27° 23' 25.71"	W 80° 20' 7.37"
117	LAUREL OAK	5	N 27° 23' 25.51"	W 80° 20' 7.10"
118	LAUREL OAK	8	N 27° 23' 25.51"	W 80° 20' 7.10"
180	LAUREL OAK	9	N 27° 23' 25.78"	W 80° 20' 6.86"
181	LAUREL OAK	20	N 27° 23' 25.74"	W 80° 20' 7.01"
185	LAUREL OAK	8	N 27° 23' 25.82"	W 80° 20' 7.14"
187	SLASH PINE	18	N 27° 23' 25.83"	W 80° 20' 7.64"
188	LAUREL OAK	6	N 27° 23' 25.77"	W 80° 20' 7.54"
189	LAUREL OAK	5	N 27° 23' 25.86"	W 80° 20' 7.70"
196	LAUREL OAK	11	N 27° 23' 25.84"	W 80° 20' 7.83"
225	SABAL PALM	10	N 27° 23' 24.07"	W 80° 20' 4.52"
227	SABAL PALM	10	N 27° 23' 24.02"	W 80° 20' 4.44"
229	SABAL PALM	10	N 27° 23' 24.06"	W 80° 20' 4.67"
238	SABAL PALM	10	N 27° 23' 24.03"	W 80° 20' 5.23"
252	SABAL PALM	10	N 27° 23' 24.11"	W 80° 20' 6.07"
255	SABAL PALM	10	N 27° 23' 24.25"	W 80° 20' 5.95"
257	SABAL PALM	10	N 27° 23' 24.04"	W 80° 20' 6.24"
263	SABAL PALM	10	N 27° 23' 24.05"	W 80° 20' 6.50"
270	SABAL PALM	10	N 27° 23' 24.23"	W 80° 20' 6.81"
358	SABAL PALM	10	N 27° 23' 25.00"	W 80° 20' 7.95"
377	SABAL PALM	10	N 27° 23' 24.58"	W 80° 20' 7.23"
378	SABAL PALM	10	N 27° 23' 24.60"	W 80° 20' 7.07"
379	SABAL PALM	10	N 27° 23' 24.55"	W 80° 20' 7.19"
382	SABAL PALM	10	N 27° 23' 24.89"	W 80° 20' 7.68"
384	SABAL PALM	10	N 27° 23' 24.92"	W 80° 20' 7.64"
389	SABAL PALM	10	N 27° 23' 24.93"	W 80° 20' 7.39"
390	SABAL PALM	10	N 27° 23' 25.01"	W 80° 20' 7.38"
391	SABAL PALM	10	N 27° 23' 25.19"	W 80° 20' 7.19"
392	SABAL PALM	10	N 27° 23' 25.12"	W 80° 20' 7.45"
416	SABAL PALM	10	N 27° 23' 25.75"	W 80° 20' 8.10"
418	SABAL PALM	10	N 27° 23' 25.75"	W 80° 20' 8.10"
419	SABAL PALM	10	N 27° 23' 25.60"	W 80° 20' 7.99"
420	SABAL PALM	10	N 27° 23' 25.58"	W 80° 20' 7.90"
421	SABAL PALM	10	N 27° 23' 25.41"	W 80° 20' 7.83"
422	SABAL PALM	10	N 27° 23' 25.39"	W 80° 20' 8.03"
423	SABAL PALM	10	N 27° 23' 25.33"	W 80° 20' 7.82"
424	SABAL PALM	10	N 27° 23' 25.33"	W 80° 20' 7.82"
425	SABAL PALM	10	N 27° 23' 25.33"	W 80° 20' 7.82"
426	SABAL PALM	10	N 27° 23' 25.61"	W 80° 20' 7.61"
427	SABAL PALM	10	N 27° 23' 25.69"	W 80° 20' 7.47"
447	SABAL PALM	10	N 27° 23' 25.82"	W 80° 20' 7.14"
450	SABAL PALM	10	N 27° 23' 25.69"	W 80° 20' 7.71"
455	SABAL PALM	10	N 27° 23' 24.02"	W 80° 20' 4.27"

TREE REMOVAL LIST

ID	TYPE	CALIPER	LATITUDE	LONGITUDE
1	LIVE OAK	26	N 27° 23' 24.12"	W 80° 20' 3.79"
2	LIVE OAK	37	N 27° 23' 24.03"	W 80° 20' 3.85"
6	LIVE OAK - GROUP	12, 22	N 27° 23' 24.11"	W 80° 20' 5.66"
8	LIVE OAK	15	N 27° 23' 24.09"	W 80° 20' 6.38"
53	SLASH PINE	15	N 27° 23' 24.80"	W 80° 20' 7.04"
56	LIVE OAK	26	N 27° 23' 24.62"	W 80° 20' 7.43"
94	SLASH PINE	20	N 27° 23' 24.72"	W 80° 20' 7.18"
95	SLASH PINE	15	N 27° 23' 24.65"	W 80° 20' 7.20"
96	SLASH PINE	21	N 27° 23' 24.98"	W 80° 20' 7.22"
105	LAUREL OAK	15	N 27° 23' 25.83"	W 80° 20' 8.17"
106	SLASH PINE	30	N 27° 23' 25.75"	W 80° 20' 8.10"
107	SLASH PINE	15	N 27° 23' 25.24"	W 80° 20' 7.93"
110	LIVE OAK	18	N 27° 23' 25.21"	W 80° 20' 8.03"
112	SLASH PINE	15	N 27° 23' 25.42"	W 80° 20' 7.56"
113	SLASH PINE	17	N 27° 23' 25.27"	W 80° 20' 7.62"
114	SLASH PINE	16	N 27° 23' 25.26"	W 80° 20' 7.51"
115	SLASH PINE	14	N 27° 23' 25.26"	W 80° 20' 7.34"
181	LAUREL OAK	20	N 27° 23' 25.74"	W 80° 20' 7.01"
187	SLASH PINE	18	N 27° 23' 25.83"	W 80° 20' 7.64"

REQUIRED MITIGATION CALCULATIONS

TYPE	CALIPER TOTAL	REQUIRED 1:1	REPLACEMENT TYPE	CALIPER	NUMBER OF REPLACEMENTS
LIVE OAK	144	144	LIVE OAK	4"	36
SLASH PINE	196	196	LIVE OAK	4"	49
LAUREL OAK	35	35	LIVE OAK	4"	9

MITIGATION IS 1:1 PER SECTION 123.66.(D)(2). THE TOTAL MITIGATION REQUIRED IS 375". REPLACEMENT TREES ARE AS FOLLOWS FOR THE REQUIRED MITIGATION:

ILEX CASSINE: 3" CAL. X 27 TREES = 81" (22%)
QUERCUS VIRGINIA: 3" CAL. X 22 TREES = 66" (18%)

40% OF THE TREE MITIGATION REQUIREMENTS ARE MET VIA NEW PLANTINGS. THESE PLANTINGS WILL BE MAITAINED BY THE PROPERTY OWNER AND WILL BE THE RESPONSBILITY OF THE PROPERTY OWNER TO REPLACE UNHEALTHY AND DEAD TREES. THE PROPERTY OWNER SHALL SUBMIT TO AN ON-SITE INSPECTION OF THE PLANTED VEGETATION 12 MONTHS AFTER ISSUANCE OF THE FINAL DEVELOPMENT ORDER.

PLANTING DETAILS, METHODS, AND MATERIALS ARE OUTLINED IN THE LANDSCAPE PLAN.

THE REMAINING 228 INCHES (60%) MITIGATION REQUIRED WILL BE SATISFIED THROUGH THE CONTRIBUTION OF FUNDS TO THE CITY OF FORT PIERCE TREE PRESERVATION FUNDS.

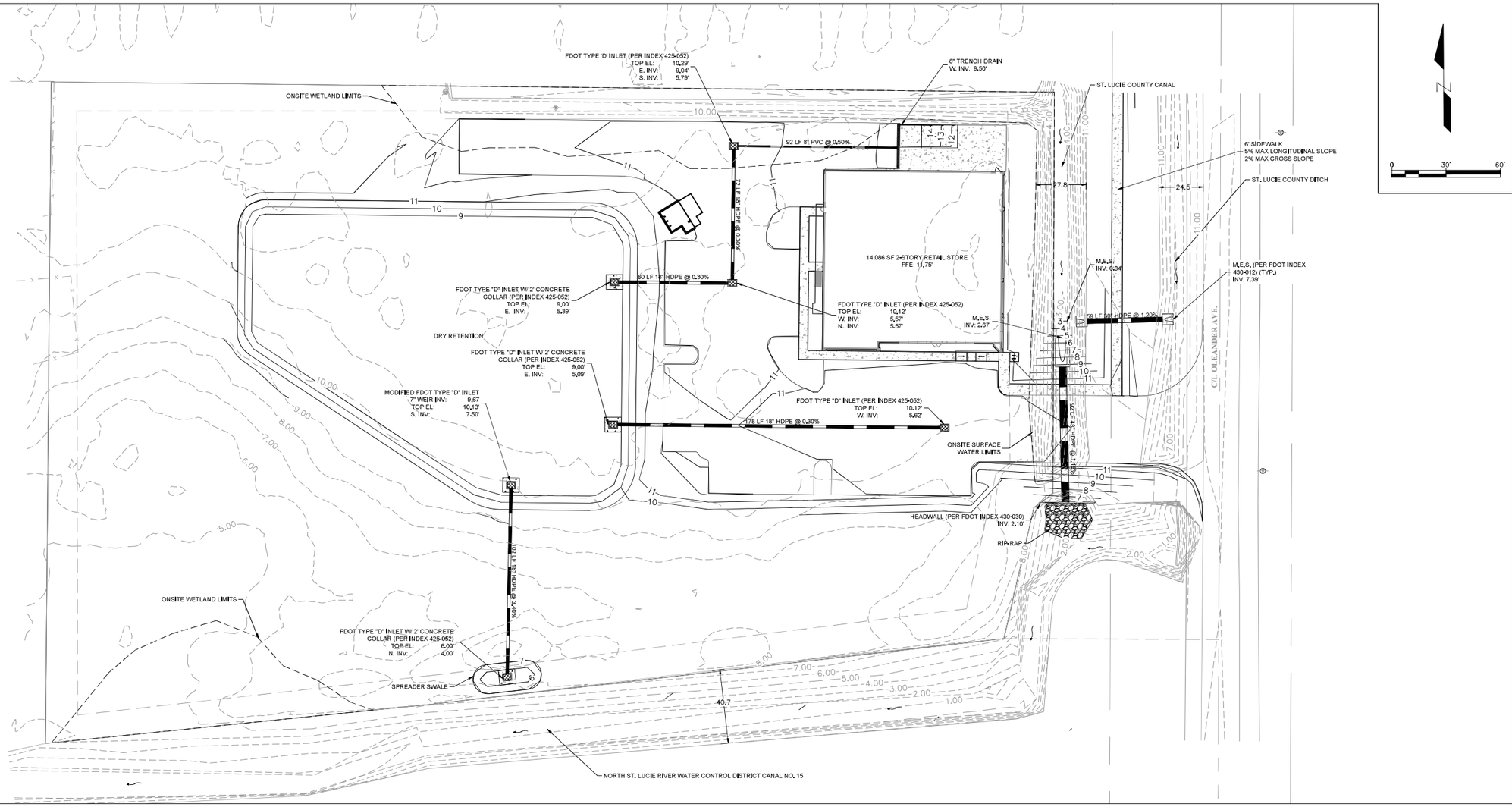
TLP

MITIGATION CALCULATIONS FOR TREE REMOVAL
PG 2 OF 2
4001 OLEANDER AVE.,
FORT PIERCE, FL34982
PREPARED FOR:
JOHNSON GROUP GLOBAL

PROJECT DETAILS

TREE SURVEY CONDUCTED 08/06/22 BY TAYLOR LAND PLANNING, LLC - ENVIRONMENTAL CONSULTANTS

INITIAL	08/15/22
MODIFIED	
DRAWN BY	EDT
SCALE	1:40
SHEET	02



ALL STORM DRAINAGE FACILITIES SHALL CONFORM TO CHAPTERS 32 AND 121 AND THE STANDARD SPECIFICATIONS OF THE CITY OF FORT PIERCE.

DEPREE ENGINEERING

DEPREE ENGINEERING, LLC
1613 CLOVERLAWN AVE.
ORLANDO, FL 32806
PH: (941)932-0166
LIC. NO. 35576

REVISIONS:	BY:	DATE:	COMMENTS:

DATE : 03/15/2023

MICHAEL DEPREE, PE
FL PE NO 86863

DRAINAGE PLAN

NAPA - OLEANDER AVE.

SHEET NO.

C5.0

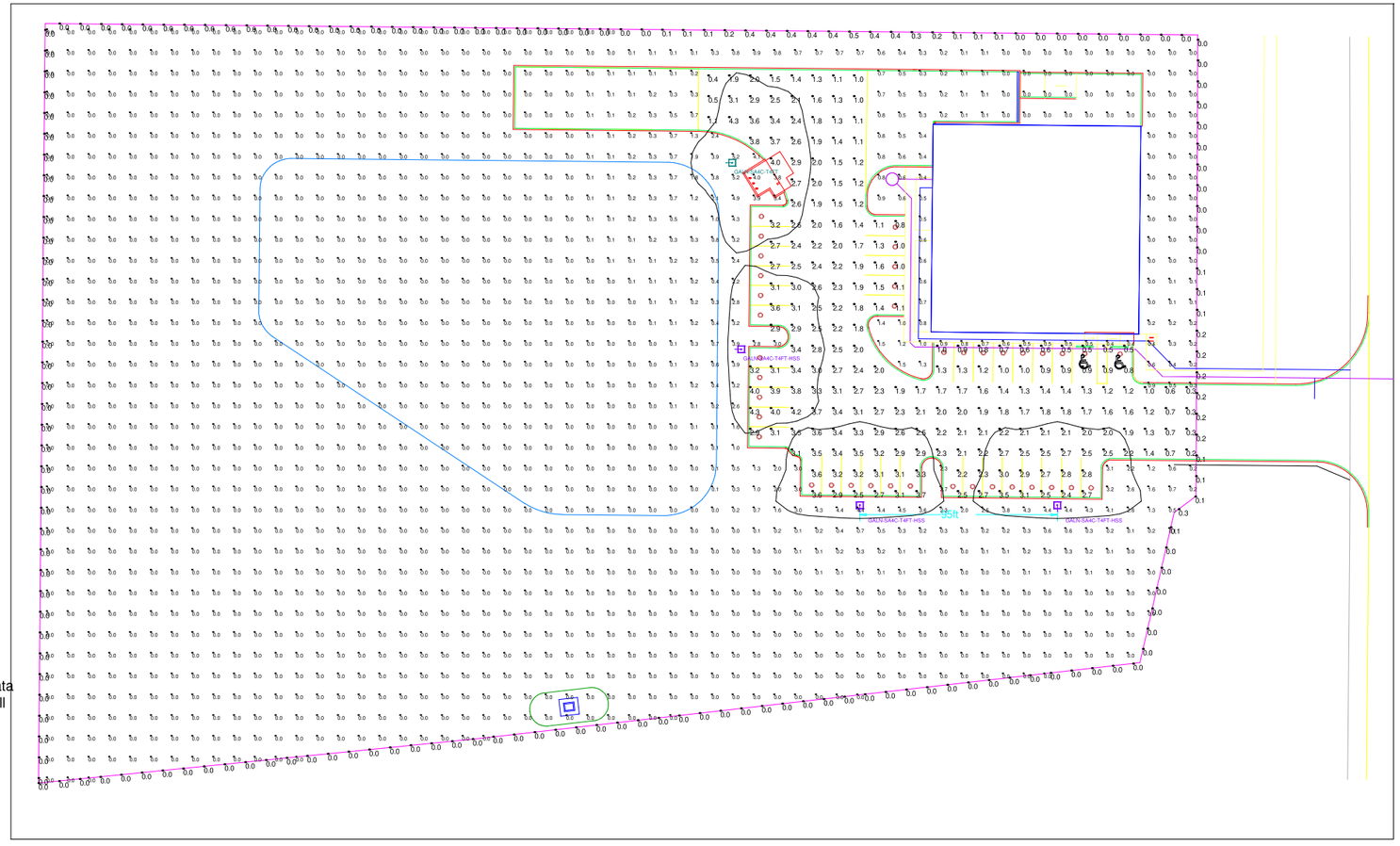
Building Height: 30'-0"
Mounting Height: 25'-0"

Building Reflectance: 50%
Calculation Height: Pavement

Luminaire Schedule							
Symbol	**Qty**	**Label**	**Arrangement**	**LLF**	**Luminaire Lumens**	**Description**	**Total Watts**
	1	GALN-SA4C-T4FT	Single	0.900	27751	GALN-SA4C-740-U-T4FT SNGL	213
	3	GALN-SA4C-T4FT-HSS	Single	0.900	20027	GALN-SA4C-740-U-T4FT-HSS SNGL	639

Calculation Summary									
Label	**CalcType**	**Units**	**Avg**	**Max**	**Min**	**Avg/Min**	**Max/Min**	**PtSpcLr**	**PtSpcTb**
Parking Lot at Pavement	Illuminance	Fc	2.15	4.3	0.2	10.75	21.50	10	10
Property Line at Pavement	Illuminance	Fc	0.04	0.5	0.0	N.A.	N.A.	10	N.A.
Site Outside Parking Lot to Property Line	Illuminance	Fc	0.18	5.2	0.0	N.A.	N.A.	10	10

Iso-illuminance Template: 0.5fc



The calculations provided in this report are predicted lighting levels based on the above described input data and characteristics. All information should be reviewed for accuracy, understanding and agreement with all information. Any discrepancies should be noted and the preparer of this report immediately advised to clarify or change as required.

Actual lighting levels may vary from this report due to a variety of circumstances, such as: reflectances, voltage variations, objects blocking or redirecting light, different mounting heights, installation, lamp and ballast tolerances, etc. Room is considered completely empty unless noted otherwise above. Unless specifically stated otherwise, predicted foot candles are not a recommendation of lighting levels.

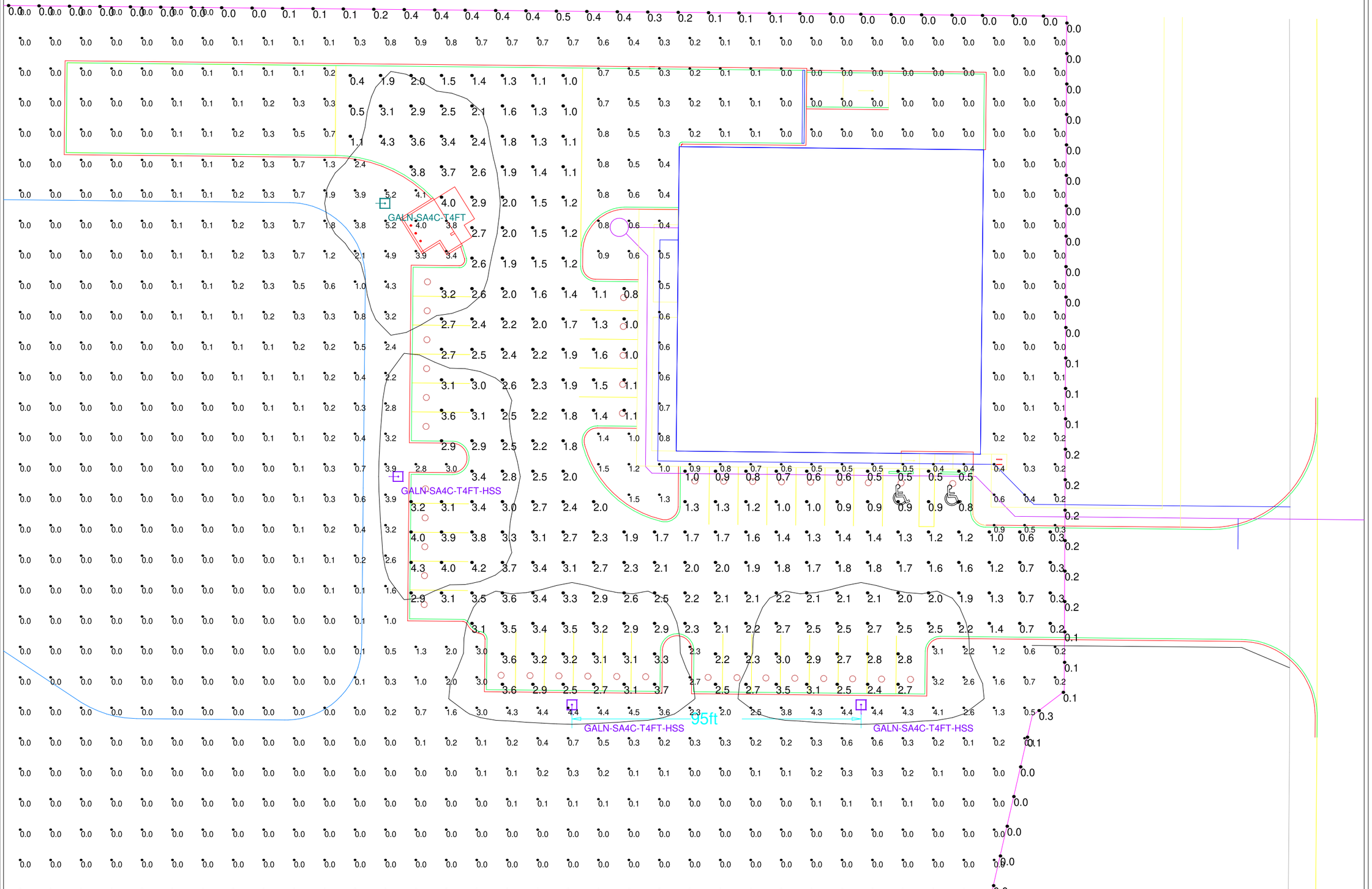
Ardd & Winter, Inc. assumes no responsibility for any such variances and will not be held responsible for lighting levels different from predicted levels in this report. Recipient of this report, or someone designated by recipient, must verify that lighting fixtures will physically fit within the specified location(s). Catalog numbers of lighting fixtures may not be complete as all conditions may not be known.

Where backgrounds are shown, these are typically used for reference purposes only, unless noted otherwise. Additional details available upon request.

Ardd+Winter
Lighting Manufacturer Representatives

Calculations By: MAB
Revised By:
Date:5/12/2023
Scale: Not to Scale

Project Name: NAPA - Fort Pierce FL Parking Lot Lighting
Revision: P2



See Page 1 for A+W Disclaimer.

Ardd+Winter
Lighting Manufacturer Representatives

Calculations By:	MAB
Revised By:	
Date:	5/12/2023
Scale:	Not to Scale

Project Name: NAPA - Fort Pierce FL Parking Lot Lighting

Revision: P2

NAPA Auto Parts

Traffic Impact Analysis

December 2022

Kimley»Horn

TRAFFIC IMPACT ANALYSIS

NAPA Auto Parts

City of Fort Pierce, FL

Prepared for:

DePree Engineering, LLC

Prepared by:

Kimley-Horn and Associates, Inc.

Alex Memering, P.E.

PE #91501

December 2022

©Kimley-Horn and Associates, Inc. 2022

Table of Contents

1.0 INTRODUCTION 1

2.0 STUDY AREA DETERMINATION 1

2.1 Trip Generation 1

2.2 Trip Distribution and Trip Assignment 3

2.3 Study Area 6

3.0 EXISTING CONDITIONS ANALYSIS – YEAR 2022 9

3.1 Existing Traffic 9

3.2 Existing Roadway Segment Conditions 9

3.3 Existing Intersection Conditions 11

4.0 BACKGROUND CONDITIONS ANALYSIS – YEAR 2025 13

4.1 Background Traffic 13

4.2 Background Growth Rate 13

4.3 Committed Improvements 14

4.4 Background Roadway Segment Analysis 14

4.5 Background Intersection Analysis 16

5.0 BUILDOUT CONDITIONS ANALYSIS – YEAR 2025 18

5.1 Buildout Traffic 18

5.2 Buildout Roadway Segment Analysis 18

5.3 Buildout Intersection Analysis 20

6.0 SITE ACCESS ANALYSIS 24

7.0 CONCLUSION 25

Tables

Table 1: Trip Generation Summary 2

Table 2: Roadway Segment Significance Test 7

Table 3: Existing (2022) AM Peak Hour Roadway Segment Analysis 10

Table 4: Existing (2022) PM Peak Hour Roadway Segment Analysis 10

Table 5: Existing (2022) AM Peak Hour Intersection Conditions 12

Table 6: Existing (2022) PM Peak Hour Intersection Conditions 12

Table 7: BEBR Growth Rate Calculation 13

Table 8: Background (2025) AM Peak Hour Roadway Segment Analysis 15

Table 9: Background (2025) PM Peak Hour Roadway Segment Analysis 15

Table 10: Background (2025) AM Peak Hour Intersection Conditions 17

Table 11: Background (2025) PM Peak Hour Intersection Conditions 17

Table 12: Buildout (2025) AM Peak Hour Roadway Segment Analysis 19

Table 13: Buildout (2025) PM Peak Hour Roadway Segment Analysis 19

Table 14: Buildout (2025) AM Peak Hour Intersection Conditions 20

Table 15: Buildout (2025) PM Peak Hour Intersection Conditions 21

Figures

Figure 1: Project Trip Distribution **4**

Figure 2: Project Trip Assignment **5**

Figure 3: Project Location and Study Area Roadway Segments/Intersections **8**

Figure 4: Buildout (2025) Traffic Volumes: AM Peak Hour **22**

Figure 5: Buildout (2025) Traffic Volumes: PM Peak Hour **23**

Appendices

Appendix A: Conceptual Site Plan

Appendix B: Excerpts from ITE Trip Generation Manual, Trip Generation Handbook, and Internal Capture Calculation Worksheets

Appendix C: Greater Treasure Coast Regional Planning Model (GTCRPM) Model Plots

Appendix D: Excerpts from St. Lucie TPO Traffic Counts and Level of Service Report 2022

Appendix E: Turning Movement Counts

Appendix F: FDOT's Florida Traffic Online 2021 Peak Season Factor Category Report

Appendix G: Turning Movement Volume Worksheets

Appendix H: Signal Timing/Phasing Plans

Appendix I: Synchro Outputs

Appendix J: Excerpts from Traffic Impact Studies Within Study Area

Appendix K: NCHRP Report 457 Outputs

1.0 INTRODUCTION

Kimley-Horn has been retained by DePree Engineering to analyze and document the traffic impacts associated with the development of an auto parts store in the City of Fort Pierce, Florida. The following is a Traffic Impact Analysis (TIA) that generally conforms to the policies and guidelines of the St. Lucie Transportation Planning Organization (TPO), St. Lucie County Land Development Code (LDC) Section 11.02.09, and the City of Fort Pierce LDC.

The proposed auto parts store is generally located on the west side of Oleander Avenue, south of Market Avenue in City of Fort Pierce, Florida. The project property is currently vacant. The proposed development is anticipated to be built by Year 2025 and is proposed to consist of up to 10,000 square feet of space.

Access to the site will be provided via one full-access driveway onto Oleander Avenue. This access point is shown on the conceptual site plan provided in **Appendix A**.

2.0 STUDY AREA DETERMINATION

2.1 TRIP GENERATION

Trip generation for the proposed project was calculated per procedures published in the 11th Edition of the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*. The Land Use Codes (LUC) used for the proposed site are:

- LUC 843, Automobile Parts Sales

Per procedures published in the ITE *Trip Generation Handbook*, 3rd Edition, the fitted curve equation was used to determine trip rates except when the R^2 value for the fitted curve was less than 0.75 or when no fitted curve equation was provided. In those cases, the weighted average rate was used.

Internal capture and pass-by reductions were applied using procedures published in the ITE *Trip Generation Handbook*, 3rd Edition. Relevant excerpts from the ITE Trip Generation Manual and Trip Generation Handbook, along with internal capture calculation spreadsheets, are included in **Appendix B**.

Table 1 provides the Daily, AM peak hour, and PM peak hour trip generation summary for the project.

Table 1: Trip Generation Summary

Land Use	Intensity	Daily Trips	AM Peak Hour of Adjacent Street			PM Peak Hour of Adjacent Street		
			Total	In	Out	Total	In	Out
Proposed Development								
Automobile Parts Sales	10 KSF	546	25	14	11	49	23	26
	Subtotal	*546*	*25*	*14*	*11*	*49*	*23*	*26*
Pass-By Traffic								
Automobile Parts Sales	43%	235	11	6	5	21	11	10
	Subtotal	*235*	*11*	*6*	*5*	*21*	*11*	*10*
Net External Trips		**311**	**14**	**8**	**6**	**28**	**12**	**16**
TOTAL NET EXTERNAL TRIPS		**311**	**14**	**8**	**6**	**28**	**12**	**16**

Note 1: Trip Generation was calculated using the data from ITE's Trip Generation Manual, 11th Edition

Automobile Parts Sales [ITE 843]

Daily	T = 54.57*X; (X is KSF)
AM Peak Hour of Adjacent Street	T = 2.51*X; (X is KSF); (55% in/ 45% out)
PM Peak Hour of Adjacent Street	T = 4.90*X; (X is KSF); (48% in/ 52% out)

2.2 TRIP DISTRIBUTION AND TRIP ASSIGNMENT

Projected traffic demand of project trips on study roadways was derived with use of the adopted regional travel demand model. Land use data for the project was entered into a new traffic analysis zone (TAZ) within the Greater Treasure Coast Regional Planning Model (GTCRPM) set and situated within the existing roadway network to appropriately represent project access. The model was used to assign trips for all trip purposes between allocated origin and destination pairs using project buildout year model data. Trip distribution for the project was extracted from the completed model assignment and reviewed for logic. The resulting model plots showing percent of daily project distribution are provided in **Appendix C**.

Daily model project distribution was referenced to manually assign project distribution at the study area intersections and driveways in general accordance with model output. **Figure 1** shows the intersection movement project distribution surrounding the proposed auto parts store used in this TIR.

Project trip distribution percentages were used to assign anticipated project trips to the study area roadways and intersections. **Figure 2** shows the anticipated AM and PM peak hour project volumes at the study area intersections.

Figure 1: Project Trip Distribution

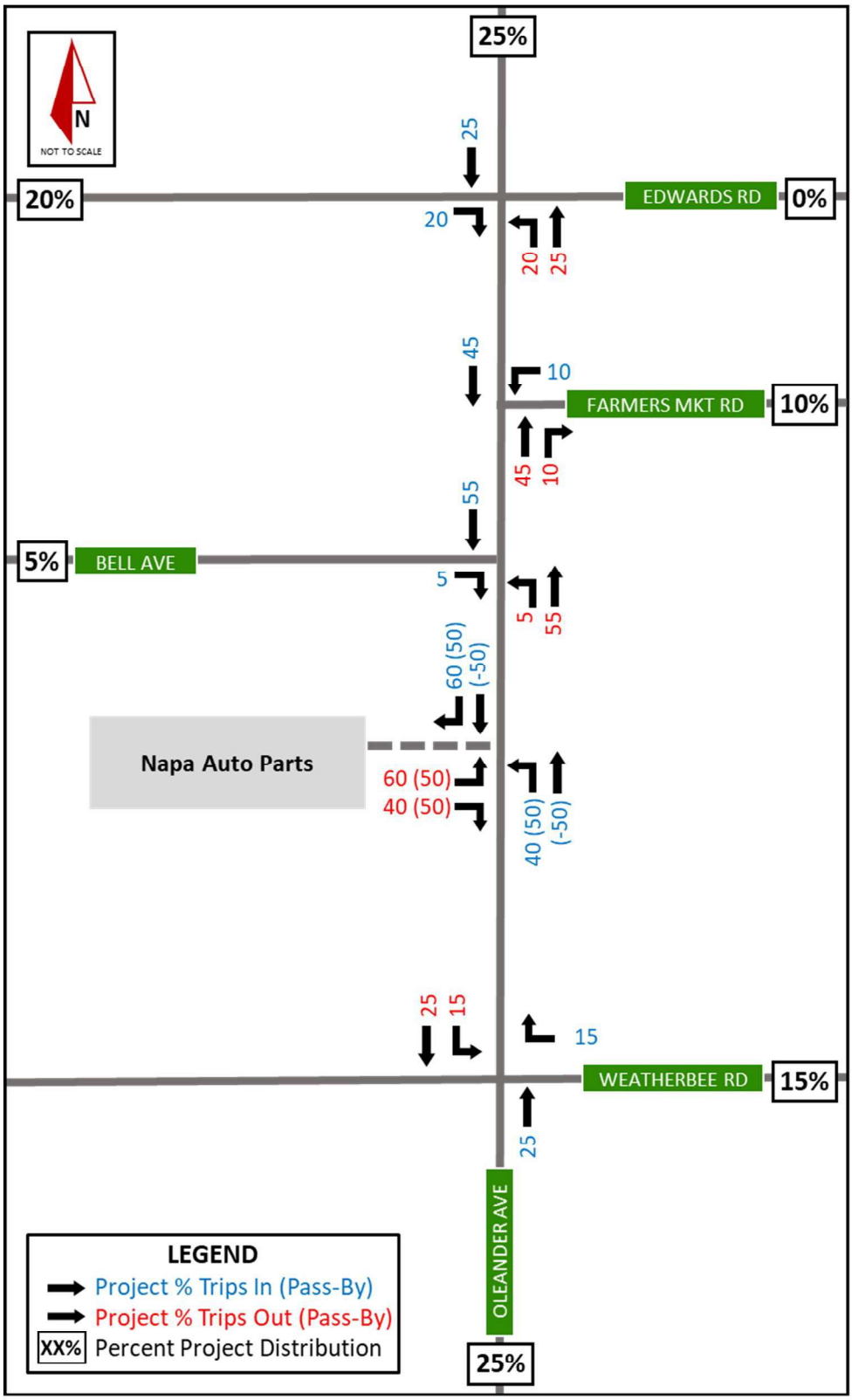
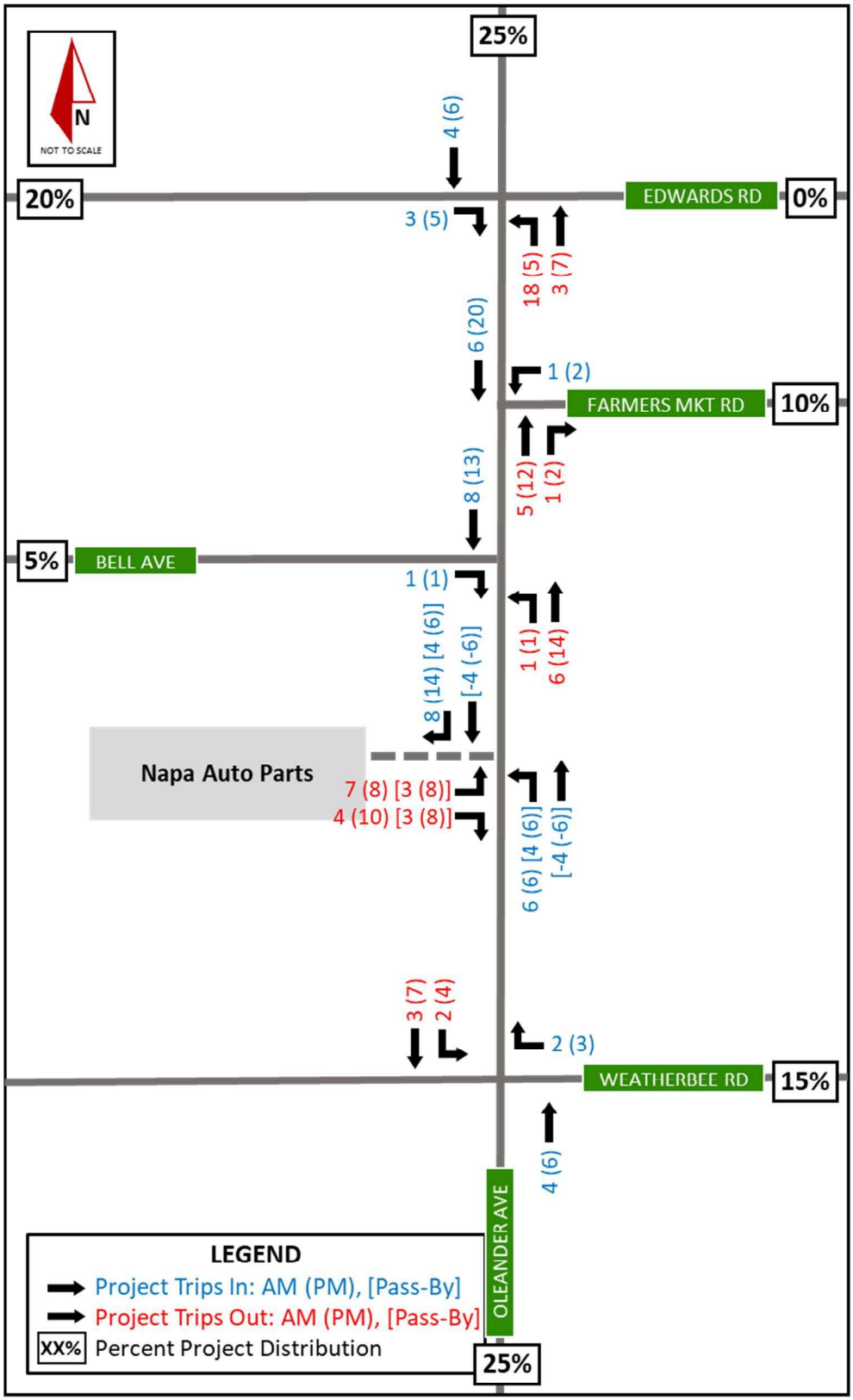


Figure 2: Project Trip Assignment



2.3 STUDY AREA

To determine roadway segments to be included in this TIA, a 1.0% significance test was performed for all major roadway segments within a 2-mile radius of the project site. The results of the 1.0% significance test are shown in **Table 2**. The percent significance for project trips was determined by comparing the maximum directional peak hour project trips to the directional peak hour service capacity as provided in the latest St. Lucie TPO Traffic Counts and Level of Service Report. Excerpts from the St. Lucie TPO traffic count report are included in **Appendix D**.

The resulting study area roadway segments are listed below and displayed on **Figure 3**:

- Oleander Avenue, from Weatherbee Road to Bell Avenue
- Oleander Avenue, from Bell Avenue to Farmers Market Road
- Oleander Avenue, from Farmers Market Road to Edwards Road

The project driveway and major impacted intersections along study area roadway segments were included in this TIA. The resulting study area intersections are listed below and displayed on **Figure 3**.

- Oleander Avenue & Weatherbee Road
- Oleander Avenue & Bell Avenue
- Oleander Avenue & Farmers Market Road
- Oleander Avenue & Edwards Road
- Oleander Avenue & Project Driveway

Table 2: Roadway Segment Significance Test

Roadway		Directional Peak Hour Service Capacity	% Project Distribution	Max Directional Peak Hour Project Trips (25 OUT)	% Project Significance
From	To				
Bell Avenue					
25th Street	Sunrise Boulevard	790	1%	0	0.0%
Sunrise Boulevard	Oleander Avenue	600	2%	0	0.1%
Edwards Road					
Selvitz Road	25th Street	880	6%	1	0.1%
25th Street	Sunrise Boulevard	1,630	19%	3	0.2%
Sunrise Boulevard	Oleander Avenue	1,630	19%	3	0.2%
Oleander Avenue	US 1	1,630	0%	0	0.0%
Farmers Market Road					
Oleander Avenue	US 1	750	6%	1	0.1%
Midway Road					
Selvitz Road	Christensen Road	2,100	7%	1	0.1%
Christensen Road	25th Street	2,100	7%	1	0.1%
25th Street	Sunrise Boulevard	2,100	14%	2	0.1%
Sunrise Boulevard	Oleander Avenue	2,100	15%	2	0.1%
Oleander Avenue	US 1	2,100	0%	0	0.0%
US 1	Wallace Street	790	3%	1	0.1%
Wallace Street	Weatherbee Road	920	3%	1	0.1%
Weatherbee Road	Indian River Drive	630	1%	0	0.0%
Oleander Avenue					
Kitterman Road	Midway Road	750	9%	1	0.2%
Midway Road	Weatherbee Road	750	26%	4	0.6%
Weatherbee Road	Bell Avenue	540	59%	9	**1.7%**
Bell Avenue	Farmers Market Road	540	55%	9	**1.6%**
Farmers Market Road	Edwards Road	750	49%	8	**1.0%**
Edwards Road	Wisteria Avenue	750	25%	4	0.5%
Wisteria Avenue	Gardenia Avenue	540	24%	4	0.7%
Sunrise Boulevard					
Midway Road	Bell Avenue	540	0%	0	0.0%
Bell Avenue	Edwards Road	750	1%	0	0.0%
Edwards Road	Cortez Boulevard	600	0%	0	0.0%
Cortez Boulevard	Virginia Avenue	750	0%	0	0.0%
US 1					
Easy Street	Midway Road	3,170	8%	1	0.0%
Midway Road	Weatherbee Road	2,100	11%	2	0.1%
Weatherbee Road	Farmers Market Road	2,000	2%	0	0.0%
Farmers Market Road	Edwards Road	2,000	4%	1	0.0%
Edwards Road	Savannah Road	2,000	3%	1	0.0%
Savannah Road	Gardenia Avenue	2,000	3%	1	0.0%
Weatherbee Road					
Oleander Avenue	US 1	750	15%	2	0.3%
US 1	Midway Road	750	3%	1	0.1%
25th Street					
Midway Road	Bell Avenue	2,100	1%	0	0.0%
Bell Avenue	Edwards Road	2,100	0%	0	0.0%
Edwards Road	Cortez Boulevard	2,000	13%	14	0.7%

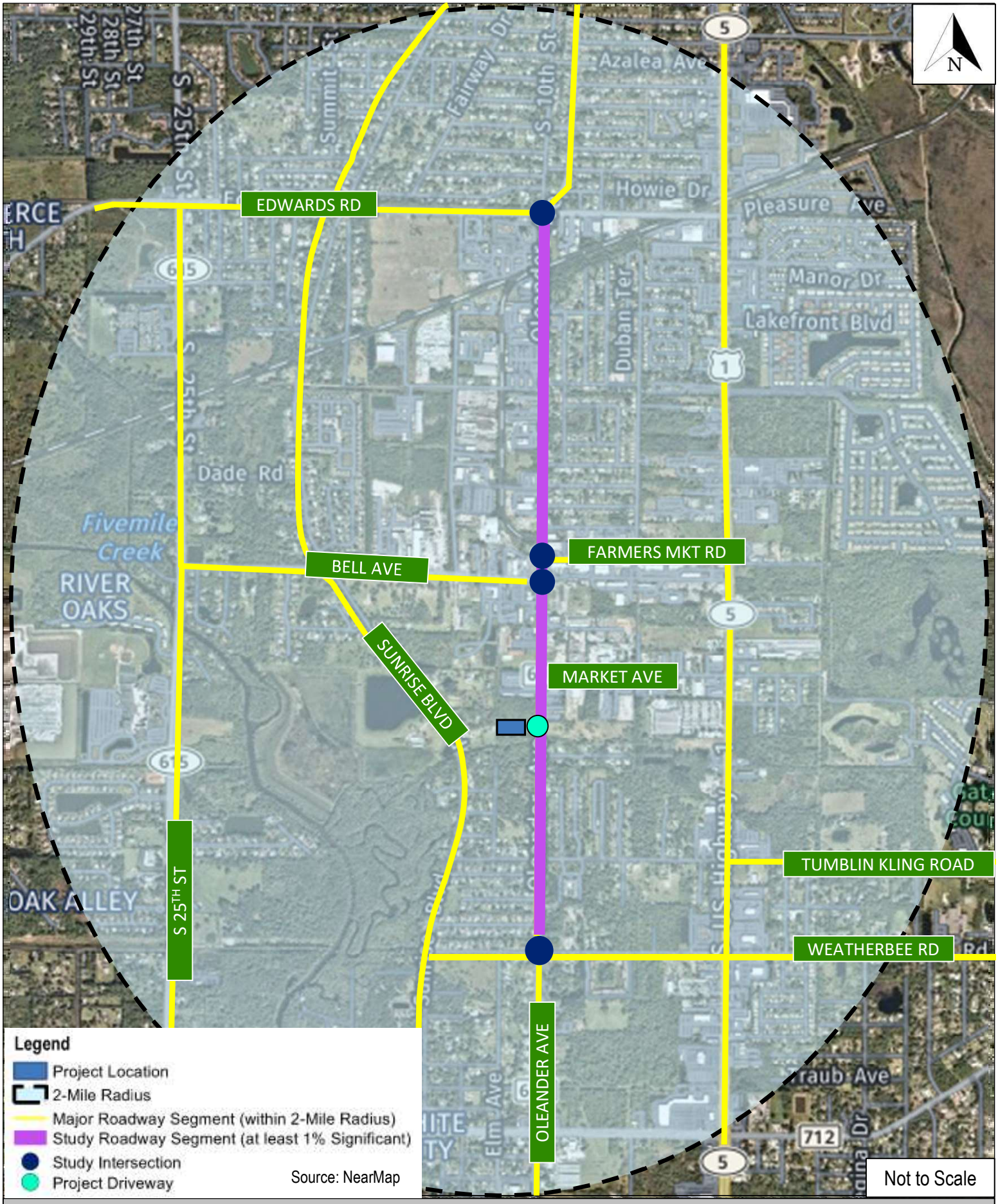


Figure 3 – Project Location and Study Area Roadway Segments/Intersections

3.0 EXISTING CONDITIONS ANALYSIS – YEAR 2022

3.1 EXISTING TRAFFIC

Turning movement counts (TMCs) were collected at the study intersections on Tuesday, November 15, 2022 and are provided in **Appendix E**. Data was collected during the AM (7:00 AM to 9:00 AM) and PM (4:00 PM to 6:00 PM) peak periods.

The existing turning movement volumes were adjusted to peak season using a 1.05 adjustment factor published by the Florida Department of Transportation (FDOT). The data referenced from FDOT's Florida Traffic Online 2022 Peak Season Factor Category Report is included in **Appendix F**. Adjusted turning movement volume worksheets for all intersections are included in **Appendix G**. The AM and PM peak hour intersection turning movement volumes at the study area intersections are illustrated on **Figures 4 and 5**, respectively.

3.2 EXISTING ROADWAY SEGMENT CONDITIONS

A roadway segment analysis was performed within the study area to determine existing AM and PM peak hour conditions. The analysis was conducted by comparing Year 2022 peak hour peak direction (PHPD) traffic volumes to the PHPD service capacities per the latest St. Lucie TPO Traffic Counts and Level of Service Report (excerpts included in **Appendix D**).

The existing roadway segment data is included in **Tables 3 and 4** for AM and PM peak hour roadway segment conditions, respectively. As shown in the tables, the analysis identifies an existing capacity deficiency for both scenarios for the study area roadway segment of Oleander Avenue from Bell Avenue to Farmers Market Road.

Table 3: Existing (2022) AM Peak Hour Roadway Segment Analysis

Roadway Segment	Roadway Attributes [1]				PHPD Service Capacity [2]	2022 Existing AM PHPD [1]	V/C Ratio	Exceeds Capacity?
	Functional Classification	Area Type	Adopted LOS	Number of Lanes				
Oleander Avenue								
Weatherbee Road to Bell Avenue	Minor Arterial	Urban	D	2U	540	370	0.69	No
Bell Avenue to Farmers Market Road	Minor Arterial	Urban	D	2U	540	605	**1.12**	**Yes**
Farmers Market Road to Edwards Road	Minor Arterial	Urban	D	2U	750	605	0.81	No

1. Roadway attributes were obtained from the 2010 FDOT St. Lucie County Federal Functional Classification Map, St. Lucie County Transportation Element, and supplemented with the 2020 FDOT Quality/LOS Tables.
2. Obtained from the latest St. Lucie TPO Traffic Counts and Level of Service Report

Table 4: Existing (2022) PM Peak Hour Roadway Segment Analysis

Roadway Segment	Roadway Attributes [1]				PHPD Service Capacity [2]	2022 Existing PM PHPD [1]	V/C Ratio	Exceeds Capacity?
	Functional Classification	Area Type	Adopted LOS	Number of Lanes				
Oleander Avenue								
Weatherbee Road to Bell Avenue	Minor Arterial	Urban	D	2U	540	401	0.74	No
Bell Avenue to Farmers Market Road	Minor Arterial	Urban	D	2U	540	574	**1.06**	**Yes**
Farmers Market Road to Edwards Road	Minor Arterial	Urban	D	2U	750	574	0.77	No

1. Roadway attributes were obtained from the 2010 FDOT St. Lucie County Federal Functional Classification Map, St. Lucie County Transportation Element, and supplemented with the 2020 FDOT Quality/LOS Tables.
2. Obtained from the latest St. Lucie TPO Traffic Counts and Level of Service Report

3.3 EXISTING INTERSECTION CONDITIONS

Intersection operational analyses were performed for 2022 existing conditions in the AM and PM peak hour using procedures outlined in the *Highway Capacity Manual (2010)* with Synchro (v11) software. Signal timing and phasing plans were provided by St. Lucie County staff and are included in **Appendix H**. A summary of intersection level of service (LOS), delay, and maximum volume/capacity (v/c) ratios for AM and PM peak hour existing conditions are provided in **Tables 5 and 6**, respectively. Synchro outputs are provided in **Appendix I**.

As shown in the tables, the study area intersections operate at an acceptable LOS with turning movements demonstrating maximum v/c ratios of less than one (1.0) in both scenarios.

Table 5: Existing (2022) AM Peak Hour Intersection Conditions

Intersection	AM Peak Hour Existing Conditions		
	LOS	Delay (Sec)	Max V/C Ratio
Oleander Avenue & Weatherbee Road	C	16.9	0.32
Oleander Avenue & Bell Avenue	C	19.1	0.42
Oleander Avenue & Farmers Market Road	B	14.8	0.18
Oleander Avenue & Edwards Road	C	22.2	0.79

Notes:
1. Intersection LOS and delay at unsignalized intersections are reported for the most critical stop-controlled approach only.

Table 6: Existing (2022) PM Peak Hour Intersection Conditions

Intersection	PM Peak Hour Existing Conditions		
	LOS	Delay (Sec)	Max V/C Ratio
Oleander Avenue & Weatherbee Road	D	28.0	0.44
Oleander Avenue & Bell Avenue	D	27.0	0.56
Oleander Avenue & Farmers Market Road	C	19.0	0.28
Oleander Avenue & Edwards Road	C	25.4	0.85

Notes:
1. Intersection LOS and delay at unsignalized intersections are reported for the most critical stop-controlled approach only.

4.0 BACKGROUND CONDITIONS ANALYSIS – YEAR 2025

4.1 BACKGROUND TRAFFIC

Background traffic conditions, without the impact of project trips on the roadway network, were evaluated for Year 2025. Background volumes on study area intersections and roadway segments were derived by applying an annual growth rate to existing traffic counts, then adding vested trips.

Vested trips from Oleander Oaks, a planned single-family residential development located just south of the project site, and American Silicone, a planned mixed-use development located south of the project site, were incorporated into the background analysis. Relevant excerpts from both traffic studies are included in **Appendix J.**

Turning movement volume worksheets for all intersections are provided in **Appendix G** The AM and PM peak hour intersection turning movement volumes at the study area intersections are illustrated on **Figures 4 and 5**, respectively.

4.2 BACKGROUND GROWTH RATE

The University of Florida's Bureau of Economic and Business Research (BEBR) analyzes population growth trends in counties throughout the state, along with other statistical metrics. Per direction from the St. Lucie TPO, the BEBR high growth rate shall be used as it reflects the actual annual growth rate in the County since 1995.

As shown in **Table 7**, the St. Lucie County BEBR high growth rate for Year 2025 is approximately 2.21%. Therefore, a 2.21% annual background growth rate was used in this analysis.

Table 7: BEBR Growth Rate Calculation

County	BEBR Pop Estimate April 1, 2021	BEBR Population Projections (April 1)		2025
		Range	2025	
St. Lucie	340,060	Low	348,200	0.34%
		Medium	370,400	1.27%
		High	392,600	**2.21%**

4.3 COMMITTED IMPROVEMENTS

The St. Lucie TPO 2045 Long Range Transportation Plan (LRTP), the TPO's Transportation Improvement Program (TIP), and FDOT's 5-year work program, was referenced to determine that no roadway improvements are planned within the study area. Therefore, no improvements were included in the intersection operational analyses (existing, background, and buildout scenarios).

4.4 BACKGROUND ROADWAY SEGMENT ANALYSIS

A roadway segment analysis was performed within the study area to determine background AM and PM peak hour conditions. The analysis was conducted by comparing Year 2025 peak hour peak direction (PHPD) traffic volumes to the PHPD service capacities per the latest St. Lucie TPO Traffic Counts and Level of Service Report (excerpts included in **Appendix D**). Year 2025 PHPD volumes were derived by applying a 2.21% annual growth rate to Year 2022 PHPD volumes, then adding vested trips.

For the AM and PM peak hour background and buildout analyses, the LOS standard and corresponding peak hour service capacity for the segments of Oleander Avenue from Bell Avenue to Farmers Market, was increased from LOS E to F (AM) and LOS D to E (PM) as the St. Lucie County Comprehensive Plan Transportation Element (October 26, 2010) states the following:

> *"The County wishes to maintain a LOS D or better for all roadways but recognizes that allowing a LOS E allows development to proceed while a minimum of LOS D might cause severe constraints on private development. However, a LOS D will be utilized for these roadways when establishing transportation impact fees."*

The background roadway segment data is included in **Tables 8 and 9** for AM and PM peak hour roadway segment conditions, respectively. As shown in the tables, the analysis identifies all study area roadway segments will operate acceptably during AM and PM peak hour background traffic conditions, with the LOS increase for the roadway segment of Oleander Avenue from Bell Avenue to Farmers Market.

Table 8: Background (2025) AM Peak Hour Roadway Segment Analysis

Roadway Segment	Adopted LOS	PHPD Service Capacity [1]	2022 Existing AM PHPD	Annual Growth Rate	Vested Trips	2025 Bkgrd AM PHPD [2]	V/C Ratio	Exceeds Capacity?
Oleander Avenue								
Weatherbee Road to Bell Avenue	D	540	370	2.21%	87	482	0.89	No
Bell Avenue to Farmers Market Road	E[3]	800	605	2.21%	81	726	0.91	No
Farmers Market Road to Edwards Road	D	750	605	2.21%	72	717	0.96	No

1. Obtained from the latest St. Lucie TPO Traffic Counts and Level of Service Report.
2. 2022 PHPD values were grown annually by 2.21%, then summed with vested trips to reach 2025 PM PHPD values.
3. LOS standard and correspoding service capacity were increased per the St. Lucie County Comprehensive Plan (October 26, 2010).

Table 9: Background (2025) PM Peak Hour Roadway Segment Analysis

Roadway Segment	Adopted LOS	PHPD Service Capacity [1]	2022 Existing PM PHPD	Annual Growth Rate	Vested Trips	2025 Bkgrd PM PHPD [2]	V/C Ratio	Exceeds Capacity?
Oleander Avenue								
Weatherbee Road to Bell Avenue	D	800	401	2.21%	57	485	0.61	No
Bell Avenue to Farmers Market Road	E[3]	800	574	2.21%	54	666	0.83	No
Farmers Market Road to Edwards Road	D	800	574	2.21%	47	659	0.82	No

1. Obtained from the latest St. Lucie TPO Traffic Counts and Level of Service Report.
2. 2022 PHPD values were grown annually by 2.21%, then summed with vested trips to reach 2025 PM PHPD values.
3. LOS standard and correspoding service capacity were increased per the St. Lucie County Comprehensive Plan (October 26, 2010).

4.5 BACKGROUND INTERSECTION ANALYSIS

Intersection operational analyses were performed for 2025 background conditions in the AM and PM peak hour using procedures outlined in the *Highway Capacity Manual 6* with Synchro (v11) software. Signal timing and phasing plans were provided by St. Lucie County staff and are included in **Appendix H**. A summary of intersection level of service (LOS), delay, and maximum volume/capacity (v/c) ratios for AM and PM peak hour existing conditions are provided in **Tables 10 and 11**, respectively. Synchro outputs are provided in **Appendix I**.

As shown in the tables, the study area intersections operate at an acceptable LOS with turning movements demonstrating maximum v/c ratios of less than one (1.0) in both scenarios.

Table 10: Background (2025) AM Peak Hour Intersection Conditions

Intersection	AM Peak Hour Background Conditions		
	LOS	Delay (Sec)	Max V/C Ratio
Oleander Avenue & Weatherbee Road	C	22.1	0.35
Oleander Avenue & Bell Avenue	D	29.0	0.59
Oleander Avenue & Farmers Market Road	C	19.2	0.28
Oleander Avenue & Edwards Road	C	23.4	0.83

Notes:
1. Intersection LOS and delay at unsignalized intersections are reported for the most critical stop-controlled approach only.

Table 11: Background (2025) PM Peak Hour Intersection Conditions

Intersection	PM Peak Hour Background Conditions		
	LOS	Delay (Sec)	Max V/C Ratio
Oleander Avenue & Weatherbee Road	E	41.5	0.62
Oleander Avenue & Bell Avenue	E	42.2	0.72
Oleander Avenue & Farmers Market Road	C	23.6	0.37
Oleander Avenue & Edwards Road	C	27.5	0.87

Notes:
1. Intersection LOS and delay at unsignalized intersections are reported for the most critical stop-controlled approach only.

5.0 BUILDOUT CONDITIONS ANALYSIS – YEAR 2025

5.1 BUILDOUT TRAFFIC

Buildout traffic conditions were evaluated for Year 2025. Buildout volumes were developed by adding anticipated project trips to background volumes. Turning movement volume worksheets for all intersections can be found in **Appendix G**.

5.2 BUILDOUT ROADWAY SEGMENT ANALYSIS

A roadway segment analysis was performed within the study area to determine buildout AM and PM peak hour conditions. The analysis was conducted by comparing Year 2025 peak hour peak direction (PHPD) traffic volumes to the PHPD service capacities per the latest St. Lucie TPO Traffic Counts and Level of Service Report (excerpts included in **Appendix D**). Year 2025 PHPD volumes were derived by adding anticipated project trips to background volumes.

The buildout roadway segment data is included in **Tables 12 and 13** for AM and PM peak hour roadway segment conditions, respectively. As shown in the tables, the analysis identifies all study area roadway segments will operate acceptably during AM and PM peak hour buildout traffic conditions, with the LOS increase for the roadway segment of Oleander Avenue from Bell Avenue to Farmers Market

Table 12: Buildout (2025) AM Peak Hour Roadway Segment Analysis

Roadway Segment	Adopted LOS	PHPD Service Capacity [1, 2]	2025 Bkgrd AM PHPD	Project Dist.	Project Trips AM PHPD	2025 Buildout AM PHPD	V/C Ratio	Exceeds Capacity?
Oleander Avenue								
Weatherbee Road to Bell Avenue	D	540	482	59%	5	487	0.90	No
Bell Avenue to Farmers Market Road	E[3]	800	726	55%	4	730	0.91	No
Farmers Market Road to Edwards Road	D	750	717	49%	4	721	0.96	No

1. Obtained from the latest St. Lucie TPO Traffic Counts and Level of Service Report.
2. 2022 PHPD values were grown annually by 2.21%, then summed with vested trips to reach 2025 PM PHPD values.
3. LOS standard and correspoding service capacity were increased per the St. Lucie County Comprehensive Plan (October 26, 2010).

Table 13: Buildout (2025) PM Peak Hour Roadway Segment Analysis

Roadway Segment	Adopted LOS	PHPD Service Capacity [1, 2]	2025 Bkgrd PM PHPD	Project Dist.	Project Trips PM PHPD	2025 Buildout PM PHPD	V/C Ratio	Exceeds Capacity?
Oleander Avenue								
Weatherbee Road to Bell Avenue	D	540	485	59%	9	494	0.91	No
Bell Avenue to Farmers Market Road	E[3]	800	666	55%	9	675	0.84	No
Farmers Market Road to Edwards Road	D	750	659	49%	8	667	0.89	No

1. Obtained from the latest St. Lucie TPO Traffic Counts and Level of Service Report.
2. 2022 PHPD values were grown annually by 2.21%, then summed with vested trips to reach 2025 PM PHPD values.
3. LOS standard and correspoding service capacity were increased per the St. Lucie County Comprehensive Plan (October 26, 2010).

5.3 BUILDOUT INTERSECTION ANALYSIS

Intersection operational analyses were performed for 2025 buildout conditions in the AM and PM peak hour using procedures outlined in the *Highway Capacity Manual 6* with Synchro (v11) software. Signal timing and phasing plans were provided by St. Lucie County staff and are included in **Appendix H**. A summary of intersection level of service (LOS), delay, and maximum volume/capacity (v/c) ratios for AM and PM peak hour existing conditions are provided in **Tables 14 and 15**, respectively. Synchro outputs are provided in **Appendix I**.

As shown in the tables, the study area intersections operate at an acceptable LOS with turning movements demonstrating maximum v/c ratios of less than one (1.0) in both scenarios. The AM and PM peak hour intersection turning movement volumes at buildout for the study area intersections are illustrated on **Figures 4 and 5**, respectively.

Table 14: Buildout (2025) AM Peak Hour Intersection Conditions

Intersection	AM Peak Hour Buildout Conditions		
	LOS	Delay (Sec)	Max V/C Ratio
Oleander Avenue & Weatherbee Road	C	22.7	0.47
Oleander Avenue & Bell Avenue	D	29.5	0.59
Oleander Avenue & Farmers Market Road	C	19.6	0.29
Oleander Avenue & Edwards Road	C	23.5	0.83
Oleander Avenue & Project Driveway	B	14.8	0.05

Notes:
1. Intersection LOS and delay at unsignalized intersections are reported for the most critical stop-controlled approach only.

Table 15: Buildout (2025) PM Peak Hour Intersection Conditions

Intersection	PM Peak Hour Buildout Conditions		
	LOS	Delay (Sec)	Max V/C Ratio
Oleander Avenue & Weatherbee Road	E	41.5	0.62
Oleander Avenue & Bell Avenue	E	47.1	0.75
Oleander Avenue & Farmers Market Road	D	25.6	0.40
Oleander Avenue & Edwards Road	C	28.9	0.88
Oleander Avenue & Project Driveway	C	16.6	0.13

Notes:
1. Intersection LOS and delay at unsignalized intersections are reported for the most critical stop-controlled approach only.

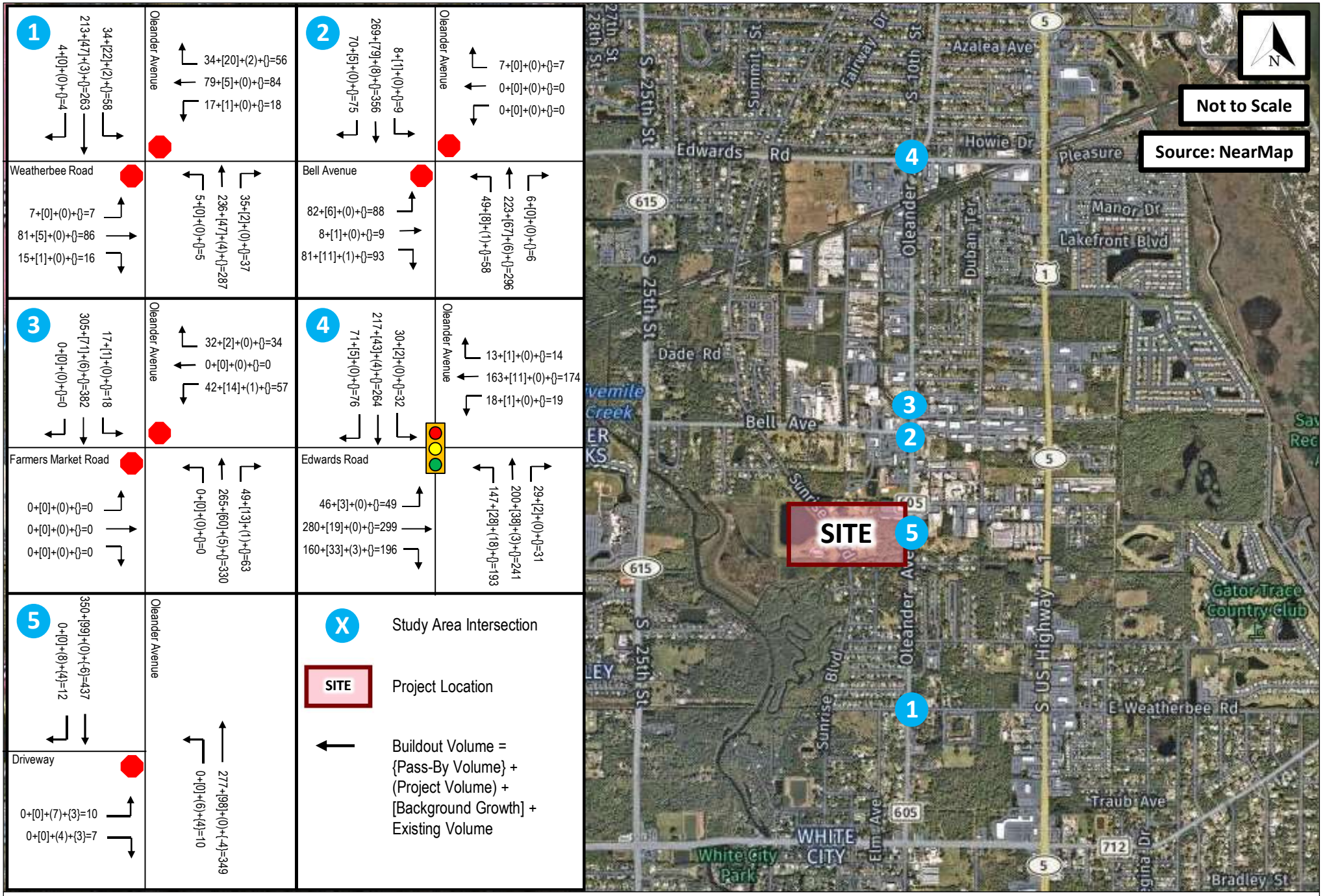


Figure 4 - Buildout (2025) Traffic Volumes: AM Peak Hour

NAPA Auto Parts | City of Fort Pierce, FL

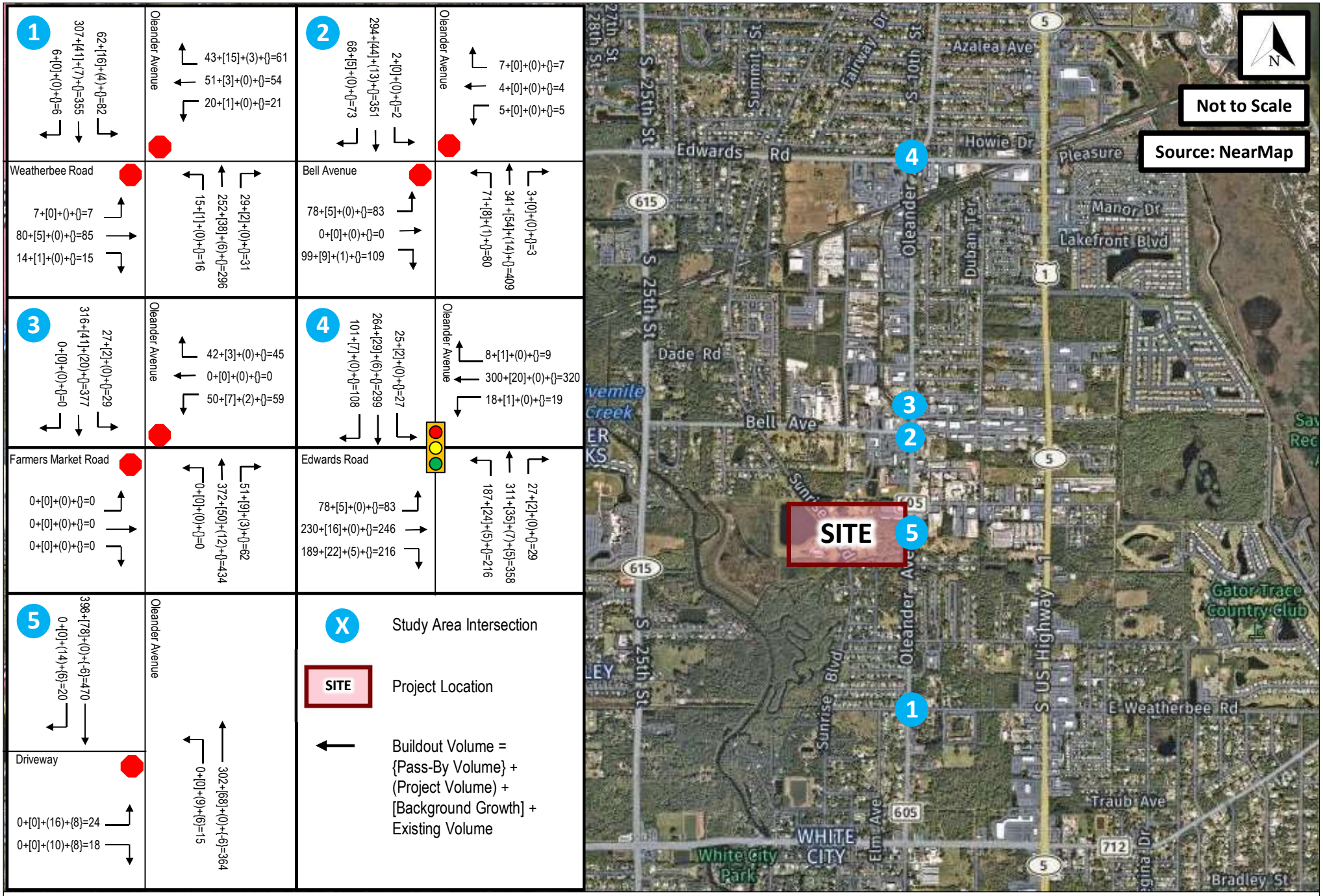


Figure 5 - Buildout (2025) Traffic Volumes: PM Peak Hour

NAPA Auto Parts | City of Fort Pierce, FL

6.0 SITE ACCESS ANALYSIS

Access to the site will be provided via one full-access driveway onto Oleander Avenue. The need for exclusive ingress turn lanes was evaluated at the proposed project driveway using National Cooperative of Highway Research Programs (NCHRP) Report 457 criteria.

The projected buildout year 2025 traffic volumes on Oleander Avenue, as well as the projected northbound ingress turning movement volumes at the proposed project driveway, were compared to the thresholds of the NCHRP Report 457 for determination of whether a major road left-turn lane is required at a stop-controlled minor street intersection. Report NCHRP 457 compares the major street speed, approach volume, opposing volume, and left-turning volume to determine whether a dedicated left-turn lane is warranted on the major street approach. Based on the low ingress left-turn volumes projected at the project driveway during the AM peak hour, an exclusive northbound left-turn lane at the project driveway is not warranted based on the criteria within the NCHRP 457 analysis.

The observed traffic volumes on Oleander Avenue, as well as the projected southbound ingress turning volumes at the proposed project driveway, were compared to the thresholds of the NCHRP Report 457 for determination of whether a major road right-turn lane is required at a stop-controlled minor street intersection. Report NCHRP 457 compares the major street speed, approach volume, and right-turning volume to determine whether a dedicated right-turn lane is warranted on the major street approach. Based on the low ingress right-turn volumes projected at the project driveway, and the low existing traffic volumes on Oleander Avenue during the AM and PM peak hours, an exclusive southbound right-turn lane at the project driveway is not warranted based on the criteria within the NCHRP 457 analysis.

The NCRHP Report 457 outputs for the northbound left-turn lane and southbound right-turn lane for the projected buildout AM and PM peak hour scenarios are provided in **Appendix K**.

7.0 CONCLUSION

This TIA was completed to assess the transportation impacts of associated with the development of Napa Auto Parts in the City of Fort Pierce, Florida. NAPA Auto Parts is a proposed retail development generally located on the east side of Oleander Avenue, south of Market Avenue in City of Fort Pierce, Florida. The development is anticipated to be built by Year 2025 and is proposed to consist of ±10,000 square feet of retail space. Access to the site will be provided via one full-access driveway onto Oleander Avenue.

The project is expected to generate 311 net new external Daily traffic volumes, 14 net new AM peak hour external trips (8 in, 6 out) and 28 net new PM peak hour external trips (12 in, 16 out) based on ITE trip generation data and procedures. Project trips were distributed onto the surrounding roadway network using the latest adopted regional travel demand model and manual assignment at the study area intersections.

AM and PM peak hour roadway segment capacity analyses were performed for study area roadway segments for existing (2022), background (2025), and buildout (2025) conditions. The analyses identified the roadway segment of Oleander Avenue from Bell Avenue to Farmers Market Road to be deficient 2022 existing AM and PM peak hour traffic conditions. However, based upon information within the St. Lucie County Comprehensive Plan Transportation Element (October 26, 2010), the LOS capacity was increased for this study area roadway segment during 2025 background and buildout AM and PM peak hour traffic conditions. Therefore, all study area roadway segments will operate acceptably upon buildout of the development.

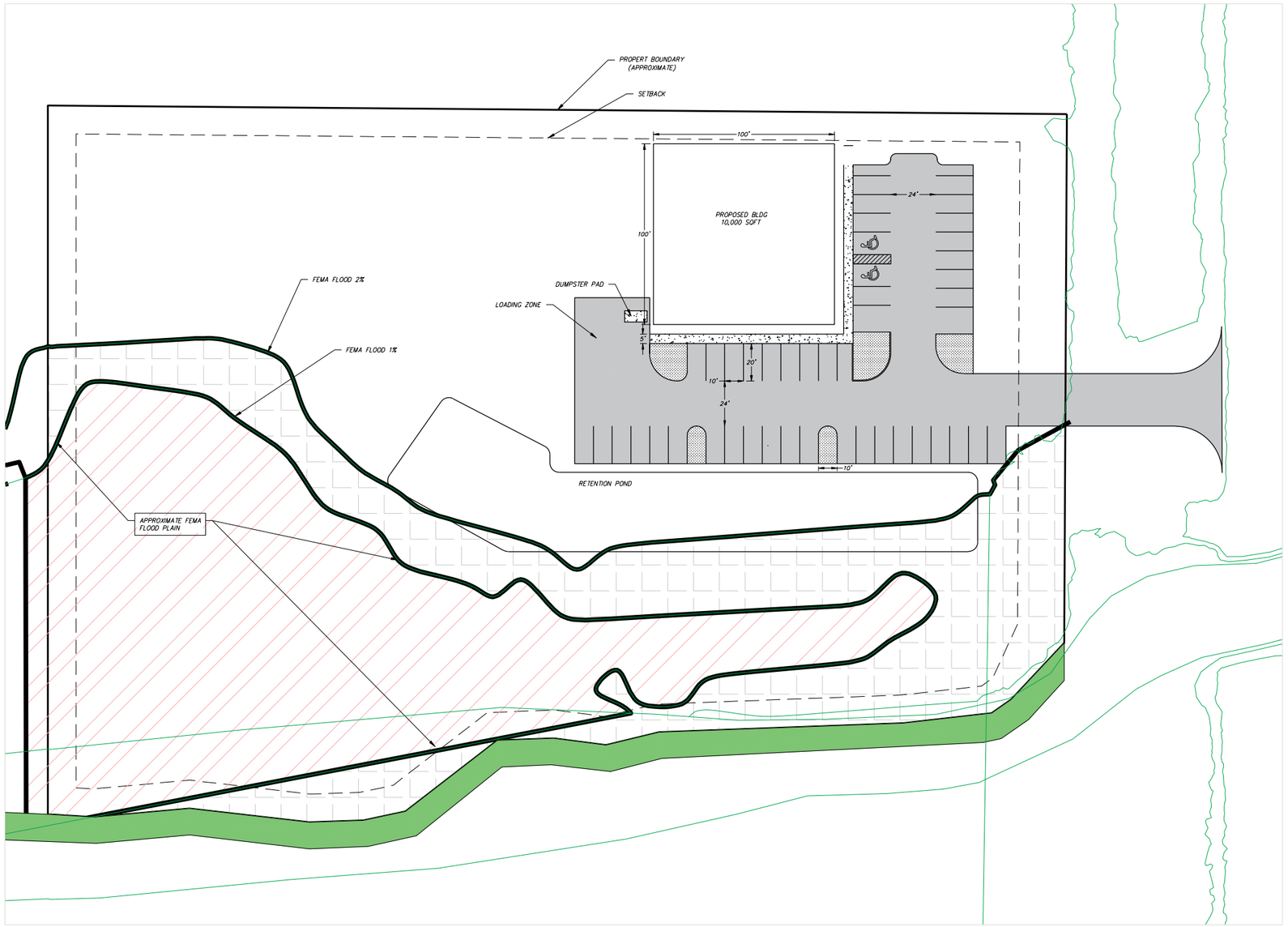
AM and PM peak hour operational analyses for existing (2022), background (2025), and buildout (2025) conditions were performed at study area intersections. All study area intersections are projected operate at an acceptable LOS with overall v/c ratios of less than one (1.0) in the AM and PM peak hours for all analysis scenarios.

Based on the criteria within the NCHRP 457 analysis, an exclusive northbound left-turn lane and an exclusive southbound right-turn lane are not warranted at the project access driveway on Oleander Avenue.

The results within this report satisfy the requirements set forth by St. Lucie County for evaluating proposed development impacts.

APPENDIX A
Conceptual Site Plan

0 30' 60'
SCALE: 1" = 30'



TOTAL LAND 184,694 (4.24 ACRES)
USABLE LAND 99,003.00 (2.27 ACRES)
1% FEMA FLOOD PLAIN 51,979 (1.19 ACRES)
2% FEMA FLOOD PLAIN 33,711 (.77 ACRES)

CONCEPTUAL

PROJECT
CLYDE JONHSON
NAPA FT PEIRCE
OLEANDER AVE
FT. PIERCE FL

SEAL
James "Mason" Cobb, P.E.
Friday, June 24, 2022

ENGINEERS
Florida License Numbers:
Carl E. Cool, P.E. -16921
James "Mason" Cobb, P.E. - 78600
Kenneth F. Wheeler P.E.- 60417
ken@coolandcobb.com
carl@coolandcobb.com
mason@coolandcobb.com

ENGINEERING FIRM
Cool and Cobb Engineering Company
203 West Main Street
Avon Park, FL 33825
(863) 657-2323 Office
(863) 657-2324 Fax

REVISIONS:
5/13/22 BW

PROJECT #22-236-2071

C-1

SHEET 1 of 1

S:\Projects Files\2022 Projects\22-236-2071 - NAPA Ft. Pierce\Drawings\Civil\22-236.dwg Plot: Jun 24, 2022 7:35am by: User

APPENDIX B

Excerpts from ITE Trip Generation Manual,
Trip Generation Handbook,
and Internal Capture Calculation Worksheets

Land Use: 843
Automobile Parts Sales

Description

An automobile parts sales facility specializes in the sale of automobile parts for maintenance and repair. The facilities within this land use are not typically equipped for on-site vehicle repair. Tire store (Land Use 848), tire superstore (Land Use 849), and automobile parts and service center (Land Use 943) are related uses.

Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

The sites were surveyed in the 1990s, the 2000s, and the 2010s in Alberta (CAN), Florida, Montana, New Hampshire, Texas, and Wisconsin.

Source Numbers

436, 439, 618, 881, 882, 959, 975, 1047

Automobile Parts Sales
(843)

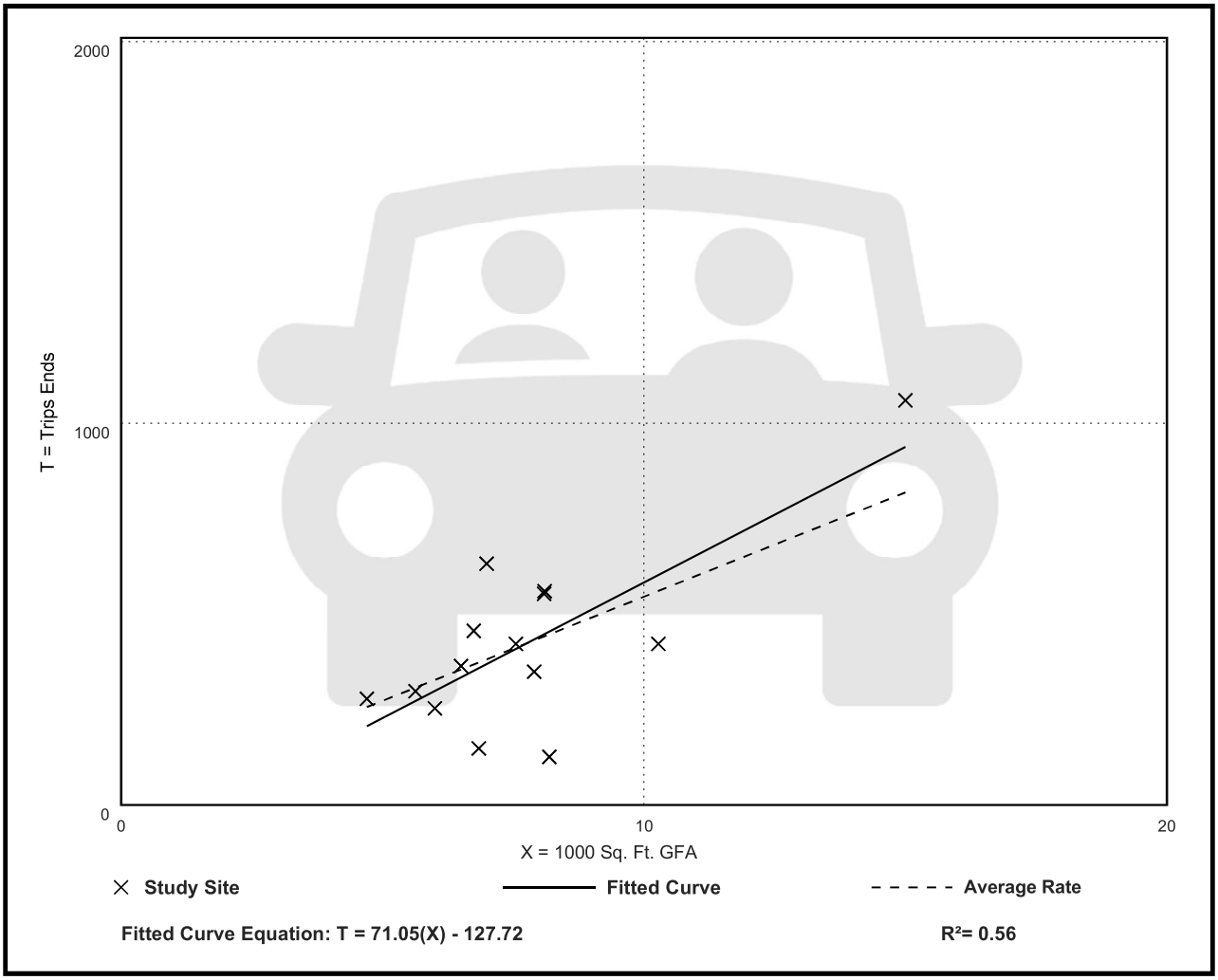
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 14
Avg. 1000 Sq. Ft. GFA: 8
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
54.57	15.38 - 90.41	20.19

Data Plot and Equation



Fitted Curve Equation: T = 71.05(X) - 127.72

R^2= 0.56

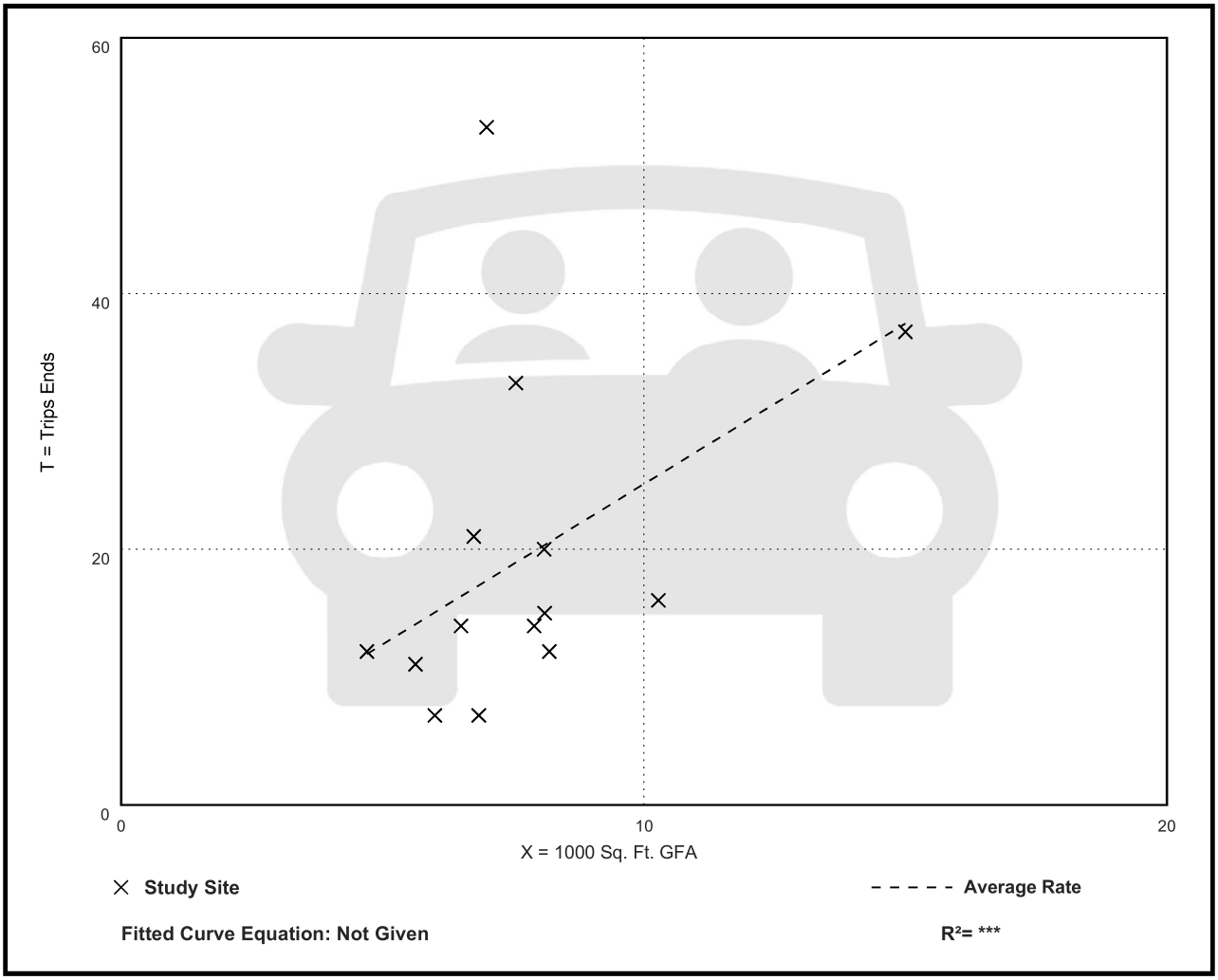
Automobile Parts Sales
(843)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 14
Avg. 1000 Sq. Ft. GFA: 8
Directional Distribution: 55% entering, 45% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.51	1.02 - 7.58	1.62

Data Plot and Equation



Automobile Parts Sales
(843)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 16
Avg. 1000 Sq. Ft. GFA: 8
Directional Distribution: 48% entering, 52% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
4.90	1.36 - 7.65	2.17

Data Plot and Equation

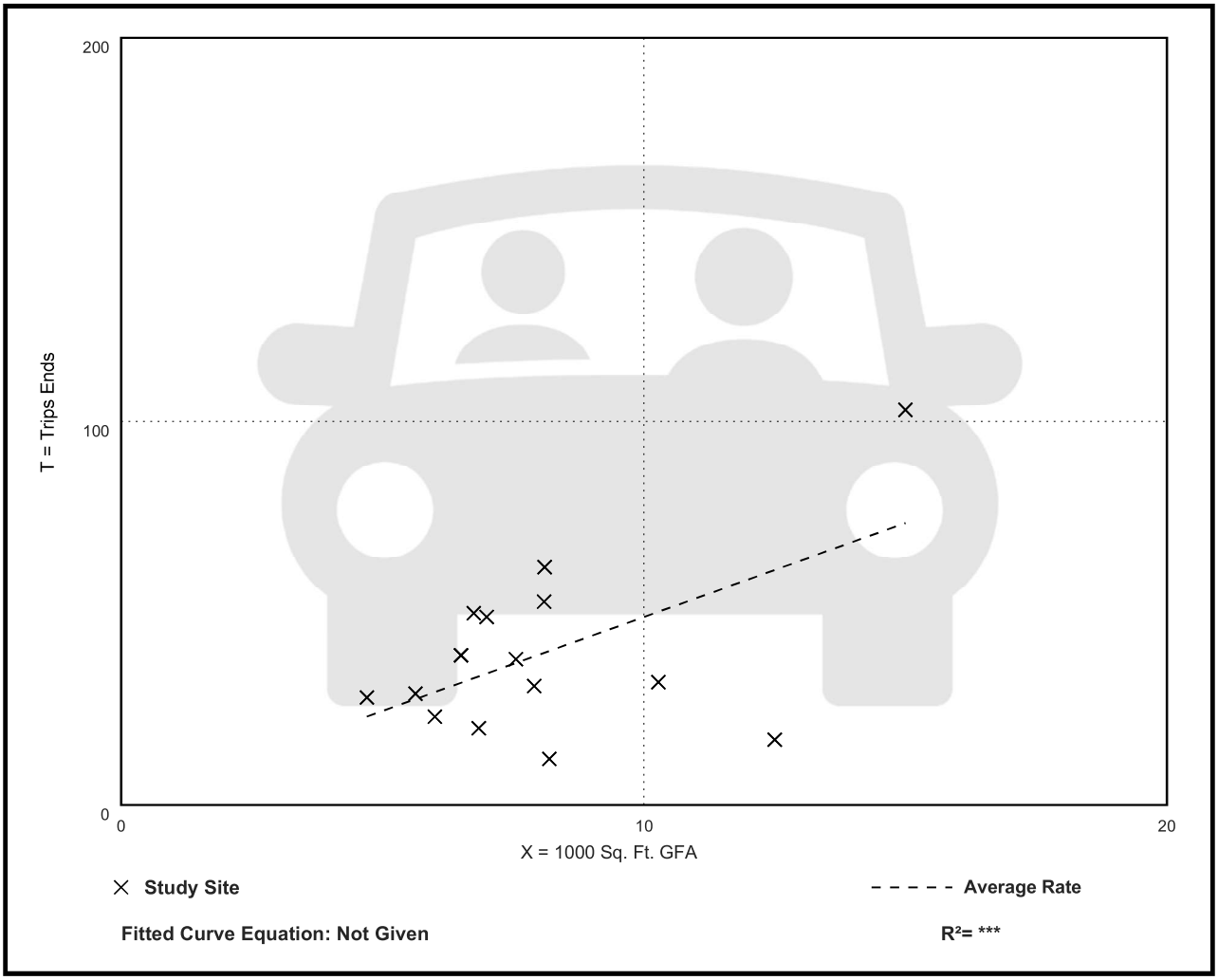


Table E.11 Pass-By and Non-Pass-By Trips Weekday, PM Peak Period
Land Use Code 843—Automobile Parts Sales

SIZE (1,000 SQ. FT. GFA)	LOCATION	SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PASS-BY TRIP (%)	NON-PASS-BY TRIPS (%)			ADJ. STREET PEAK HOUR VOLUME	SOURCE
						PRIMARY	DIVERTED	TOTAL		
15	Orlando, FL	1995	409	2:00–6:00 p.m.	43	44	13	57	—	TPD Inc.

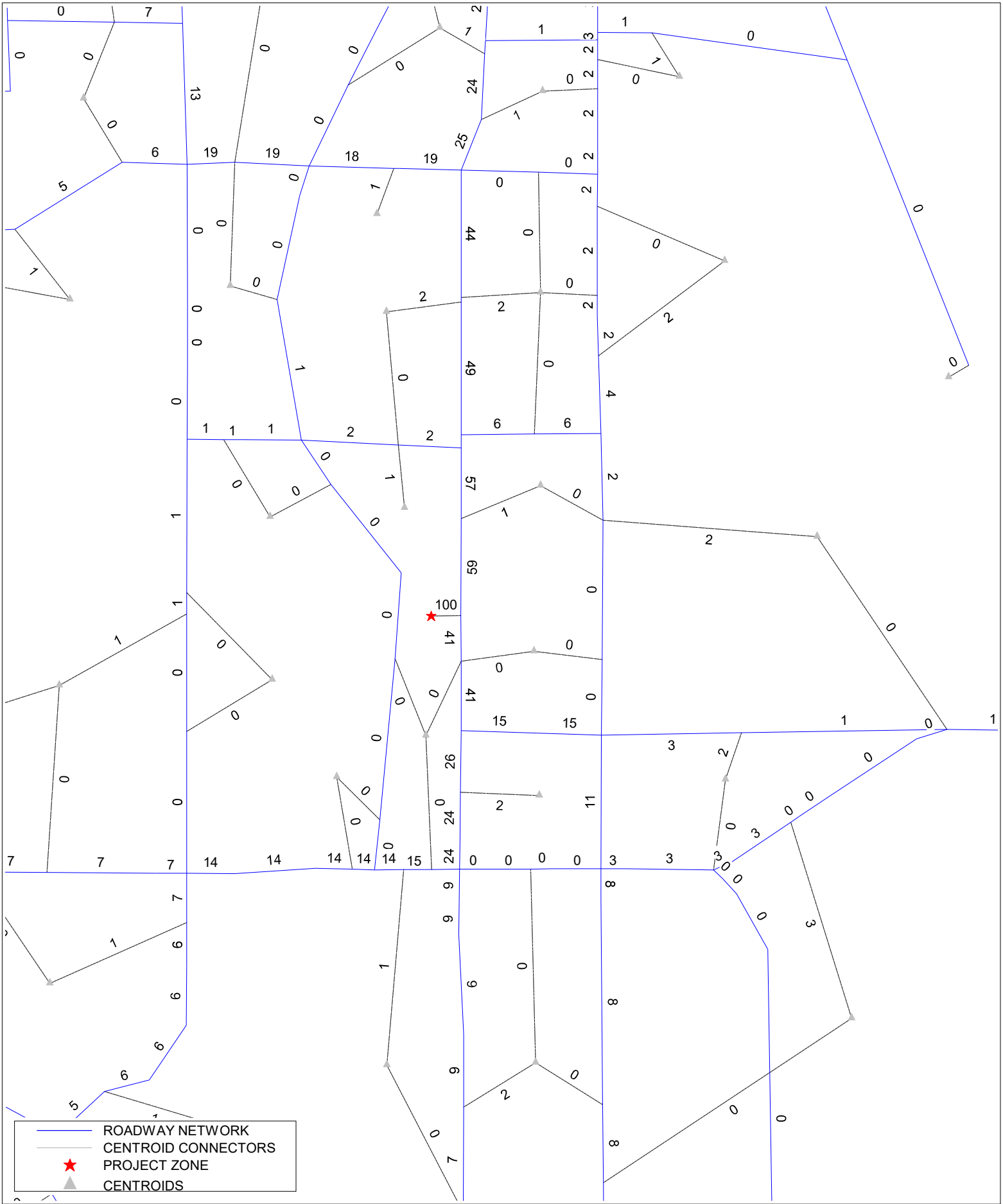
"—" means no data were provided

Table E.12 Pass-By and Non-Pass-By Trips Weekday, PM Peak Period
Land Use Code 848—Tire Store

SIZE (1,000 SQ. FT. GFA)	LOCATION	SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PASS-BY TRIP (%)	NON-PASS-BY TRIPS (%)			ADJ. STREET PEAK HOUR VOLUME	SOURCE
						PRIMARY	DIVERTED	TOTAL		
4.9	Orlando, FL	1995	178	2:00–6:00 p.m.	23	67	10	77	—	TPD Inc.
2.8	Land O' Lakes, FL	1995	46	2:00–6:00 p.m.	26	—	—	74	—	TPD Inc.
4.7	Orlando, FL	1988	22	2:00–6:00 p.m.	36	—	—	64	—	TPD Inc.

Average Pass-By Trip Percentage: 28
"—" means no data were provided

APPENDIX C
Greater Treasure Coast Regional Planning Model (GTCRPM) Model Plots



MODEL RUN - NAPA AUTO PARTS
TRAFFIC DISTRIBUTION (PERCENTAGES)
11/22/2022
C:\FSUTMS\D4\GTCRPM\NGTC33\Base\minor mods\OUTPUT\FINAL_LOADED_A05.NET

cube (Licensed to Kimley-Horn and Associates, Inc.)

You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com)

APPENDIX D

St. Lucie TPO

Traffic Counts and Level of Service Report

2022 (Excerpts)

St. Lucie Transportation Planning Organization

Coco Vista Centre
466 SW Port St. Lucie Blvd, Suite 111
Port St. Lucie, FL 34953
772-462-1593 www.stlucietpo.org

Traffic Counts and Level of Service Report
2022

Roadway Name	Location	STATION ID	2022 AADT *	Last Physical Count Year	Pk Hr Service Capacity	AM Pk Hr Pk Dir			PM Pk Hr Pk Dir		
						Volume	LOS	V/C	Volume	LOS	V/C
OLD DIXIE HWY	SR A1A NORTH to ST LUCIE BLVD	948521	1,452	2020	750	68	C	0.091	68	C	0.091
OLD DIXIE HWY	ST LUCIE BLVD to INDRIO RD	227	2,200	2022	790	162	C	0.205	126	C	0.159
OLD DIXIE HWY	INDRIO RD to INDIAN RIVER C.L.	948523	1,323	2020	870	62	C	0.071	62	C	0.071
OLEANDER AVE	BEACH AVE to KITTERMAN RD	692	2,943	2020	540	170	C	0.315	193	C	0.357
OLEANDER AVE	KITTERMAN RD to MIDWAY RD	141	6,151	2021	750	384	D	0.512	404	D	0.539
OLEANDER AVE	MIDWAY RD to WEATHERBEE RD	139	6,759	2019	750	370	C	0.493	401	D	0.535
OLEANDER AVE	WEATHERBEE RD to BELL AVE	139	6,759	2019	540	370	D	0.685	401	D	0.743
OLEANDER AVE	BELL AVE to FARMER'S MARKET RD	240	12,543	2020	540	605	F	1.12	574	E	1.063
OLEANDER AVE	FARMER'S MARKET RD to EDWARDS RD	240	12,543	2020	750	605	D	0.807	574	D	0.765
OLEANDER AVE	EDWARDS RD to WISTERIA AVE	505	9,891	2020	750	600	D	0.8	499	D	0.665
OLEANDER AVE	WISTERIA AVE to GARDENIA AVE	505	9,891	2020	540	600	F	1.111	499	D	0.924
OLEANDER AVE	GARDENIA AVE to VIRGINIA AVE	505	9,891	2020	790	600	D	0.759	499	D	0.632
OLEANDER AVE	VIRGINIA AVE to SUNRISE BLVD	503	4,537	2018	600	258	C	0.43	268	C	0.447
ORANGE AVE	OKEECHOBEE C.L. to SNEED RD	144	5,052	2020	670	295	C	0.44	281	C	0.419
ORANGE AVE	SNEED RD to HEADER CANAL RD	144	5,052	2020	670	295	C	0.44	281	C	0.419
ORANGE AVE	SHINN RD to CAMPBELL RD	940144	2,851	2020	1,070	156	B	0.146	156	B	0.146
ORANGE AVE	CAMPBELL RD to KINGS HWY	940144	2,851	2020	1,070	156	B	0.146	156	B	0.146
ORANGE AVE	KINGS HWY to I-95	940041	18,954	2020	2,100	902	C	0.43	909	C	0.433
ORANGE AVE	I-95 to JENKINS RD	940035	14,453	2020	2,100	827	C	0.394	778	C	0.37
ORANGE AVE	JENKINS RD to HARTMAN RD	940028	15,435	2020	2,100	797	C	0.38	741	C	0.353
ORANGE AVE	HARTMAN RD to ANGLE RD	940028	15,435	2020	2,100	797	C	0.38	741	C	0.353
ORANGE AVE	ANGLE RD to 25TH ST	940151	9,848	2013	1,710	505	C	0.295	587	C	0.343
ORANGE AVE	25TH ST to 17TH ST	945040	12,894	2020	1,630	622	C	0.382	682	C	0.418
ORANGE AVE	17TH ST to 13TH ST	945040	12,894	2020	1,710	622	C	0.364	682	C	0.399
ORANGE AVE	13TH ST to 10TH ST	945040	12,894	2020	750	622	D	0.829	682	D	0.909

* **NOTE:** A six digit number in the "STATION ID" column identifies segment counted by FDOT

* Volumes shown were adjusted using FDOT Seasonal Factors

* AADT = Annual Average Daily Traffic (volumes for both directions where applicable)

*** NOTE:** If the Last Count Year is older than the year of the report, the AADT is projected from historical traffic count data.

*** Counts with an ID format of 6 digits have data extracted from FDOT count stations.**

APPENDIX E
Turning Movement Counts

Peak Hour Turning Movement Count

Ft. Pierce, FL

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, November 15, 2022	
Period	0700 - 0900
Peak Hour	0745 - 0845

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Oleander Blvd (South)					Oleander Blvd (North)					W Weatherbee Rd (West)					W Weatherbee Rd (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	4.1	4.2	4.3	4.4	Total	4.5	4.6	4.7	4.8	Total	4.9	4.10	4.11	4.12	Total	4.13	4.14	4.15	4.16	Total	Total
0745 - 0800	1	58	9	0	68	2	53	0	0	55	1	13	4	0	18	2	23	6	0	31	172
0800 - 0815	1	50	10	0	61	11	54	1	0	66	2	18	5	0	25	7	22	8	0	37	189
0815 - 0830	3	47	7	0	57	8	57	2	0	67	0	17	2	0	19	4	13	7	0	24	167
0830 - 0845	0	70	7	0	77	11	39	1	0	51	4	29	3	0	36	3	17	11	0	31	195
Total	5	225	33	0	263	32	203	4	0	239	7	77	14	0	98	16	75	32	0	123	723
Approach %	1.90	85.55	12.55	0.00	-	13.39	84.94	1.67	0.00	-	7.14	78.57	14.29	0.00	-	13.01	60.98	26.02	0.00	-	
PHF	0.42	0.80	0.83	0.00	**0.85**	0.73	0.89	0.50	0.00	**0.89**	0.44	0.66	0.70	0.00	**0.68**	0.57	0.82	0.73	0.00	**0.83**	**0.93**

Bikes

	Northbound					Southbound					Eastbound					Westbound					
	Oleander Blvd (South)					Oleander Blvd (North)					W Weatherbee Rd (West)					W Weatherbee Rd (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	4.1	4.2	4.3	4.4	Total	4.5	4.6	4.7	4.8	Total	4.9	4.10	4.11	4.12	Total	4.13	4.14	4.15	4.16	Total	Total
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Oleander Blvd (South)					Oleander Blvd (North)					W Weatherbee Rd (West)					W Weatherbee Rd (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	4.1	4.2	4.3	4.4	Total	4.5	4.6	4.7	4.8	Total	4.9	4.10	4.11	4.12	Total	4.13	4.14	4.15	4.16	Total	Total
0745 - 0800	1	55	9	0	65	2	49	0	0	51	1	13	4	0	18	2	22	5	0	29	163
0800 - 0815	1	44	10	0	55	10	50	1	0	61	2	18	5	0	25	7	22	8	0	37	178
0815 - 0830	3	43	6	0	52	8	51	2	0	61	0	16	2	0	18	4	13	7	0	24	155
0830 - 0845	0	66	7	0	73	11	34	1	0	46	4	29	3	0	36	3	17	11	0	31	186
Total	5	208	32	0	245	31	184	4	0	219	7	76	14	0	97	16	74	31	0	121	682
Approach %	2.04	84.90	13.06	0.00	-	14.16	84.02	1.83	0.00	-	7.22	78.35	14.43	0.00	-	13.22	61.16	25.62	0.00	-	
PHF	0.42	0.79	0.80	0.00	**0.84**	0.70	0.90	0.50	0.00	**0.90**	0.44	0.66	0.70	0.00	**0.67**	0.57	0.84	0.70	0.00	**0.82**	**0.92**

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Oleander Blvd (South)					Oleander Blvd (North)					W Weatherbee Rd (West)					W Weatherbee Rd (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	4.1	4.2	4.3	4.4	Total	4.5	4.6	4.7	4.8	Total	4.9	4.10	4.11	4.12	Total	4.13	4.14	4.15	4.16	Total	Total
0745 - 0800	0	3	0	0	3	0	2	0	0	2	0	0	0	0	0	0	1	1	0	2	7
0800 - 0815	0	6	0	0	6	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	9
0815 - 0830	0	2	1	0	3	0	4	0	0	4	0	1	0	0	1	0	0	0	0	0	8
0830 - 0845	0	4	0	0	4	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	6
Total	0	15	1	0	16	1	10	0	0	11	0	1	0	0	1	0	1	1	0	2	30
Approach %	0.00	93.75	6.25	0.00	-	9.09	90.91	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	50.00	50.00	0.00	-	
PHF	0.00	0.63	0.25	0.00	**0.67**	0.25	0.63	0.00	0.00	**0.69**	0.00	0.25	0.00	0.00	**0.25**	0.00	0.25	0.25	0.00	**0.25**	**0.83**

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Oleander Blvd (South)					Oleander Blvd (North)					W Weatherbee Rd (West)					W Weatherbee Rd (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	4.1	4.2	4.3	4.4	Total	4.5	4.6	4.7	4.8	Total	4.9	4.10	4.11	4.12	Total	4.13	4.14	4.15	4.16	Total	Total
0745 - 0800	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
0800 - 0815	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
0815 - 0830	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
0830 - 0845	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
Total	0	2	0	0	2	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	11
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.25	0.00	0.00	**0.25**	0.00	0.75	0.00	0.00	**0.75**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.69**

Peak Hour Turning Movement Count

Ft. Pierce, FL

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com



All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Oleander Blvd (South)					Oleander Blvd (North)					W Weatherbee Rd (West)					W Weatherbee Rd (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	4.1	4.2	4.3	4.4	Total	4.5	4.6	4.7	4.8	Total	4.9	4.10	4.11	4.12	Total	4.13	4.14	4.15	4.16	Total	Total
1615 - 1630	3	62	6	0	71	17	71	0	0	88	2	15	4	0	21	0	8	5	0	13	193
1630 - 1645	4	54	8	0	66	12	59	2	0	73	1	25	4	0	30	6	13	13	0	32	201
1645 - 1700	2	56	7	0	65	16	74	2	0	92	0	19	1	0	20	7	12	7	0	26	203
1700 - 1715	5	68	7	0	80	14	88	2	0	104	4	17	4	0	25	6	16	16	0	38	247
Total	14	240	28	0	282	59	292	6	0	357	7	76	13	0	96	19	49	41	0	109	844
Approach %	4.96	85.11	9.93	0.00	-	16.53	81.79	1.68	0.00	-	7.29	79.17	13.54	0.00	-	17.43	44.95	37.61	0.00	-	
PHF	0.70	0.88	0.88	0.00	**0.88**	0.87	0.83	0.75	0.00	**0.86**	0.44	0.76	0.81	0.00	**0.80**	0.68	0.77	0.64	0.00	**0.72**	**0.85**

Bikes

	Northbound					Southbound					Eastbound					Westbound					
	Oleander Blvd (South)					Oleander Blvd (North)					W Weatherbee Rd (West)					W Weatherbee Rd (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	4.1	4.2	4.3	4.4	Total	4.5	4.6	4.7	4.8	Total	4.9	4.10	4.11	4.12	Total	4.13	4.14	4.15	4.16	Total	Total
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Oleander Blvd (South)					Oleander Blvd (North)					W Weatherbee Rd (West)					W Weatherbee Rd (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	4.1	4.2	4.3	4.4	Total	4.5	4.6	4.7	4.8	Total	4.9	4.10	4.11	4.12	Total	4.13	4.14	4.15	4.16	Total	Total
1615 - 1630	3	61	6	0	70	16	64	0	0	80	2	13	4	0	19	0	6	4	0	10	179
1630 - 1645	4	52	7	0	63	12	55	2	0	69	1	25	4	0	30	6	13	13	0	32	194
1645 - 1700	2	54	7	0	63	14	69	2	0	85	0	18	1	0	19	7	12	6	0	25	192
1700 - 1715	5	64	7	0	76	12	85	2	0	99	3	17	4	0	24	6	16	16	0	38	237
Total	14	231	27	0	272	54	273	6	0	333	6	73	13	0	92	19	47	39	0	105	802
Approach %	5.15	84.93	9.93	0.00	-	16.22	81.98	1.80	0.00	-	6.52	79.35	14.13	0.00	-	18.10	44.76	37.14	0.00	-	
PHF	0.70	0.90	0.96	0.00	**0.89**	0.84	0.80	0.75	0.00	**0.84**	0.50	0.73	0.81	0.00	**0.77**	0.68	0.73	0.61	0.00	**0.69**	**0.85**

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Oleander Blvd (South)					Oleander Blvd (North)					W Weatherbee Rd (West)					W Weatherbee Rd (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	4.1	4.2	4.3	4.4	Total	4.5	4.6	4.7	4.8	Total	4.9	4.10	4.11	4.12	Total	4.13	4.14	4.15	4.16	Total	Total
1615 - 1630	0	0	0	0	0	1	6	0	0	7	0	2	0	0	2	0	1	1	0	2	11
1630 - 1645	0	1	1	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
1645 - 1700	0	0	0	0	0	2	3	0	0	5	0	1	0	0	1	0	0	0	0	0	6
1700 - 1715	0	2	0	0	2	0	3	0	0	3	1	0	0	0	1	0	0	0	0	0	6
Total	0	3	1	0	4	3	14	0	0	17	1	3	0	0	4	0	1	1	0	2	27
Approach %	0.00	75.00	25.00	0.00	-	17.65	82.35	0.00	0.00	-	25.00	75.00	0.00	0.00	-	0.00	50.00	50.00	0.00	-	
PHF	0.00	0.38	0.25	0.00	**0.50**	0.38	0.58	0.00	0.00	**0.61**	0.25	0.38	0.00	0.00	**0.50**	0.00	0.25	0.25	0.00	**0.25**	**0.61**

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Oleander Blvd (South)					Oleander Blvd (North)					W Weatherbee Rd (West)					W Weatherbee Rd (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	4.1	4.2	4.3	4.4	Total	4.5	4.6	4.7	4.8	Total	4.9	4.10	4.11	4.12	Total	4.13	4.14	4.15	4.16	Total	Total
1615 - 1630	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	3
1630 - 1645	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
1645 - 1700	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	1	0	1	5
1700 - 1715	0	2	0	0	2	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4
Total	0	6	0	0	6	2	5	0	0	7	0	0	0	0	0	0	1	1	0	2	15
Approach %	0.00	100.00	0.00	0.00	-	28.57	71.43	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	50.00	50.00	0.00	-	
PHF	0.00	0.75	0.00	0.00	**0.75**	0.25	0.63	0.00	0.00	**0.88**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.25	0.25	0.00	**0.50**	**0.75**

Peak Hour Turning Movement Count

Ft. Pierce, FL

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, November 15, 2022	
Period	0700 - 0900
Peak Hour	0745 - 0845

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Oleander Blvd (South)					Oleander Blvd (North)					Bell Ave					Driveway					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	3.1	3.2	3.3	3.4	Total	3.5	3.6	3.7	3.8	Total	3.9	3.10	3.11	3.12	Total	3.13	3.14	3.15	3.16	Total	Total
0745 - 0800	12	37	4	0	53	1	70	17	0	88	23	4	17	0	44	0	0	2	0	2	187
0800 - 0815	14	55	2	0	71	4	66	19	0	89	20	0	26	0	46	0	0	1	0	1	207
0815 - 0830	7	47	0	0	54	3	74	16	0	93	24	1	16	0	41	0	0	2	0	2	190
0830 - 0845	14	73	0	0	87	0	46	15	0	61	11	3	18	0	32	0	0	2	0	2	182
Total	47	212	6	0	265	8	256	67	0	331	78	8	77	0	163	0	0	7	0	7	766
Approach %	17.74	80.00	2.26	0.00	-	2.42	77.34	20.24	0.00	-	47.85	4.91	47.24	0.00	-	0.00	0.00	100.00	0.00	-	
PHF	0.84	0.73	0.38	0.00	**0.76**	0.50	0.86	0.88	0.00	**0.89**	0.81	0.50	0.74	0.00	**0.89**	0.00	0.00	0.88	0.00	**0.88**	**0.93**

Bikes

	Northbound					Southbound					Eastbound					Westbound					
	Oleander Blvd (South)					Oleander Blvd (North)					Bell Ave					Driveway					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	3.1	3.2	3.3	3.4	Total	3.5	3.6	3.7	3.8	Total	3.9	3.10	3.11	3.12	Total	3.13	3.14	3.15	3.16	Total	Total
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Oleander Blvd (South)					Oleander Blvd (North)					Bell Ave					Driveway					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	3.1	3.2	3.3	3.4	Total	3.5	3.6	3.7	3.8	Total	3.9	3.10	3.11	3.12	Total	3.13	3.14	3.15	3.16	Total	Total
0745 - 0800	10	31	4	0	45	1	67	13	0	81	23	3	15	0	41	0	0	1	0	1	168
0800 - 0815	13	53	2	0	68	4	59	16	0	79	17	0	25	0	42	0	0	1	0	1	190
0815 - 0830	7	46	0	0	53	2	67	16	0	85	23	0	16	0	39	0	0	1	0	1	178
0830 - 0845	10	71	0	0	81	0	43	12	0	55	11	1	15	0	27	0	0	1	0	1	164
Total	40	201	6	0	247	7	236	57	0	300	74	4	71	0	149	0	0	4	0	4	700
Approach %	16.19	81.38	2.43	0.00	-	2.33	78.67	19.00	0.00	-	49.66	2.68	47.65	0.00	-	0.00	0.00	100.00	0.00	-	
PHF	0.77	0.71	0.38	0.00	**0.76**	0.44	0.88	0.89	0.00	**0.88**	0.80	0.33	0.71	0.00	**0.89**	0.00	0.00	1.00	0.00	**1.00**	**0.92**

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Oleander Blvd (South)					Oleander Blvd (North)					Bell Ave					Driveway					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	3.1	3.2	3.3	3.4	Total	3.5	3.6	3.7	3.8	Total	3.9	3.10	3.11	3.12	Total	3.13	3.14	3.15	3.16	Total	Total
0745 - 0800	2	5	0	0	7	0	1	4	0	5	0	0	1	0	1	0	0	0	0	0	13
0800 - 0815	1	2	0	0	3	0	4	2	0	6	2	0	1	0	3	0	0	0	0	0	12
0815 - 0830	0	1	0	0	1	0	4	0	0	4	1	0	0	0	1	0	0	0	0	0	6
0830 - 0845	4	2	0	0	6	0	2	2	0	4	0	1	2	0	3	0	0	0	0	0	13
Total	7	10	0	0	17	0	11	8	0	19	3	1	4	0	8	0	0	0	0	0	44
Approach %	41.18	58.82	0.00	0.00	-	0.00	57.89	42.11	0.00	-	37.50	12.50	50.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.44	0.50	0.00	0.00	**0.61**	0.00	0.69	0.50	0.00	**0.79**	0.38	0.25	0.50	0.00	**0.67**	0.00	0.00	0.00	0.00	**0.00**	**0.85**

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Oleander Blvd (South)					Oleander Blvd (North)					Bell Ave					Driveway					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	3.1	3.2	3.3	3.4	Total	3.5	3.6	3.7	3.8	Total	3.9	3.10	3.11	3.12	Total	3.13	3.14	3.15	3.16	Total	Total
0745 - 0800	0	1	0	0	1	0	2	0	0	2	0	1	1	0	2	0	0	1	0	1	6
0800 - 0815	0	0	0	0	0	0	3	1	0	4	1	0	0	0	1	0	0	0	0	0	5
0815 - 0830	0	0	0	0	0	1	3	0	0	4	0	1	0	0	1	0	0	1	0	1	6
0830 - 0845	0	0	0	0	0	0	1	1	0	2	0	1	1	0	2	0	0	1	0	1	5
Total	0	1	0	0	1	1	9	2	0	12	1	3	2	0	6	0	0	3	0	3	22
Approach %	0.00	100.00	0.00	0.00	-	8.33	75.00	16.67	0.00	-	16.67	50.00	33.33	0.00	-	0.00	0.00	100.00	0.00	-	
PHF	0.00	0.25	0.00	0.00	**0.25**	0.25	0.75	0.50	0.00	**0.75**	0.25	0.75	0.50	0.00	**0.75**	0.00	0.00	0.75	0.00	**0.75**	**0.92**

Peak Hour Turning Movement Count

Ft. Pierce, FL

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, November 15, 2022	
Period	1600 - 1800
Peak Hour	1615 - 1715

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Oleander Blvd (South)					Oleander Blvd (North)					Bell Ave					Driveway					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	3.1	3.2	3.3	3.4	Total	3.5	3.6	3.7	3.8	Total	3.9	3.10	3.11	3.12	Total	3.13	3.14	3.15	3.16	Total	Total
1615 - 1630	17	68	2	0	87	1	71	13	0	85	20	0	26	0	46	1	0	1	0	2	220
1630 - 1645	14	79	0	0	93	1	67	16	0	84	19	0	16	0	35	1	1	1	0	3	215
1645 - 1700	15	79	0	0	94	0	73	16	0	89	21	0	24	1	46	2	1	1	0	4	233
1700 - 1715	23	99	1	0	123	0	69	20	0	89	13	0	28	0	41	1	2	4	0	7	260
Total	69	325	3	0	397	2	280	65	0	347	73	0	94	1	168	5	4	7	0	16	928
Approach %	17.38	81.86	0.76	0.00	-	0.58	80.69	18.73	0.00	-	43.45	0.00	55.95	0.60	-	31.25	25.00	43.75	0.00	-	
PHF	0.75	0.82	0.38	0.00	**0.81**	0.50	0.96	0.81	0.00	**0.97**	0.87	0.00	0.84	0.25	**0.91**	0.63	0.50	0.44	0.00	**0.57**	**0.89**

Bikes

	Northbound					Southbound					Eastbound					Westbound					
	Oleander Blvd (South)					Oleander Blvd (North)					Bell Ave					Driveway					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	3.1	3.2	3.3	3.4	Total	3.5	3.6	3.7	3.8	Total	3.9	3.10	3.11	3.12	Total	3.13	3.14	3.15	3.16	Total	Total
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Approach %	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.25	0.00	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.25**

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Oleander Blvd (South)					Oleander Blvd (North)					Bell Ave					Driveway					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	3.1	3.2	3.3	3.4	Total	3.5	3.6	3.7	3.8	Total	3.9	3.10	3.11	3.12	Total	3.13	3.14	3.15	3.16	Total	Total
1615 - 1630	15	67	1	0	83	0	67	13	0	80	19	0	24	0	43	0	0	1	0	1	207
1630 - 1645	12	77	0	0	89	1	63	15	0	79	17	0	16	0	33	0	1	1	0	2	203
1645 - 1700	13	78	0	0	91	0	68	15	0	83	20	0	24	1	45	2	1	1	0	4	223
1700 - 1715	22	98	0	0	120	0	63	20	0	83	13	0	27	0	40	1	2	4	0	7	250
Total	62	320	1	0	383	1	261	63	0	325	69	0	91	1	161	3	4	7	0	14	883
Approach %	16.19	83.55	0.26	0.00	-	0.31	80.31	19.38	0.00	-	42.86	0.00	56.52	0.62	-	21.43	28.57	50.00	0.00	-	
PHF	0.70	0.82	0.25	0.00	**0.80**	0.25	0.96	0.79	0.00	**0.98**	0.86	0.00	0.84	0.25	**0.89**	0.38	0.50	0.44	0.00	**0.50**	**0.88**

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Oleander Blvd (South)					Oleander Blvd (North)					Bell Ave					Driveway					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	3.1	3.2	3.3	3.4	Total	3.5	3.6	3.7	3.8	Total	3.9	3.10	3.11	3.12	Total	3.13	3.14	3.15	3.16	Total	Total
1615 - 1630	1	1	0	0	2	1	3	0	0	4	1	0	1	0	2	1	0	0	0	1	9
1630 - 1645	0	2	0	0	2	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	6
1645 - 1700	0	0	0	0	0	0	4	1	0	5	1	0	0	0	1	0	0	0	0	0	6
1700 - 1715	0	1	0	0	1	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	7
Total	1	4	0	0	5	1	17	1	0	19	2	0	1	0	3	1	0	0	0	1	28
Approach %	20.00	80.00	0.00	0.00	-	5.26	89.47	5.26	0.00	-	66.67	0.00	33.33	0.00	-	100.00	0.00	0.00	0.00	-	
PHF	0.25	0.50	0.00	0.00	**0.63**	0.25	0.71	0.25	0.00	**0.79**	0.50	0.00	0.25	0.00	**0.38**	0.25	0.00	0.00	0.00	**0.25**	**0.78**

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Oleander Blvd (South)					Oleander Blvd (North)					Bell Ave					Driveway					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	3.1	3.2	3.3	3.4	Total	3.5	3.6	3.7	3.8	Total	3.9	3.10	3.11	3.12	Total	3.13	3.14	3.15	3.16	Total	Total
1615 - 1630	1	0	1	0	2	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	4
1630 - 1645	2	0	0	0	2	0	0	1	0	1	2	0	0	0	2	1	0	0	0	1	6
1645 - 1700	1	1	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
1700 - 1715	1	0	1	0	2	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	3
Total	5	1	2	0	8	0	2	1	0	3	2	0	2	0	4	1	0	0	0	1	16
Approach %	62.50	12.50	25.00	0.00	-	0.00	66.67	33.33	0.00	-	50.00	0.00	50.00	0.00	-	100.00	0.00	0.00	0.00	-	
PHF	0.63	0.25	0.50	0.00	**1.00**	0.00	0.50	0.25	0.00	**0.75**	0.25	0.00	0.50	0.00	**0.50**	0.25	0.00	0.00	0.00	**0.25**	**0.67**

Peak Hour Turning Movement Count

Ft. Pierce, FL

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com



All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Oleander Blvd (South)					Oleander Blvd (North)					Driveway					Farmers Market Rd					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	2.1	2.2	2.3	2.4	Total	2.5	2.6	2.7	2.8	Total	2.9	2.10	2.11	2.12	Total	2.13	2.14	2.15	2.16	Total	Total
0745 - 0800	0	53	12	0	65	5	77	0	0	82	0	0	0	0	0	11	0	9	0	20	167
0800 - 0815	0	63	11	0	74	4	75	0	0	79	0	0	0	0	0	12	0	5	0	17	170
0815 - 0830	0	64	10	0	74	2	88	0	0	90	0	0	0	0	0	6	0	11	0	17	181
0830 - 0845	0	72	14	0	86	5	50	0	0	55	0	0	0	0	0	11	0	5	0	16	157
Total	0	252	47	0	299	16	290	0	0	306	0	0	0	0	0	40	0	30	0	70	675
Approach %	0.00	84.28	15.72	0.00	-	5.23	94.77	0.00	0.00	-	0.00	0.00	0.00	0.00	-	57.14	0.00	42.86	0.00	-	
PHF	0.00	0.88	0.84	0.00	**0.87**	0.80	0.82	0.00	0.00	**0.85**	0.00	0.00	0.00	0.00	**0.00**	0.83	0.00	0.68	0.00	**0.88**	**0.93**

Bikes

	Northbound					Southbound					Eastbound					Westbound					
	Oleander Blvd (South)					Oleander Blvd (North)					Driveway					Farmers Market Rd					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	2.1	2.2	2.3	2.4	Total	2.5	2.6	2.7	2.8	Total	2.9	2.10	2.11	2.12	Total	2.13	2.14	2.15	2.16	Total	Total
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Oleander Blvd (South)					Oleander Blvd (North)					Driveway					Farmers Market Rd					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	2.1	2.2	2.3	2.4	Total	2.5	2.6	2.7	2.8	Total	2.9	2.10	2.11	2.12	Total	2.13	2.14	2.15	2.16	Total	Total
0745 - 0800	0	49	10	0	59	5	73	0	0	78	0	0	0	0	0	10	0	8	0	18	155
0800 - 0815	0	60	9	0	69	4	68	0	0	72	0	0	0	0	0	11	0	4	0	15	156
0815 - 0830	0	62	10	0	72	2	80	0	0	82	0	0	0	0	0	5	0	8	0	13	167
0830 - 0845	0	70	12	0	82	4	43	0	0	47	0	0	0	0	0	10	0	5	0	15	144
Total	0	241	41	0	282	15	264	0	0	279	0	0	0	0	0	36	0	25	0	61	622
Approach %	0.00	85.46	14.54	0.00	-	5.38	94.62	0.00	0.00	-	0.00	0.00	0.00	0.00	-	59.02	0.00	40.98	0.00	-	
PHF	0.00	0.86	0.85	0.00	**0.86**	0.75	0.83	0.00	0.00	**0.85**	0.00	0.00	0.00	0.00	**0.00**	0.82	0.00	0.78	0.00	**0.85**	**0.93**

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Oleander Blvd (South)					Oleander Blvd (North)					Driveway					Farmers Market Rd					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	2.1	2.2	2.3	2.4	Total	2.5	2.6	2.7	2.8	Total	2.9	2.10	2.11	2.12	Total	2.13	2.14	2.15	2.16	Total	Total
0745 - 0800	0	3	2	0	5	0	2	0	0	2	0	0	0	0	0	1	0	1	0	2	9
0800 - 0815	0	3	1	0	4	0	5	0	0	5	0	0	0	0	0	1	0	0	0	1	10
0815 - 0830	0	1	0	0	1	0	5	0	0	5	0	0	0	0	0	0	0	3	0	3	9
0830 - 0845	0	1	2	0	3	1	4	0	0	5	0	0	0	0	0	0	0	0	0	0	8
Total	0	8	5	0	13	1	16	0	0	17	0	0	0	0	0	2	0	4	0	6	36
Approach %	0.00	61.54	38.46	0.00	-	5.88	94.12	0.00	0.00	-	0.00	0.00	0.00	0.00	-	33.33	0.00	66.67	0.00	-	
PHF	0.00	0.67	0.63	0.00	**0.65**	0.25	0.80	0.00	0.00	**0.85**	0.00	0.00	0.00	0.00	**0.00**	0.50	0.00	0.33	0.00	**0.50**	**0.90**

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Oleander Blvd (South)					Oleander Blvd (North)					Driveway					Farmers Market Rd					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	2.1	2.2	2.3	2.4	Total	2.5	2.6	2.7	2.8	Total	2.9	2.10	2.11	2.12	Total	2.13	2.14	2.15	2.16	Total	Total
0745 - 0800	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
0800 - 0815	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	0	1	0	1	4
0815 - 0830	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	1	0	0	0	1	5
0830 - 0845	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	1	0	0	0	1	5
Total	0	3	1	0	4	0	10	0	0	10	0	0	0	0	0	2	0	1	0	3	17
Approach %	0.00	75.00	25.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	66.67	0.00	33.33	0.00	-	
PHF	0.00	0.75	0.25	0.00	**1.00**	0.00	0.83	0.00	0.00	**0.83**	0.00	0.00	0.00	0.00	**0.00**	0.50	0.00	0.25	0.00	**0.75**	**0.85**

Peak Hour Turning Movement Count

Ft. Pierce, FL

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com



All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Oleander Blvd (South)					Oleander Blvd (North)					Driveway					Farmers Market Rd					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	2.1	2.2	2.3	2.4	Total	2.5	2.6	2.7	2.8	Total	2.9	2.10	2.11	2.12	Total	2.13	2.14	2.15	2.16	Total	Total
1615 - 1630	0	76	10	0	86	5	72	0	0	77	0	0	0	0	0	10	0	5	0	15	178
1630 - 1645	0	86	10	0	96	8	73	0	0	81	0	0	0	0	0	14	0	12	0	26	203
1645 - 1700	0	89	14	0	103	9	78	0	0	87	0	0	0	0	0	14	0	9	0	23	213
1700 - 1715	0	103	15	0	118	4	78	0	0	82	0	0	0	0	0	10	0	14	0	24	224
Total	0	354	49	0	403	26	301	0	0	327	0	0	0	0	0	48	0	40	0	88	818
Approach %	0.00	87.84	12.16	0.00	-	7.95	92.05	0.00	0.00	-	0.00	0.00	0.00	0.00	-	54.55	0.00	45.45	0.00	-	
PHF	0.00	0.86	0.82	0.00	**0.85**	0.72	0.96	0.00	0.00	**0.94**	0.00	0.00	0.00	0.00	**0.00**	0.86	0.00	0.71	0.00	**0.85**	**0.91**

Bikes

	Northbound					Southbound					Eastbound					Westbound					
	Oleander Blvd (South)					Oleander Blvd (North)					Driveway					Farmers Market Rd					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	2.1	2.2	2.3	2.4	Total	2.5	2.6	2.7	2.8	Total	2.9	2.10	2.11	2.12	Total	2.13	2.14	2.15	2.16	Total	Total
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Oleander Blvd (South)					Oleander Blvd (North)					Driveway					Farmers Market Rd					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	2.1	2.2	2.3	2.4	Total	2.5	2.6	2.7	2.8	Total	2.9	2.10	2.11	2.12	Total	2.13	2.14	2.15	2.16	Total	Total
1615 - 1630	0	76	9	0	85	5	67	0	0	72	0	0	0	0	0	8	0	5	0	13	170
1630 - 1645	0	83	10	0	93	7	69	0	0	76	0	0	0	0	0	12	0	11	0	23	192
1645 - 1700	0	84	14	0	98	8	74	0	0	82	0	0	0	0	0	12	0	7	0	19	199
1700 - 1715	0	100	14	0	114	4	75	0	0	79	0	0	0	0	0	10	0	14	0	24	217
Total	0	343	47	0	390	24	285	0	0	309	0	0	0	0	0	42	0	37	0	79	778
Approach %	0.00	87.95	12.05	0.00	-	7.77	92.23	0.00	0.00	-	0.00	0.00	0.00	0.00	-	53.16	0.00	46.84	0.00	-	
PHF	0.00	0.86	0.84	0.00	**0.86**	0.75	0.95	0.00	0.00	**0.94**	0.00	0.00	0.00	0.00	**0.00**	0.88	0.00	0.66	0.00	**0.82**	**0.90**

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Oleander Blvd (South)					Oleander Blvd (North)					Driveway					Farmers Market Rd					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	2.1	2.2	2.3	2.4	Total	2.5	2.6	2.7	2.8	Total	2.9	2.10	2.11	2.12	Total	2.13	2.14	2.15	2.16	Total	Total
1615 - 1630	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	2	0	0	0	2	7
1630 - 1645	0	2	0	0	2	0	3	0	0	3	0	0	0	0	0	1	0	1	0	2	7
1645 - 1700	0	3	0	0	3	1	3	0	0	4	0	0	0	0	0	2	0	1	0	3	10
1700 - 1715	0	3	1	0	4	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	7
Total	0	8	2	0	10	1	13	0	0	14	0	0	0	0	0	5	0	2	0	7	31
Approach %	0.00	80.00	20.00	0.00	-	7.14	92.86	0.00	0.00	-	0.00	0.00	0.00	0.00	-	71.43	0.00	28.57	0.00	-	
PHF	0.00	0.67	0.50	0.00	**0.63**	0.25	0.81	0.00	0.00	**0.88**	0.00	0.00	0.00	0.00	**0.00**	0.63	0.00	0.50	0.00	**0.58**	**0.78**

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Oleander Blvd (South)					Oleander Blvd (North)					Driveway					Farmers Market Rd					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	2.1	2.2	2.3	2.4	Total	2.5	2.6	2.7	2.8	Total	2.9	2.10	2.11	2.12	Total	2.13	2.14	2.15	2.16	Total	Total
1615 - 1630	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1630 - 1645	0	1	0	0	1	1	1	0	0	2	0	0	0	0	0	1	0	0	0	1	4
1645 - 1700	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	4
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	0	0	3	1	3	0	0	4	0	0	0	0	0	1	0	1	0	2	9
Approach %	0.00	100.00	0.00	0.00	-	25.00	75.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	50.00	0.00	50.00	0.00	-	
PHF	0.00	0.38	0.00	0.00	**0.38**	0.25	0.75	0.00	0.00	**0.50**	0.00	0.00	0.00	0.00	**0.00**	0.25	0.00	0.25	0.00	**0.50**	**0.56**

Peak Hour Turning Movement Count

Ft. Pierce, FL

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com



All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Oleander Blvd (South)					Oleander Blvd (North)					SR-611 Edwards Rd (West)					SR-611 Edwards Rd (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	Total
0745 - 0800	36	40	4	0	80	3	46	15	0	64	13	78	39	0	130	3	34	2	0	39	313
0800 - 0815	36	49	8	0	93	11	60	19	0	90	6	58	40	0	104	4	43	2	0	49	336
0815 - 0830	33	45	9	0	87	7	58	18	0	83	16	65	35	0	116	5	41	4	0	50	336
0830 - 0845	35	56	7	0	98	8	43	16	0	67	9	66	38	0	113	5	37	4	0	46	324
Total	140	190	28	0	358	29	207	68	0	304	44	267	152	0	463	17	155	12	0	184	1309
Approach %	39.11	53.07	7.82	0.00	-	9.54	68.09	22.37	0.00	-	9.50	57.67	32.83	0.00	-	9.24	84.24	6.52	0.00	-	
PHF	0.97	0.85	0.78	0.00	**0.91**	0.66	0.86	0.89	0.00	**0.84**	0.69	0.86	0.95	0.00	**0.89**	0.85	0.90	0.75	0.00	**0.92**	**0.97**

Bikes

	Northbound					Southbound					Eastbound					Westbound					
	Oleander Blvd (South)					Oleander Blvd (North)					SR-611 Edwards Rd (West)					SR-611 Edwards Rd (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	Total
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.25	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	**0.00**	**0.25**

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Oleander Blvd (South)					Oleander Blvd (North)					SR-611 Edwards Rd (West)					SR-611 Edwards Rd (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	Total
0745 - 0800	35	40	2	0	77	3	45	13	0	61	11	71	37	0	119	3	33	2	0	38	295
0800 - 0815	36	49	5	0	90	11	58	18	0	87	6	52	36	0	94	2	37	2	0	41	312
0815 - 0830	33	43	8	0	84	7	57	18	0	82	16	62	35	0	113	5	39	3	0	47	326
0830 - 0845	35	55	5	0	95	8	39	15	0	62	9	60	32	0	101	3	37	4	0	44	302
Total	139	187	20	0	346	29	199	64	0	292	42	245	140	0	427	13	146	11	0	170	1235
Approach %	40.17	54.05	5.78	0.00	-	9.93	68.15	21.92	0.00	-	9.84	57.38	32.79	0.00	-	7.65	85.88	6.47	0.00	-	
PHF	0.97	0.85	0.63	0.00	**0.91**	0.66	0.86	0.89	0.00	**0.84**	0.66	0.86	0.95	0.00	**0.90**	0.65	0.94	0.69	0.00	**0.90**	**0.95**

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Oleander Blvd (South)					Oleander Blvd (North)					SR-611 Edwards Rd (West)					SR-611 Edwards Rd (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	Total
0745 - 0800	0	0	1	0	1	0	1	2	0	3	2	5	1	0	8	0	0	0	0	0	12
0800 - 0815	0	0	2	0	2	0	0	0	0	0	0	3	3	0	6	1	5	0	0	6	14
0815 - 0830	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	0	1	0	1	4
0830 - 0845	0	1	2	0	3	0	3	1	0	4	0	5	3	0	8	2	0	0	0	2	17
Total	0	2	5	0	7	0	5	3	0	8	2	14	7	0	23	3	5	1	0	9	47
Approach %	0.00	28.57	71.43	0.00	-	0.00	62.50	37.50	0.00	-	8.70	60.87	30.43	0.00	-	33.33	55.56	11.11	0.00	-	
PHF	0.00	0.50	0.63	0.00	**0.58**	0.00	0.42	0.38	0.00	**0.50**	0.25	0.70	0.58	0.00	**0.72**	0.38	0.25	0.25	0.00	**0.38**	**0.69**

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Oleander Blvd (South)					Oleander Blvd (North)					SR-611 Edwards Rd (West)					SR-611 Edwards Rd (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	Total
0745 - 0800	1	0	1	0	2	0	0	0	0	0	0	1	1	0	2	0	1	0	0	1	5
0800 - 0815	0	0	1	0	1	0	2	1	0	3	0	3	1	0	4	1	1	0	0	2	10
0815 - 0830	0	1	1	0	2	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	6
0830 - 0845	0	0	0	0	0	0	1	0	0	1	0	1	3	0	4	0	0	0	0	0	5
Total	1	1	3	0	5	0	3	1	0	4	0	7	5	0	12	1	4	0	0	5	26
Approach %	20.00	20.00	60.00	0.00	-	0.00	75.00	25.00	0.00	-	0.00	58.33	41.67	0.00	-	20.00	80.00	0.00	0.00	-	
PHF	0.25	0.25	0.75	0.00	**0.63**	0.00	0.38	0.25	0.00	**0.33**	0.00	0.58	0.42	0.00	**0.75**	0.25	0.50	0.00	0.00	**0.63**	**0.65**

Peak Hour Turning Movement Count

Ft. Pierce, FL

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com



Tuesday, November 15, 2022	
Period	1600 - 1800
Peak Hour	1645 - 1745

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Oleander Blvd (South)					Oleander Blvd (North)					SR-611 Edwards Rd (West)					SR-611 Edwards Rd (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	Total
1645 - 1700	34	63	7	0	104	9	67	20	0	96	18	63	61	0	142	4	60	3	0	67	409
1700 - 1715	57	92	8	0	157	3	64	26	0	93	15	41	38	0	94	6	78	3	0	87	431
1715 - 1730	50	66	4	0	120	6	62	21	0	89	23	58	44	0	125	5	71	1	0	77	411
1730 - 1745	37	75	7	0	119	6	58	29	0	93	18	58	37	0	113	2	78	1	0	81	406
Total	178	296	26	0	500	24	251	96	0	371	74	220	180	0	474	17	287	8	0	312	1657
Approach %	35.60	59.20	5.20	0.00	-	6.47	67.65	25.88	0.00	-	15.61	46.41	37.97	0.00	-	5.45	91.99	2.56	0.00	-	
PHF	0.78	0.80	0.81	0.00	**0.80**	0.67	0.94	0.83	0.00	**0.97**	0.80	0.87	0.74	0.00	**0.83**	0.71	0.92	0.67	0.00	**0.90**	**0.96**

Bikes

	Northbound					Southbound					Eastbound					Westbound					
	Oleander Blvd (South)					Oleander Blvd (North)					SR-611 Edwards Rd (West)					SR-611 Edwards Rd (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	Total
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.25	0.00	0.00	**0.25**	0.00	0.25	0.00	0.00	**0.25**	**0.25**

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Oleander Blvd (South)					Oleander Blvd (North)					SR-611 Edwards Rd (West)					SR-611 Edwards Rd (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	Total
1645 - 1700	32	62	6	0	100	9	64	19	0	92	17	58	58	0	133	4	58	3	0	65	390
1700 - 1715	57	89	8	0	154	3	63	25	0	91	15	38	37	0	90	6	76	3	0	85	420
1715 - 1730	48	64	4	0	116	6	60	20	0	86	23	53	41	0	117	3	65	1	0	69	388
1730 - 1745	37	73	7	0	117	6	57	29	0	92	18	51	35	0	104	2	74	1	0	77	390
Total	174	288	25	0	487	24	244	93	0	361	73	200	171	0	444	15	273	8	0	296	1588
Approach %	35.73	59.14	5.13	0.00	-	6.65	67.59	25.76	0.00	-	16.44	45.05	38.51	0.00	-	5.07	92.23	2.70	0.00	-	
PHF	0.76	0.81	0.78	0.00	**0.79**	0.67	0.95	0.80	0.00	**0.98**	0.79	0.86	0.74	0.00	**0.83**	0.63	0.90	0.67	0.00	**0.87**	**0.95**

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Oleander Blvd (South)					Oleander Blvd (North)					SR-611 Edwards Rd (West)					SR-611 Edwards Rd (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	Total
1645 - 1700	2	0	1	0	3	0	3	0	0	3	1	4	2	0	7	0	1	0	0	1	14
1700 - 1715	0	3	0	0	3	0	1	1	0	2	0	0	1	0	1	0	2	0	0	2	8
1715 - 1730	2	2	0	0	4	0	1	1	0	2	0	4	3	0	7	1	3	0	0	4	17
1730 - 1745	0	2	0	0	2	0	1	0	0	1	0	7	1	0	8	0	2	0	0	2	13
Total	4	7	1	0	12	0	6	2	0	8	1	15	7	0	23	1	8	0	0	9	52
Approach %	33.33	58.33	8.33	0.00	-	0.00	75.00	25.00	0.00	-	4.35	65.22	30.43	0.00	-	11.11	88.89	0.00	0.00	-	
PHF	0.50	0.58	0.25	0.00	**0.75**	0.00	0.50	0.50	0.00	**0.67**	0.25	0.54	0.58	0.00	**0.72**	0.25	0.67	0.00	0.00	**0.56**	**0.76**

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Oleander Blvd (South)					Oleander Blvd (North)					SR-611 Edwards Rd (West)					SR-611 Edwards Rd (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	Total
1645 - 1700	0	1	0	0	1	0	0	1	0	1	0	1	1	0	2	0	1	0	0	1	5
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
1715 - 1730	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	2	0	0	3	4
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	3
Total	0	1	0	0	1	0	1	1	0	2	0	4	2	0	6	1	5	0	0	6	15
Approach %	0.00	100.00	0.00	0.00	-	0.00	50.00	50.00	0.00	-	0.00	66.67	33.33	0.00	-	16.67	83.33	0.00	0.00	-	
PHF	0.00	0.25	0.00	0.00	**0.25**	0.00	0.25	0.25	0.00	**0.50**	0.00	0.33	0.50	0.00	**0.50**	0.25	0.63	0.00	0.00	**0.50**	**0.75**

APPENDIX F

FDOT's Florida Traffic Online
2021 Peak Season Factor Category Report

2021 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 9401 CEN.-W OF US1 TO I95

MOCF: 0.97

WEEK	DATES	SF	PSCF
1	01/01/2021 - 01/02/2021	1.00	1.03
2	01/03/2021 - 01/09/2021	1.01	1.04
3	01/10/2021 - 01/16/2021	1.01	1.04
4	01/17/2021 - 01/23/2021	1.00	1.03
5	01/24/2021 - 01/30/2021	1.00	1.03
6	01/31/2021 - 02/06/2021	0.99	1.02
7	02/07/2021 - 02/13/2021	0.99	1.02
* 8	02/14/2021 - 02/20/2021	0.98	1.01
* 9	02/21/2021 - 02/27/2021	0.97	1.00
*10	02/28/2021 - 03/06/2021	0.97	1.00
*11	03/07/2021 - 03/13/2021	0.96	0.99
*12	03/14/2021 - 03/20/2021	0.95	0.98
*13	03/21/2021 - 03/27/2021	0.96	0.99
*14	03/28/2021 - 04/03/2021	0.96	0.99
*15	04/04/2021 - 04/10/2021	0.97	1.00
*16	04/11/2021 - 04/17/2021	0.97	1.00
*17	04/18/2021 - 04/24/2021	0.98	1.01
*18	04/25/2021 - 05/01/2021	0.98	1.01
*19	05/02/2021 - 05/08/2021	0.99	1.02
*20	05/09/2021 - 05/15/2021	0.99	1.02
21	05/16/2021 - 05/22/2021	0.99	1.02
22	05/23/2021 - 05/29/2021	1.00	1.03
23	05/30/2021 - 06/05/2021	1.00	1.03
24	06/06/2021 - 06/12/2021	1.01	1.04
25	06/13/2021 - 06/19/2021	1.01	1.04
26	06/20/2021 - 06/26/2021	1.02	1.05
27	06/27/2021 - 07/03/2021	1.02	1.05
28	07/04/2021 - 07/10/2021	1.03	1.06
29	07/11/2021 - 07/17/2021	1.03	1.06
30	07/18/2021 - 07/24/2021	1.03	1.06
31	07/25/2021 - 07/31/2021	1.04	1.07
32	08/01/2021 - 08/07/2021	1.04	1.07
33	08/08/2021 - 08/14/2021	1.05	1.08
34	08/15/2021 - 08/21/2021	1.05	1.08
35	08/22/2021 - 08/28/2021	1.05	1.08
36	08/29/2021 - 09/04/2021	1.05	1.08
37	09/05/2021 - 09/11/2021	1.05	1.08
38	09/12/2021 - 09/18/2021	1.05	1.08
39	09/19/2021 - 09/25/2021	1.04	1.07
40	09/26/2021 - 10/02/2021	1.03	1.06
41	10/03/2021 - 10/09/2021	1.01	1.04
42	10/10/2021 - 10/16/2021	1.00	1.03
43	10/17/2021 - 10/23/2021	1.00	1.03
44	10/24/2021 - 10/30/2021	1.01	1.04
45	10/31/2021 - 11/06/2021	1.01	1.04
46	11/07/2021 - 11/13/2021	1.02	1.05
47	11/14/2021 - 11/20/2021	1.02	1.05
48	11/21/2021 - 11/27/2021	1.02	1.05
49	11/28/2021 - 12/04/2021	1.01	1.04
50	12/05/2021 - 12/11/2021	1.01	1.04
51	12/12/2021 - 12/18/2021	1.00	1.03
52	12/19/2021 - 12/25/2021	1.01	1.04
53	12/26/2021 - 12/31/2021	1.01	1.04

* PEAK SEASON

APPENDIX G
Turning Movement Volume Worksheets

INTERSECTION VOLUME DEVELOPMENT

Oleander Avenue & Weatherbee Road

WEEKDAY AM PEAK HOUR (8:00 AM to 9:00 AM)	Oleander Avenue			Oleander Avenue			Weatherbee Road			Weatherbee Road		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Counted on 11/15/2022	5	225	33	32	203	4	7	77	14	16	75	32
Peak Season Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
2022 Total Existing Traffic	**5**	**236**	**35**	**34**	**213**	**4**	**7**	**81**	**15**	**17**	**79**	**34**
Annual Growth Rate	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%
2025 Background Growth	0	16	2	2	14	0	0	5	1	1	5	2
Oleander Oaks Vested Trips		3		6	9							2
American Silicone Vested Trips		28		14	24							16
Background Traffic	0	47	2	22	47	0	0	5	1	1	5	20
Project Traffic % Assignment		25%		15%	25%							15%
Project Traffic Direction		IN		OUT	OUT							IN
Project Traffic		4		2	3							2
2025 Total Background Traffic	**5**	**283**	**37**	**56**	**260**	**4**	**7**	**86**	**16**	**18**	**84**	**54**
2025 Total Traffic	**5**	**287**	**37**	**58**	**263**	**4**	**7**	**86**	**16**	**18**	**84**	**56**

WEEKDAY PM PEAK HOUR (4:30 PM to 5:30 PM)	Oleander Avenue			Oleander Avenue			Weatherbee Road			Weatherbee Road		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Counted on 11/15/2022	14	240	28	59	292	6	7	76	13	19	49	41
Peak Season Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
2022 Total Existing Traffic	**15**	**252**	**29**	**62**	**307**	**6**	**7**	**80**	**14**	**20**	**51**	**43**
Annual Growth Rate	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%
2025 Background Growth	1	17	2	4	21	0	0	5	1	1	3	3
Oleander Oaks Vested Trips		10		4	6							6
American Silicone Vested Trips		11		8	14							6
Background Traffic	1	38	2	16	41	0	0	5	1	1	3	15
Project Traffic % Assignment		25%		15%	25%							15%
Project Traffic Direction		IN		OUT	OUT							IN
Project Traffic		6		4	7							3
2025 Total Background Traffic	**16**	**290**	**31**	**78**	**348**	**6**	**7**	**85**	**15**	**21**	**54**	**58**
2025 Total Traffic	**16**	**296**	**31**	**82**	**355**	**6**	**7**	**85**	**15**	**21**	**54**	**61**

INTERSECTION VOLUME DEVELOPMENT

Oleander Avenue & Bell Avenue

WEEKDAY AM PEAK HOUR (8:00 AM to 9:00 AM)	Oleander Avenue			Oleander Avenue			Bell Avenue			Driveway		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Counted on 11/15/2022	47	212	6	8	256	67	78	8	77	0	0	7
Peak Season Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
2022 Total Existing Traffic	**49**	**223**	**6**	**8**	**269**	**70**	**82**	**8**	**81**	**0**	**0**	**7**
Annual Growth Rate	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%
2025 Background Growth	3	15	0	1	18	5	6	1	5	0	0	0
Oleander Oaks Vested Trips	2	20			7				1			
American Silicone Vested Trips	5	52			61				6			
Background Traffic	8	67	0	1	79	5	6	1	11	0	0	0
Project Traffic % Assignment	5%	55%			55%				5%			
Project Traffic Direction	OUT	OUT			IN				IN			
Project Traffic	1	6			8				1			
2025 Total Background Traffic	**57**	**290**	**6**	**9**	**348**	**75**	**88**	**9**	**92**	**0**	**0**	**7**
2025 Total Traffic	**58**	**296**	**6**	**9**	**356**	**75**	**88**	**9**	**93**	**0**	**0**	**7**

WEEKDAY PM PEAK HOUR (4:15 PM to 5:15 PM)	Oleander Avenue			Oleander Avenue			Bell Avenue			Driveway		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Counted on 11/15/2022	68	325	3	2	280	65	74	0	94	5	4	7
Peak Season Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
2022 Total Existing Traffic	**71**	**341**	**3**	**2**	**294**	**68**	**78**	**0**	**99**	**5**	**4**	**7**
Annual Growth Rate	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%
2025 Background Growth	5	23	0	0	20	5	5	0	7	0	0	0
Oleander Oaks Vested Trips	1	13			23				2			
American Silicone Vested Trips	3	31			24				2			
Background Traffic	8	54	0	0	44	5	5	0	9	0	0	0
Project Traffic % Assignment	5%	55%			55%				5%			
Project Traffic Direction	OUT	OUT			IN				IN			
Project Traffic	1	14			13				1			
2025 Total Background Traffic	**79**	**395**	**3**	**2**	**338**	**73**	**83**	**0**	**108**	**5**	**4**	**7**
2025 Total Traffic	**80**	**409**	**3**	**2**	**351**	**73**	**83**	**0**	**109**	**5**	**4**	**7**

INTERSECTION VOLUME DEVELOPMENT

Oleander Avenue & Farmers Market Road

WEEKDAY AM PEAK HOUR (8:00 AM to 9:00 AM)	Oleander Avenue			Oleander Avenue			Driveway			Farmers Market Road		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Counted on 11/15/2022	0	252	47	16	290	0	0	0	0	40	0	30
Peak Season Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
2022 Total Existing Traffic	**0**	**265**	**49**	**17**	**305**	**0**	**0**	**0**	**0**	**42**	**0**	**32**
Annual Growth Rate	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%
2025 Background Growth	0	18	3	1	21	0	0	0	0	3	0	2
Oleander Oaks Vested Trips		17	3		6					1		
American Silicone Vested Trips		42	10		50					11		
Background Traffic	0	60	13	1	71	0	0	0	0	14	0	2
Project Traffic % Assignment		45%	10%		45%					10%		
Project Traffic Direction		OUT	OUT		IN					IN		
Project Traffic		5	1		6					1		
2025 Total Background Traffic	**0**	**325**	**62**	**18**	**376**	**0**	**0**	**0**	**0**	**56**	**0**	**34**
2025 Total Traffic	**0**	**330**	**63**	**18**	**382**	**0**	**0**	**0**	**0**	**57**	**0**	**34**

WEEKDAY PM PEAK HOUR (4:15 PM to 5:15 PM)	Oleander Avenue			Oleander Avenue			Driveway			Farmers Market Road		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Counted on 11/15/2022	0	354	49	26	301	0	0	0	0	48	0	40
Peak Season Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
2022 Total Existing Traffic	**0**	**372**	**51**	**27**	**316**	**0**	**0**	**0**	**0**	**50**	**0**	**42**
Annual Growth Rate	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%
2025 Background Growth	0	25	3	2	21	0	0	0	0	3	0	3
Oleander Oaks Vested Trips		11	2		19					4		
American Silicone Vested Trips		25	6		20					4		
Background Traffic	0	50	9	2	41	0	0	0	0	7	0	3
Project Traffic % Assignment		45%	10%		45%					10%		
Project Traffic Direction		OUT	OUT		IN					IN		
Project Traffic		12	2		20					2		
2025 Total Background Traffic	**0**	**422**	**60**	**29**	**357**	**0**	**0**	**0**	**0**	**57**	**0**	**45**
2025 Total Traffic	**0**	**434**	**62**	**29**	**377**	**0**	**0**	**0**	**0**	**59**	**0**	**45**

INTERSECTION VOLUME DEVELOPMENT

Oleander Avenue & Edwards Road

WEEKDAY AM PEAK HOUR (8:00 AM to 9:00 AM)	Oleander Avenue			Oleander Avenue			Edwards Road			Edwards Road		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Counted on 11/15/2022	140	190	28	29	207	68	44	267	152	17	155	12
Peak Season Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
2022 Total Existing Traffic	**147**	**200**	**29**	**30**	**217**	**71**	**46**	**280**	**160**	**18**	**163**	**13**
Annual Growth Rate	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%
2025 Background Growth	10	14	2	2	15	5	3	19	11	1	11	1
Oleander Oaks Vested Trips	8	9			3				3			
American Silicone Vested Trips	18	24			28				22			
Background Traffic	28	38	2	2	43	5	3	19	33	1	11	1
Project Traffic % Assignment	20%	25%			25%				20%			
Project Traffic Direction	OUT	OUT			IN				IN			
Project Traffic	18	3			4				3			
2025 Total Background Traffic	**175**	**238**	**31**	**32**	**260**	**76**	**49**	**299**	**193**	**19**	**174**	**14**
2025 Total Traffic	**193**	**241**	**31**	**32**	**264**	**76**	**49**	**299**	**196**	**19**	**174**	**14**

WEEKDAY PM PEAK HOUR (4:45 PM to 5:45 PM)	Oleander Avenue			Oleander Avenue			Edwards Road			Edwards Road		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Counted on 11/15/2022	178	296	26	24	251	96	74	219	180	17	286	8
Peak Season Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
2022 Total Existing Traffic	**187**	**311**	**27**	**25**	**264**	**101**	**78**	**230**	**189**	**18**	**300**	**8**
Annual Growth Rate	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%
2025 Background Growth	13	21	2	2	18	7	5	16	13	1	20	1
Oleander Oaks Vested Trips	5	6			11				8			
American Silicone Vested Trips	11	14			11				9			
Background Traffic	24	35	2	2	29	7	5	16	22	1	20	1
Project Traffic % Assignment	20%	25%			25%				20%			
Project Traffic Direction	OUT	OUT			IN				IN			
Project Traffic	5	7			6				5			
2025 Total Background Traffic	**211**	**346**	**29**	**27**	**293**	**108**	**83**	**246**	**211**	**19**	**320**	**9**
2025 Total Traffic	**216**	**353**	**29**	**27**	**299**	**108**	**83**	**246**	**216**	**19**	**320**	**9**

INTERSECTION VOLUME DEVELOPMENT

Oleander Avenue & Project Driveway

WEEKDAY AM PEAK HOUR (8:00 AM to 9:00 AM)	Oleander Avenue			Oleander Avenue			Project Driveway			-		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	N/A	N/A	N/A
Counted on 11/15/2022		264			333							
Peak Season Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
2022 Total Existing Traffic	**0**	**277**	**0**	**0**	**350**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Annual Growth Rate	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%
2025 Background Growth	0	19	0	0	24	0	0	0	0	0	0	0
Oleander Oaks Vested Trips		22			8							
American Silicone Vested Trips		57			67							
Project Traffic % Assignment	40%					60%	60%		40%			
Project Traffic Direction	IN					IN	OUT		OUT			
Project Trips	6					8	7		4			
Pass-by Trips	4	-4			-4	4	3		3			
2025 Total Background Traffic	**0**	**353**	**0**	**0**	**441**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2025 Total Traffic	**10**	**349**	**0**	**0**	**437**	**12**	**10**	**0**	**7**	**0**	**0**	**0**

WEEKDAY PM PEAK HOUR (4:15 PM to 5:15 PM)	Oleander Avenue			Oleander Avenue			Project Driveway			-		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	N/A	N/A	N/A
Counted on 11/15/2022		288			379							
Peak Season Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
2022 Total Existing Traffic	**0**	**302**	**0**	**0**	**398**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Annual Growth Rate	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%	2.21%
2025 Background Growth	0	20	0	0	27	0	0	0	0	0	0	0
Oleander Oaks Vested Trips		14			25							
American Silicone Vested Trips		34			26							
Project Traffic % Assignment	40%					60%	60%		40%			
Project Traffic Direction	IN					IN	OUT		OUT			
Project Trips	9					14	16		10			
Pass-by Trips	6	-6			-6	6	8		8			
2025 Total Background Traffic	**0**	**370**	**0**	**0**	**476**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2025 Total Traffic	**15**	**364**	**0**	**0**	**470**	**20**	**24**	**0**	**18**	**0**	**0**	**0**

APPENDIX H
Signal Timing/Phasing Plans

St. Lucie County

ECONOLITE

MOVING TRAFFIC FORWARD

00011 - EDWARDS RD @ OLEANDER AVE - Econolite Type - Cobalt

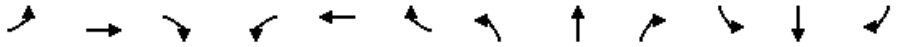
Controller Timing Plan (MM) 2-1

Q in use

Plan 1 - ""

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	N-L	S-T	E-L	W-T	S-L	N-T	W-L	E-T	N	N	N	N	N	N	N	N
Min Green	8	10	6	10	8	10	6	10	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	0	0	0	0	7	0	7	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	15	0	19	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	3.0	3.0	3.0	4.0	3.0	3.0	3.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	10	30	10	30	10	30	10	30	35	35	35	35	35	35	35	35
Max2	0	0	0	0	0	0	0	0	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	0.0	2.0	0.0	2.0	0.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

APPENDIX I
Synchro Outputs



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	81	15	17	79	34	5	236	35	34	213	4
Future Volume (vph)	7	81	15	17	79	34	5	236	35	34	213	4
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	7%	7%	7%	8%	8%	8%
Adj. Flow (vph)	8	87	16	18	85	37	5	254	38	37	229	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	111	0	0	140	0	0	297	0	0	270	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Control Type: Unsignalized

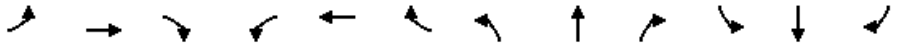
Intersection	
Int Delay, s/veh	5.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	81	15	17	79	34	5	236	35	34	213	4
Future Vol, veh/h	7	81	15	17	79	34	5	236	35	34	213	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	1	1	1	2	2	2	7	7	7	8	8	8
Mvmt Flow	8	87	16	18	85	37	5	254	38	37	229	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	649	607	231	640	590	273	233	0	0	292	0	0
Stage 1	305	305	-	283	283	-	-	-	-	-	-	-
Stage 2	344	302	-	357	307	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.12	6.52	6.22	4.17	-	-	4.18	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.518	4.018	3.318	2.263	-	-	2.272	-	-
Pot Cap-1 Maneuver	384	412	811	388	420	766	1306	-	-	1236	-	-
Stage 1	707	664	-	724	677	-	-	-	-	-	-	-
Stage 2	673	666	-	661	661	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	298	396	811	307	404	766	1306	-	-	1236	-	-
Mov Cap-2 Maneuver	298	396	-	307	404	-	-	-	-	-	-	-
Stage 1	703	641	-	720	674	-	-	-	-	-	-	-
Stage 2	557	663	-	541	639	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16.7	16.9	0.1	1.1
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1306	-	-	418	440	1236	-	-
HCM Lane V/C Ratio	0.004	-	-	0.265	0.318	0.03	-	-
HCM Control Delay (s)	7.8	0	-	16.7	16.9	8	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1.1	1.3	0.1	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	82	8	81	0	0	7	49	223	6	8	269	70
Future Volume (vph)	82	8	81	0	0	7	49	223	6	8	269	70
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	9%	9%	9%	43%	43%	43%	7%	7%	7%	9%	9%	9%
Adj. Flow (vph)	88	9	87	0	0	8	53	240	6	9	289	75
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	184	0	0	8	0	0	299	0	0	373	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	82	8	81	0	0	7	49	223	6	8	269	70
Future Vol, veh/h	82	8	81	0	0	7	49	223	6	8	269	70
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	9	9	9	43	43	43	7	7	7	9	9	9
Mvmt Flow	88	9	87	0	0	8	53	240	6	9	289	75

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	698	697	327	742	731	243	364	0	0	246	0	0
Stage 1	345	345	-	349	349	-	-	-	-	-	-	-
Stage 2	353	352	-	393	382	-	-	-	-	-	-	-
Critical Hdwy	7.19	6.59	6.29	7.53	6.93	6.63	4.17	-	-	4.19	-	-
Critical Hdwy Stg 1	6.19	5.59	-	6.53	5.93	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.19	5.59	-	6.53	5.93	-	-	-	-	-	-	-
Follow-up Hdwy	3.581	4.081	3.381	3.887	4.387	3.687	2.263	-	-	2.281	-	-
Pot Cap-1 Maneuver	346	356	698	285	304	705	1167	-	-	1280	-	-
Stage 1	656	624	-	590	567	-	-	-	-	-	-	-
Stage 2	650	619	-	557	547	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	326	334	698	233	285	705	1167	-	-	1280	-	-
Mov Cap-2 Maneuver	326	334	-	233	285	-	-	-	-	-	-	-
Stage 1	621	618	-	559	537	-	-	-	-	-	-	-
Stage 2	609	586	-	476	542	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	19.1	10.2	1.5	0.2
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1167	-	-	437	705	1280	-	-
HCM Lane V/C Ratio	0.045	-	-	0.421	0.011	0.007	-	-
HCM Control Delay (s)	8.2	0	-	19.1	10.2	7.8	0	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	2	0	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	42	0	32	0	265	49	17	305	0
Future Volume (vph)	0	0	0	42	0	32	0	265	49	17	305	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	13%	13%	13%	6%	6%	6%	9%	9%	9%
Adj. Flow (vph)	0	0	0	45	0	34	0	285	53	18	328	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	79	0	0	338	0	0	346	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	42	0	32	0	265	49	17	305	0
Future Vol, veh/h	0	0	0	42	0	32	0	265	49	17	305	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	13	13	13	6	6	6	9	9	9
Mvmt Flow	0	0	0	45	0	34	0	285	53	18	328	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	693	702	328	676	676	312	328	0	0	338	0	0
Stage 1	364	364	-	312	312	-	-	-	-	-	-	-
Stage 2	329	338	-	364	364	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.23	6.63	6.33	4.16	-	-	4.19	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.23	5.63	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.23	5.63	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.617	4.117	3.417	2.254	-	-	2.281	-	-
Pot Cap-1 Maneuver	360	365	718	353	362	703	1209	-	-	1183	-	-
Stage 1	659	627	-	676	638	-	-	-	-	-	-	-
Stage 2	688	644	-	633	605	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	337	358	718	348	355	703	1209	-	-	1183	-	-
Mov Cap-2 Maneuver	337	358	-	348	355	-	-	-	-	-	-	-
Stage 1	659	615	-	676	638	-	-	-	-	-	-	-
Stage 2	654	644	-	621	594	-	-	-	-	-	-	-

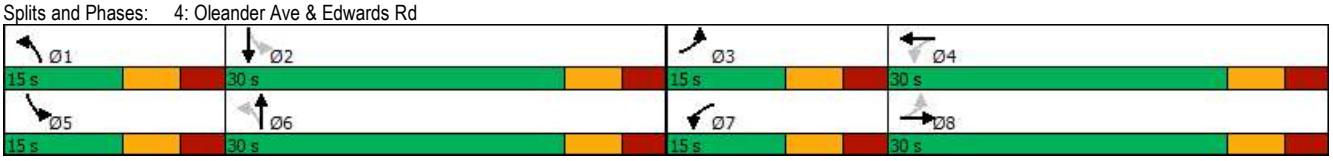
Approach	EB	WB	NB	SB
HCM Control Delay, s	0	14.8	0	0.4
HCM LOS	A	B		

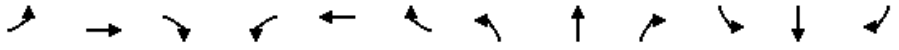
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1209	-	-	-	445	1183	-	-
HCM Lane V/C Ratio	-	-	-	-	0.179	0.015	-	-
HCM Control Delay (s)	0	-	-	0	14.8	8.1	0	-
HCM Lane LOS	A	-	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0.6	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	46	280	160	18	163	13	147	200	29	30	217	71
Future Volume (vph)	46	280	160	18	163	13	147	200	29	30	217	71
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	3%	3%	3%	4%	4%	4%
Adj. Flow (vph)	47	289	165	19	168	13	152	206	30	31	224	73
Shared Lane Traffic (%)												
Lane Group Flow (vph)	47	454	0	19	181	0	152	236	0	31	297	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8			4			6			2		
Detector Phase	3	8		7	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	6.0	10.0		6.0	10.0		8.0	10.0		8.0	10.0	
Minimum Split (s)	13.0	17.0		13.0	17.0		15.0	17.0		15.0	17.0	
Total Split (s)	15.0	30.0		15.0	30.0		15.0	30.0		15.0	30.0	
Total Split (%)	16.7%	33.3%		16.7%	33.3%		16.7%	33.3%		16.7%	33.3%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Min		None	Min	
v/c Ratio	0.12	0.49		0.06	0.25		0.35	0.36		0.07	0.65	
Control Delay	16.8	19.1		16.2	25.0		16.1	21.8		13.9	30.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	16.8	19.1		16.2	25.0		16.1	21.8		13.9	30.9	
Queue Length 50th (ft)	13	53		5	35		37	58		7	108	
Queue Length 95th (ft)	37	130		20	68		92	180		26	225	
Internal Link Dist (ft)		2737			3439			4912			1451	
Turn Bay Length (ft)	295			350			150					
Base Capacity (vph)	398	1340		354	1325		432	798		472	713	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.12	0.34		0.05	0.14		0.35	0.30		0.07	0.42	

Intersection Summary
Cycle Length: 90
Actuated Cycle Length: 64.9
Natural Cycle: 65
Control Type: Actuated-Uncoordinated

Splits and Phases: 4: Oleander Ave & Edwards Rd





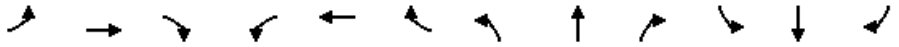
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	280	160	18	163	13	147	200	29	30	217	71
Future Volume (veh/h)	46	280	160	18	163	13	147	200	29	30	217	71
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1781	1781	1781	1781	1781	1781	1856	1856	1856	1841	1841	1841
Adj Flow Rate, veh/h	47	289	0	19	168	0	152	206	30	31	224	73
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	8	8	8	8	8	8	3	3	3	4	4	4
Cap, veh/h	344	638		279	547		385	441	64	402	282	92
Arrive On Green	0.05	0.19	0.00	0.03	0.16	0.00	0.12	0.28	0.28	0.05	0.21	0.21
Sat Flow, veh/h	1697	3474	0	1697	3474	0	1767	1583	231	1753	1329	433
Grp Volume(v), veh/h	47	289	0	19	168	0	152	0	236	31	0	297
Grp Sat Flow(s),veh/h/ln	1697	1692	0	1697	1692	0	1767	0	1814	1753	0	1763
Q Serve(g_s), s	1.4	4.7	0.0	0.6	2.7	0.0	3.9	0.0	6.7	0.8	0.0	9.9
Cycle Q Clear(g_c), s	1.4	4.7	0.0	0.6	2.7	0.0	3.9	0.0	6.7	0.8	0.0	9.9
Prop In Lane	1.00		0.00	1.00		0.00	1.00		0.13	1.00		0.25
Lane Grp Cap(c), veh/h	344	638		279	547		385	0	505	402	0	374
V/C Ratio(X)	0.14	0.45		0.07	0.31		0.40	0.00	0.47	0.08	0.00	0.79
Avail Cap(c_a), veh/h	472	1259		453	1259		401	0	675	535	0	655
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.6	22.3	0.0	20.7	22.9	0.0	16.0	0.0	18.5	17.0	0.0	23.1
Incr Delay (d2), s/veh	0.2	0.7	0.0	0.1	0.4	0.0	0.7	0.0	0.7	0.1	0.0	3.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	1.8	0.0	0.2	1.0	0.0	1.5	0.0	2.6	0.3	0.0	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.8	23.0	0.0	20.8	23.3	0.0	16.7	0.0	19.2	17.1	0.0	26.9
LnGrp LOS	B	C		C	C		B	A	B	B	A	C
Approach Vol, veh/h		336	A		187	A		388			328	
Approach Delay, s/veh		22.6			23.1			18.2			26.0	
Approach LOS		C			C			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.4	20.1	10.3	17.0	10.3	24.2	8.7	18.7
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Max Green Setting (Gmax), s	8.0	23.0	8.0	23.0	8.0	23.0	8.0	23.0
Max Q Clear Time (g_c+I1), s	5.9	11.9	3.4	4.7	2.8	8.7	2.6	6.7
Green Ext Time (p_c), s	0.1	1.2	0.0	1.2	0.0	1.1	0.0	2.1

Intersection Summary	
HCM 6th Ctrl Delay	22.2
HCM 6th LOS	C

Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	80	14	20	51	43	15	252	29	62	307	6
Future Volume (vph)	7	80	14	20	51	43	15	252	29	62	307	6
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	7%	7%	7%
Adj. Flow (vph)	8	94	16	24	60	51	18	296	34	73	361	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	118	0	0	135	0	0	348	0	0	441	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	7.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	80	14	20	51	43	15	252	29	62	307	6
Future Vol, veh/h	7	80	14	20	51	43	15	252	29	62	307	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	4	4	4	4	4	4	4	4	4	7	7	7
Mvmt Flow	8	94	16	24	60	51	18	296	34	73	361	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	916	877	365	915	863	313	368	0	0	330	0	0
Stage 1	511	511	-	349	349	-	-	-	-	-	-	-
Stage 2	405	366	-	566	514	-	-	-	-	-	-	-
Critical Hdwy	7.14	6.54	6.24	7.14	6.54	6.24	4.14	-	-	4.17	-	-
Critical Hdwy Stg 1	6.14	5.54	-	6.14	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.14	5.54	-	6.14	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.536	4.036	3.336	3.536	4.036	3.336	2.236	-	-	2.263	-	-
Pot Cap-1 Maneuver	251	285	676	251	290	723	1180	-	-	1202	-	-
Stage 1	542	534	-	663	630	-	-	-	-	-	-	-
Stage 2	618	619	-	505	532	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	179	258	676	164	263	723	1180	-	-	1202	-	-
Mov Cap-2 Maneuver	179	258	-	164	263	-	-	-	-	-	-	-
Stage 1	532	493	-	650	618	-	-	-	-	-	-	-
Stage 2	509	607	-	368	492	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	28	25.9	0.4	1.4
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1180	-	-	273	304	1202	-	-
HCM Lane V/C Ratio	0.015	-	-	0.435	0.441	0.061	-	-
HCM Control Delay (s)	8.1	0	-	28	25.9	8.2	0	-
HCM Lane LOS	A	A	-	D	D	A	A	-
HCM 95th %tile Q(veh)	0	-	-	2.1	2.2	0.2	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	78	0	99	5	4	7	71	341	3	2	294	68
Future Volume (vph)	78	0	99	5	4	7	71	341	3	2	294	68
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	4%	4%	4%	13%	13%	13%	3%	3%	3%	6%	6%	6%
Adj. Flow (vph)	88	0	111	6	4	8	80	383	3	2	330	76
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	199	0	0	18	0	0	466	0	0	408	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Control Type: Unsignalized

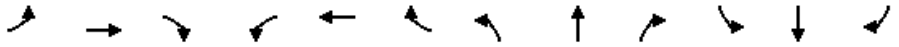
Intersection	
Int Delay, s/veh	5.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	78	0	99	5	4	7	71	341	3	2	294	68
Future Vol, veh/h	78	0	99	5	4	7	71	341	3	2	294	68
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	4	4	4	13	13	13	3	3	3	6	6	6
Mvmt Flow	88	0	111	6	4	8	80	383	3	2	330	76

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	923	918	368	973	955	385	406	0	0	386	0	0
Stage 1	372	372	-	545	545	-	-	-	-	-	-	-
Stage 2	551	546	-	428	410	-	-	-	-	-	-	-
Critical Hdwy	7.14	6.54	6.24	7.23	6.63	6.33	4.13	-	-	4.16	-	-
Critical Hdwy Stg 1	6.14	5.54	-	6.23	5.63	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.14	5.54	-	6.23	5.63	-	-	-	-	-	-	-
Follow-up Hdwy	3.536	4.036	3.336	3.617	4.117	3.417	2.227	-	-	2.254	-	-
Pot Cap-1 Maneuver	248	270	673	221	248	639	1147	-	-	1151	-	-
Stage 1	644	615	-	503	501	-	-	-	-	-	-	-
Stage 2	515	515	-	584	577	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	224	245	673	172	225	639	1147	-	-	1151	-	-
Mov Cap-2 Maneuver	224	245	-	172	225	-	-	-	-	-	-	-
Stage 1	587	614	-	458	456	-	-	-	-	-	-	-
Stage 2	459	469	-	486	576	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	27	18.9	1.4	0
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1147	-	-	357	277	1151	-	-
HCM Lane V/C Ratio	0.07	-	-	0.557	0.065	0.002	-	-
HCM Control Delay (s)	8.4	0	-	27	18.9	8.1	0	-
HCM Lane LOS	A	A	-	D	C	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	3.2	0.2	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	50	0	42	0	372	51	27	316	0
Future Volume (vph)	0	0	0	50	0	42	0	372	51	27	316	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	10%	10%	10%	3%	3%	3%	6%	6%	6%
Adj. Flow (vph)	0	0	0	55	0	46	0	409	56	30	347	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	101	0	0	465	0	0	377	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary
Control Type: Unsignalized

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	50	0	42	0	372	51	27	316	0
Future Vol, veh/h	0	0	0	50	0	42	0	372	51	27	316	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	10	10	10	3	3	3	6	6	6
Mvmt Flow	0	0	0	55	0	46	0	409	56	30	347	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	867	872	347	844	844	437	347	0	0	465	0	0
Stage 1	407	407	-	437	437	-	-	-	-	-	-	-
Stage 2	460	465	-	407	407	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.2	6.6	6.3	4.13	-	-	4.16	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.2	5.6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.2	5.6	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.59	4.09	3.39	2.227	-	-	2.254	-	-
Pot Cap-1 Maneuver	275	291	701	274	291	603	1206	-	-	1076	-	-
Stage 1	625	601	-	583	566	-	-	-	-	-	-	-
Stage 2	585	566	-	605	584	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	247	281	701	267	281	603	1206	-	-	1076	-	-
Mov Cap-2 Maneuver	247	281	-	267	281	-	-	-	-	-	-	-
Stage 1	625	580	-	583	566	-	-	-	-	-	-	-
Stage 2	540	566	-	584	564	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	19	0	0.7
HCM LOS	A	C		

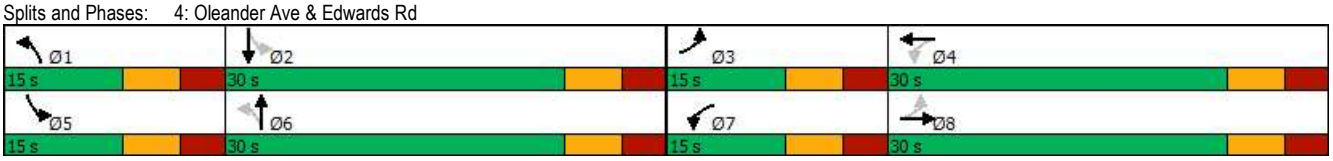
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1206	-	-	-	358	1076	-	-
HCM Lane V/C Ratio	-	-	-	-	0.282	0.028	-	-
HCM Control Delay (s)	0	-	-	0	19	8.4	0	-
HCM Lane LOS	A	-	-	A	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	1.1	0.1	-	-

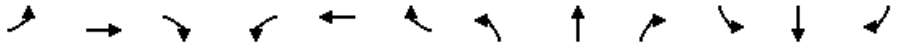
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	78	230	189	18	300	8	187	311	27	25	264	101
Future Volume (vph)	78	230	189	18	300	8	187	311	27	25	264	101
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	6%	6%	6%	5%	5%	5%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	81	240	197	19	313	8	195	324	28	26	275	105
Shared Lane Traffic (%)												
Lane Group Flow (vph)	81	437	0	19	321	0	195	352	0	26	380	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8			4			6			2		
Detector Phase	3	8		7	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	6.0	10.0		6.0	10.0		8.0	10.0		8.0	10.0	
Minimum Split (s)	13.0	17.0		13.0	17.0		15.0	17.0		15.0	17.0	
Total Split (s)	15.0	30.0		15.0	30.0		15.0	30.0		15.0	30.0	
Total Split (%)	16.7%	33.3%		16.7%	33.3%		16.7%	33.3%		16.7%	33.3%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Min		None	Min	
v/c Ratio	0.24	0.44		0.06	0.50		0.54	0.48		0.06	0.79	
Control Delay	19.0	14.8		17.3	31.4		20.7	23.8		13.2	39.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	19.0	14.8		17.3	31.4		20.7	23.8		13.2	39.1	
Queue Length 50th (ft)	27	42		6	76		56	109		7	163	
Queue Length 95th (ft)	56	102		20	117		#113	#268		22	#313	
Internal Link Dist (ft)		2737			3439			4912			1451	
Turn Bay Length (ft)	295			350			150					
Base Capacity (vph)	351	1217		331	1100		364	731		456	581	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.23	0.36		0.06	0.29		0.54	0.48		0.06	0.65	

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 74.2
Natural Cycle: 65
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: Oleander Ave & Edwards Rd





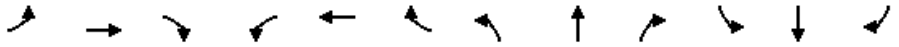
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	230	189	18	300	8	187	311	27	25	264	101
Future Volume (veh/h)	78	230	189	18	300	8	187	311	27	25	264	101
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1811	1811	1826	1826	1826	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	81	240	0	19	312	0	195	324	28	26	275	105
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	6	6	6	5	5	5	3	3	3	3	3	3
Cap, veh/h	292	656		297	513		359	544	47	352	324	124
Arrive On Green	0.07	0.19	0.00	0.03	0.15	0.00	0.12	0.32	0.32	0.05	0.25	0.25
Sat Flow, veh/h	1725	3532	0	1739	3561	0	1767	1684	146	1767	1279	488
Grp Volume(v), veh/h	81	240	0	19	312	0	195	0	352	26	0	380
Grp Sat Flow(s),veh/h/ln	1725	1721	0	1739	1735	0	1767	0	1829	1767	0	1768
Q Serve(g_s), s	2.6	4.1	0.0	0.6	5.7	0.0	5.3	0.0	10.9	0.7	0.0	13.8
Cycle Q Clear(g_c), s	2.6	4.1	0.0	0.6	5.7	0.0	5.3	0.0	10.9	0.7	0.0	13.8
Prop In Lane	1.00		0.00	1.00		0.00	1.00		0.08	1.00		0.28
Lane Grp Cap(c), veh/h	292	656		297	513		359	0	591	352	0	448
V/C Ratio(X)	0.28	0.37		0.06	0.61		0.54	0.00	0.60	0.07	0.00	0.85
Avail Cap(c_a), veh/h	376	1171		457	1180		364	0	622	480	0	601
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.0	23.8	0.0	23.3	27.0	0.0	16.9	0.0	19.2	17.2	0.0	24.0
Incr Delay (d2), s/veh	0.5	0.5	0.0	0.1	1.7	0.0	1.6	0.0	1.4	0.1	0.0	8.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	1.6	0.0	0.2	2.3	0.0	2.1	0.0	4.4	0.3	0.0	6.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.5	24.3	0.0	23.4	28.6	0.0	18.5	0.0	20.6	17.2	0.0	32.5
LnGrp LOS	C	C		C	C		B	A	C	B	A	C
Approach Vol, veh/h		321	A		331	A		547			406	
Approach Delay, s/veh		23.8			28.3			19.9			31.5	
Approach LOS		C			C			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.8	24.1	11.7	17.0	10.1	28.8	8.8	19.9
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Max Green Setting (Gmax), s	8.0	23.0	8.0	23.0	8.0	23.0	8.0	23.0
Max Q Clear Time (g_c+I1), s	7.3	15.8	4.6	7.7	2.7	12.9	2.6	6.1
Green Ext Time (p_c), s	0.0	1.3	0.0	2.2	0.0	1.4	0.0	1.7

Intersection Summary	
HCM 6th Ctrl Delay	25.4
HCM 6th LOS	C

Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	86	16	18	84	54	5	283	37	56	260	4
Future Volume (vph)	7	86	16	18	84	54	5	283	37	56	260	4
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	7%	7%	7%	8%	8%	8%
Adj. Flow (vph)	8	92	17	19	90	58	5	304	40	60	280	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	117	0	0	167	0	0	349	0	0	344	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary
Control Type: Unsignalized

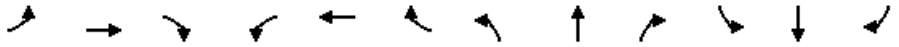
Intersection	
Int Delay, s/veh	6.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	86	16	18	84	54	5	283	37	56	260	4
Future Vol, veh/h	7	86	16	18	84	54	5	283	37	56	260	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	1	1	1	2	2	2	7	7	7	8	8	8
Mvmt Flow	8	92	17	19	90	58	5	304	40	60	280	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	810	756	282	791	738	324	284	0	0	344	0	0
Stage 1	402	402	-	334	334	-	-	-	-	-	-	-
Stage 2	408	354	-	457	404	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.12	6.52	6.22	4.17	-	-	4.18	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.518	4.018	3.318	2.263	-	-	2.272	-	-
Pot Cap-1 Maneuver	300	339	759	307	346	717	1250	-	-	1182	-	-
Stage 1	627	602	-	680	643	-	-	-	-	-	-	-
Stage 2	622	632	-	583	599	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	206	317	759	221	324	717	1250	-	-	1182	-	-
Mov Cap-2 Maneuver	206	317	-	221	324	-	-	-	-	-	-	-
Stage 1	624	566	-	677	640	-	-	-	-	-	-	-
Stage 2	489	629	-	448	563	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	21.5	22.1	0.1	1.4
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1250	-	-	334	375	1182	-	-
HCM Lane V/C Ratio	0.004	-	-	0.351	0.447	0.051	-	-
HCM Control Delay (s)	7.9	0	-	21.5	22.1	8.2	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1.5	2.2	0.2	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	88	9	92	0	0	7	57	290	6	9	348	75
Future Volume (vph)	88	9	92	0	0	7	57	290	6	9	348	75
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	9%	9%	9%	43%	43%	43%	7%	7%	7%	9%	9%	9%
Adj. Flow (vph)	95	10	99	0	0	8	61	312	6	10	374	81
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	204	0	0	8	0	0	379	0	0	465	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Control Type: Unsignalized

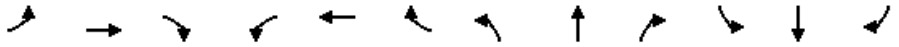
Intersection	
Int Delay, s/veh	6.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	88	9	92	0	0	7	57	290	6	9	348	75
Future Vol, veh/h	88	9	92	0	0	7	57	290	6	9	348	75
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	9	9	9	43	43	43	7	7	7	9	9	9
Mvmt Flow	95	10	99	0	0	8	61	312	6	10	374	81

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	876	875	415	926	912	315	455	0	0	318	0	0
Stage 1	435	435	-	437	437	-	-	-	-	-	-	-
Stage 2	441	440	-	489	475	-	-	-	-	-	-	-
Critical Hdwy	7.19	6.59	6.29	7.53	6.93	6.63	4.17	-	-	4.19	-	-
Critical Hdwy Stg 1	6.19	5.59	-	6.53	5.93	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.19	5.59	-	6.53	5.93	-	-	-	-	-	-	-
Follow-up Hdwy	3.581	4.081	3.381	3.887	4.387	3.687	2.263	-	-	2.281	-	-
Pot Cap-1 Maneuver	262	280	623	211	235	640	1080	-	-	1204	-	-
Stage 1	586	569	-	526	515	-	-	-	-	-	-	-
Stage 2	582	566	-	491	494	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	243	258	623	162	216	640	1080	-	-	1204	-	-
Mov Cap-2 Maneuver	243	258	-	162	216	-	-	-	-	-	-	-
Stage 1	546	563	-	490	479	-	-	-	-	-	-	-
Stage 2	535	527	-	401	489	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	29	10.7	1.4	0.2
HCM LOS	D	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1080	-	-	347	640	1204	-	-
HCM Lane V/C Ratio	0.057	-	-	0.586	0.012	0.008	-	-
HCM Control Delay (s)	8.5	0	-	29	10.7	8	0	-
HCM Lane LOS	A	A	-	D	B	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	3.5	0	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	56	0	34	0	325	62	18	376	0
Future Volume (vph)	0	0	0	56	0	34	0	325	62	18	376	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	13%	13%	13%	6%	6%	6%	9%	9%	9%
Adj. Flow (vph)	0	0	0	60	0	37	0	349	67	19	404	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	97	0	0	416	0	0	423	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	56	0	34	0	325	62	18	376	0
Future Vol, veh/h	0	0	0	56	0	34	0	325	62	18	376	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	13	13	13	6	6	6	9	9	9
Mvmt Flow	0	0	0	60	0	37	0	349	67	19	404	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	843	858	404	825	825	383	404	0	0	416	0	0
Stage 1	442	442	-	383	383	-	-	-	-	-	-	-
Stage 2	401	416	-	442	442	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.23	6.63	6.33	4.16	-	-	4.19	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.23	5.63	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.23	5.63	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.617	4.117	3.417	2.254	-	-	2.281	-	-
Pot Cap-1 Maneuver	286	297	651	279	296	641	1133	-	-	1106	-	-
Stage 1	598	580	-	618	593	-	-	-	-	-	-	-
Stage 2	630	595	-	574	558	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	265	290	651	274	289	641	1133	-	-	1106	-	-
Mov Cap-2 Maneuver	265	290	-	274	289	-	-	-	-	-	-	-
Stage 1	598	567	-	618	593	-	-	-	-	-	-	-
Stage 2	594	595	-	561	546	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	19.2	0	0.4
HCM LOS	A	C		

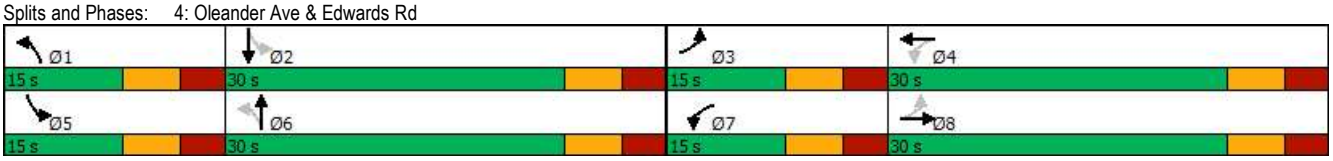
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1133	-	-	-	350	1106	-	-
HCM Lane V/C Ratio	-	-	-	-	0.276	0.017	-	-
HCM Control Delay (s)	0	-	-	0	19.2	8.3	0	-
HCM Lane LOS	A	-	-	A	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	1.1	0.1	-	-

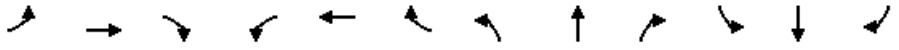
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	49	299	193	19	174	14	175	238	31	32	260	76
Future Volume (vph)	49	299	193	19	174	14	175	238	31	32	260	76
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	3%	3%	3%	4%	4%	4%
Adj. Flow (vph)	51	308	199	20	179	14	180	245	32	33	268	78
Shared Lane Traffic (%)												
Lane Group Flow (vph)	51	507	0	20	193	0	180	277	0	33	346	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8			4			6			2		
Detector Phase	3	8		7	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	6.0	10.0		6.0	10.0		8.0	10.0		8.0	10.0	
Minimum Split (s)	13.0	17.0		13.0	17.0		15.0	17.0		15.0	17.0	
Total Split (s)	15.0	30.0		15.0	30.0		15.0	30.0		15.0	30.0	
Total Split (%)	16.7%	33.3%		16.7%	33.3%		16.7%	33.3%		16.7%	33.3%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Min		None	Min	
v/c Ratio	0.14	0.56		0.07	0.28		0.45	0.37		0.07	0.76	
Control Delay	17.4	19.4		16.8	25.7		18.4	21.9		14.1	37.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	17.4	19.4		16.8	25.7		18.4	21.9		14.1	37.0	
Queue Length 50th (ft)	15	60		6	40		45	72		8	135	
Queue Length 95th (ft)	39	139		20	72		109	216		28	#295	
Internal Link Dist (ft)		2737			3439			4912			1451	
Turn Bay Length (ft)	295			350			150					
Base Capacity (vph)	367	1195		303	1140		400	743		479	616	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.14	0.42		0.07	0.17		0.45	0.37		0.07	0.56	

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 70.6
Natural Cycle: 65
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: Oleander Ave & Edwards Rd





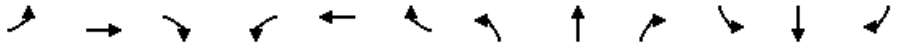
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	299	193	19	174	14	175	238	31	32	260	76
Future Volume (veh/h)	49	299	193	19	174	14	175	238	31	32	260	76
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1781	1781	1781	1781	1781	1781	1856	1856	1856	1841	1841	1841
Adj Flow Rate, veh/h	51	308	0	20	179	0	180	245	32	33	268	78
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	8	8	8	8	8	8	3	3	3	4	4	4
Cap, veh/h	329	618		262	524		375	483	63	398	325	95
Arrive On Green	0.06	0.18	0.00	0.03	0.15	0.00	0.12	0.30	0.30	0.06	0.24	0.24
Sat Flow, veh/h	1697	3474	0	1697	3474	0	1767	1608	210	1753	1370	399
Grp Volume(v), veh/h	51	308	0	20	179	0	180	0	277	33	0	346
Grp Sat Flow(s),veh/h/ln	1697	1692	0	1697	1692	0	1767	0	1818	1753	0	1769
Q Serve(g_s), s	1.6	5.3	0.0	0.6	3.0	0.0	4.7	0.0	8.1	0.9	0.0	12.0
Cycle Q Clear(g_c), s	1.6	5.3	0.0	0.6	3.0	0.0	4.7	0.0	8.1	0.9	0.0	12.0
Prop In Lane	1.00		0.00	1.00		0.00	1.00		0.12	1.00		0.23
Lane Grp Cap(c), veh/h	329	618		262	524		375	0	547	398	0	419
V/C Ratio(X)	0.15	0.50		0.08	0.34		0.48	0.00	0.51	0.08	0.00	0.83
Avail Cap(c_a), veh/h	445	1205		424	1205		383	0	647	518	0	630
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.8	23.7	0.0	21.9	24.4	0.0	16.3	0.0	18.6	16.6	0.0	23.4
Incr Delay (d2), s/veh	0.2	0.9	0.0	0.1	0.5	0.0	1.0	0.0	0.7	0.1	0.0	5.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	2.0	0.0	0.2	1.2	0.0	1.8	0.0	3.2	0.3	0.0	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.0	24.6	0.0	22.0	24.9	0.0	17.2	0.0	19.4	16.7	0.0	28.9
LnGrp LOS	C	C		C	C		B	A	B	B	A	C
Approach Vol, veh/h		359	A		199	A		457			379	
Approach Delay, s/veh		24.1			24.6			18.5			27.9	
Approach LOS		C			C			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.7	22.3	10.6	17.0	10.6	26.4	8.8	18.8
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Max Green Setting (Gmax), s	8.0	23.0	8.0	23.0	8.0	23.0	8.0	23.0
Max Q Clear Time (g_c+I1), s	6.7	14.0	3.6	5.0	2.9	10.1	2.6	7.3
Green Ext Time (p_c), s	0.1	1.3	0.0	1.3	0.0	1.2	0.0	2.2

Intersection Summary	
HCM 6th Ctrl Delay	23.4
HCM 6th LOS	C

Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	85	15	21	54	58	16	290	31	78	348	6
Future Volume (vph)	7	85	15	21	54	58	16	290	31	78	348	6
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	7%	7%	7%
Adj. Flow (vph)	8	100	18	25	64	68	19	341	36	92	409	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	126	0	0	157	0	0	396	0	0	508	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Control Type: Unsignalized

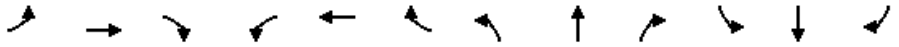
Intersection	
Int Delay, s/veh	10.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	85	15	21	54	58	16	290	31	78	348	6
Future Vol, veh/h	7	85	15	21	54	58	16	290	31	78	348	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	4	4	4	4	4	4	4	4	4	7	7	7
Mvmt Flow	8	100	18	25	64	68	19	341	36	92	409	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1060	1012	413	1053	997	359	416	0	0	377	0	0
Stage 1	597	597	-	397	397	-	-	-	-	-	-	-
Stage 2	463	415	-	656	600	-	-	-	-	-	-	-
Critical Hdwy	7.14	6.54	6.24	7.14	6.54	6.24	4.14	-	-	4.17	-	-
Critical Hdwy Stg 1	6.14	5.54	-	6.14	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.14	5.54	-	6.14	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.536	4.036	3.336	3.536	4.036	3.336	2.236	-	-	2.263	-	-
Pot Cap-1 Maneuver	200	237	635	202	242	681	1132	-	-	1155	-	-
Stage 1	486	488	-	625	600	-	-	-	-	-	-	-
Stage 2	575	589	-	451	487	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	126	208	635	112	212	681	1132	-	-	1155	-	-
Mov Cap-2 Maneuver	126	208	-	112	212	-	-	-	-	-	-	-
Stage 1	476	437	-	612	587	-	-	-	-	-	-	-
Stage 2	452	577	-	303	436	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	41.5	40.1	0.4	1.5
HCM LOS	E	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1132	-	-	219	252	1155	-	-
HCM Lane V/C Ratio	0.017	-	-	0.575	0.621	0.079	-	-
HCM Control Delay (s)	8.2	0	-	41.5	40.1	8.4	0	-
HCM Lane LOS	A	A	-	E	E	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	3.2	3.7	0.3	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	83	0	108	5	4	7	79	395	3	2	338	73
Future Volume (vph)	83	0	108	5	4	7	79	395	3	2	338	73
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	4%	4%	4%	13%	13%	13%	3%	3%	3%	6%	6%	6%
Adj. Flow (vph)	93	0	121	6	4	8	89	444	3	2	380	82
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	214	0	0	18	0	0	536	0	0	464	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Control Type: Unsignalized

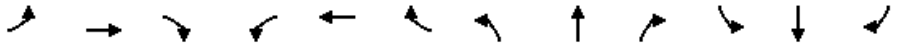
Intersection	
Int Delay, s/veh	8.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	83	0	108	5	4	7	79	395	3	2	338	73
Future Vol, veh/h	83	0	108	5	4	7	79	395	3	2	338	73
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	4	4	4	13	13	13	3	3	3	6	6	6
Mvmt Flow	93	0	121	6	4	8	89	444	3	2	380	82

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1055	1050	421	1110	1090	446	462	0	0	447	0	0
Stage 1	425	425	-	624	624	-	-	-	-	-	-	-
Stage 2	630	625	-	486	466	-	-	-	-	-	-	-
Critical Hdwy	7.14	6.54	6.24	7.23	6.63	6.33	4.13	-	-	4.16	-	-
Critical Hdwy Stg 1	6.14	5.54	-	6.23	5.63	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.14	5.54	-	6.23	5.63	-	-	-	-	-	-	-
Follow-up Hdwy	3.536	4.036	3.336	3.617	4.117	3.417	2.227	-	-	2.254	-	-
Pot Cap-1 Maneuver	202	225	628	178	206	590	1094	-	-	1092	-	-
Stage 1	603	583	-	455	461	-	-	-	-	-	-	-
Stage 2	466	474	-	543	544	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	179	200	628	132	183	590	1094	-	-	1092	-	-
Mov Cap-2 Maneuver	179	200	-	132	183	-	-	-	-	-	-	-
Stage 1	538	582	-	406	411	-	-	-	-	-	-	-
Stage 2	406	423	-	437	543	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	42.2	22.6	1.4	0
HCM LOS	E	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1094	-	-	300	223	1092	-	-
HCM Lane V/C Ratio	0.081	-	-	0.715	0.081	0.002	-	-
HCM Control Delay (s)	8.6	0	-	42.2	22.6	8.3	0	-
HCM Lane LOS	A	A	-	E	C	A	A	-
HCM 95th %tile Q(veh)	0.3	-	-	5.1	0.3	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	57	0	45	0	422	60	29	357	0
Future Volume (vph)	0	0	0	57	0	45	0	422	60	29	357	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	10%	10%	10%	3%	3%	3%	6%	6%	6%
Adj. Flow (vph)	0	0	0	63	0	49	0	464	66	32	392	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	112	0	0	530	0	0	424	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	57	0	45	0	422	60	29	357	0
Future Vol, veh/h	0	0	0	57	0	45	0	422	60	29	357	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	10	10	10	3	3	3	6	6	6
Mvmt Flow	0	0	0	63	0	49	0	464	66	32	392	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	978	986	392	953	953	497	392	0	0	530	0	0
Stage 1	456	456	-	497	497	-	-	-	-	-	-	-
Stage 2	522	530	-	456	456	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.2	6.6	6.3	4.13	-	-	4.16	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.2	5.6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.2	5.6	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.59	4.09	3.39	2.227	-	-	2.254	-	-
Pot Cap-1 Maneuver	232	250	661	231	251	557	1161	-	-	1017	-	-
Stage 1	588	572	-	540	532	-	-	-	-	-	-	-
Stage 2	542	530	-	569	555	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	205	240	661	224	241	557	1161	-	-	1017	-	-
Mov Cap-2 Maneuver	205	240	-	224	241	-	-	-	-	-	-	-
Stage 1	588	549	-	540	532	-	-	-	-	-	-	-
Stage 2	494	530	-	546	533	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	23.6	0	0.7
HCM LOS	A	C		

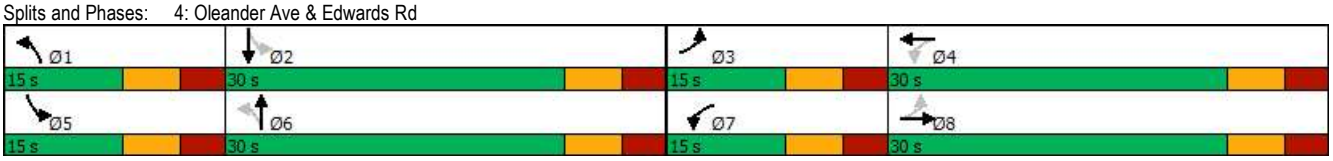
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1161	-	-	-	304	1017	-	-
HCM Lane V/C Ratio	-	-	-	-	0.369	0.031	-	-
HCM Control Delay (s)	0	-	-	0	23.6	8.7	0	-
HCM Lane LOS	A	-	-	A	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	1.6	0.1	-	-

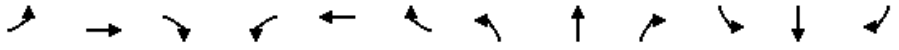
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	83	246	211	19	320	9	211	346	29	27	293	108
Future Volume (vph)	83	246	211	19	320	9	211	346	29	27	293	108
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	6%	6%	6%	5%	5%	5%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	86	256	220	20	333	9	220	360	30	28	305	113
Shared Lane Traffic (%)												
Lane Group Flow (vph)	86	476	0	20	342	0	220	390	0	28	418	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8			4			6			2		
Detector Phase	3	8		7	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	6.0	10.0		6.0	10.0		8.0	10.0		8.0	10.0	
Minimum Split (s)	13.0	17.0		13.0	17.0		15.0	17.0		15.0	17.0	
Total Split (s)	15.0	30.0		15.0	30.0		15.0	30.0		15.0	30.0	
Total Split (%)	16.7%	33.3%		16.7%	33.3%		16.7%	33.3%		16.7%	33.3%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Min		None	Min	
v/c Ratio	0.26	0.47		0.07	0.53		0.64	0.52		0.06	0.83	
Control Delay	19.5	14.9		17.3	32.2		25.9	25.2		13.6	42.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	19.5	14.9		17.3	32.2		25.9	25.2		13.6	42.2	
Queue Length 50th (ft)	29	46		6	83		65	127		7	188	
Queue Length 95th (ft)	59	108		20	124		#152	#339		23	#371	
Internal Link Dist (ft)		2737			3439			4912			1451	
Turn Bay Length (ft)	295			350			150					
Base Capacity (vph)	339	1208		321	1065		344	746		433	563	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.25	0.39		0.06	0.32		0.64	0.52		0.06	0.74	

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 76.3
Natural Cycle: 70
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: Oleander Ave & Edwards Rd





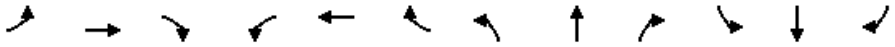
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	246	211	19	320	9	211	346	29	27	293	108
Future Volume (veh/h)	83	246	211	19	320	9	211	346	29	27	293	108
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1811	1811	1826	1826	1826	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	86	256	0	20	333	0	220	360	30	28	305	112
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	6	6	6	5	5	5	3	3	3	3	3	3
Cap, veh/h	284	665		291	526		345	566	47	339	349	128
Arrive On Green	0.07	0.19	0.00	0.03	0.15	0.00	0.11	0.33	0.33	0.05	0.27	0.27
Sat Flow, veh/h	1725	3532	0	1739	3561	0	1767	1689	141	1767	1295	475
Grp Volume(v), veh/h	86	256	0	20	333	0	220	0	390	28	0	417
Grp Sat Flow(s),veh/h/ln	1725	1721	0	1739	1735	0	1767	0	1830	1767	0	1770
Q Serve(g_s), s	2.9	4.6	0.0	0.7	6.4	0.0	6.2	0.0	12.7	0.8	0.0	15.9
Cycle Q Clear(g_c), s	2.9	4.6	0.0	0.7	6.4	0.0	6.2	0.0	12.7	0.8	0.0	15.9
Prop In Lane	1.00		0.00	1.00		0.00	1.00		0.08	1.00		0.27
Lane Grp Cap(c), veh/h	284	665		291	526		345	0	613	339	0	477
V/C Ratio(X)	0.30	0.38		0.07	0.63		0.64	0.00	0.64	0.08	0.00	0.87
Avail Cap(c_a), veh/h	360	1120		440	1130		345	0	613	455	0	576
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.9	24.8	0.0	24.1	28.1	0.0	17.6	0.0	19.9	17.2	0.0	24.7
Incr Delay (d2), s/veh	0.6	0.5	0.0	0.1	1.8	0.0	3.9	0.0	2.2	0.1	0.0	12.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	1.8	0.0	0.3	2.6	0.0	2.6	0.0	5.3	0.3	0.0	7.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.5	25.3	0.0	24.2	29.9	0.0	21.5	0.0	22.0	17.3	0.0	36.9
LnGrp LOS	C	C		C	C		C	A	C	B	A	D
Approach Vol, veh/h		342	A		353	A		610			445	
Approach Delay, s/veh		24.9			29.6			21.9			35.7	
Approach LOS		C			C			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	26.0	11.9	17.7	10.4	30.7	8.9	20.7
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Max Green Setting (Gmax), s	8.0	23.0	8.0	23.0	8.0	23.0	8.0	23.0
Max Q Clear Time (g_c+I1), s	8.2	17.9	4.9	8.4	2.8	14.7	2.7	6.6
Green Ext Time (p_c), s	0.0	1.1	0.0	2.3	0.0	1.4	0.0	1.8

Intersection Summary	
HCM 6th Ctrl Delay	27.5
HCM 6th LOS	C

Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	86	16	18	84	54	5	287	37	58	263	4
Future Volume (vph)	7	86	16	18	84	54	5	287	37	58	263	4
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	7%	7%	7%	8%	8%	8%
Adj. Flow (vph)	8	92	17	19	90	58	5	309	40	62	283	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	117	0	0	167	0	0	354	0	0	349	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary
Control Type: Unsignalized

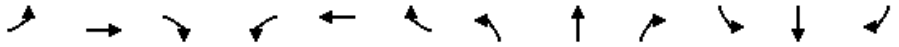
Intersection	
Int Delay, s/veh	7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	86	16	18	84	54	5	287	37	58	263	4
Future Vol, veh/h	7	86	16	18	84	54	5	287	37	58	263	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	1	1	1	2	2	2	7	7	7	8	8	8
Mvmt Flow	8	92	17	19	90	58	5	309	40	62	283	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	822	768	285	803	750	329	287	0	0	349	0	0
Stage 1	409	409	-	339	339	-	-	-	-	-	-	-
Stage 2	413	359	-	464	411	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.12	6.52	6.22	4.17	-	-	4.18	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.518	4.018	3.318	2.263	-	-	2.272	-	-
Pot Cap-1 Maneuver	294	333	756	302	340	712	1247	-	-	1177	-	-
Stage 1	621	598	-	676	640	-	-	-	-	-	-	-
Stage 2	618	629	-	578	595	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	200	310	756	216	317	712	1247	-	-	1177	-	-
Mov Cap-2 Maneuver	200	310	-	216	317	-	-	-	-	-	-	-
Stage 1	618	560	-	673	637	-	-	-	-	-	-	-
Stage 2	485	626	-	442	558	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	22	22.7	0.1	1.5
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1247	-	-	327	368	1177	-	-
HCM Lane V/C Ratio	0.004	-	-	0.358	0.456	0.053	-	-
HCM Control Delay (s)	7.9	0	-	22	22.7	8.2	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1.6	2.3	0.2	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	88	9	93	0	0	7	58	296	6	9	348	75
Future Volume (vph)	88	9	93	0	0	7	58	296	6	9	348	75
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	9%	9%	9%	43%	43%	43%	7%	7%	7%	9%	9%	9%
Adj. Flow (vph)	95	10	100	0	0	8	62	318	6	10	374	81
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	205	0	0	8	0	0	386	0	0	465	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Control Type: Unsignalized

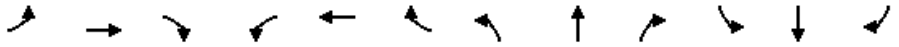
Intersection	
Int Delay, s/veh	6.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	88	9	93	0	0	7	58	296	6	9	348	75
Future Vol, veh/h	88	9	93	0	0	7	58	296	6	9	348	75
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	9	9	9	43	43	43	7	7	7	9	9	9
Mvmt Flow	95	10	100	0	0	8	62	318	6	10	374	81

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	884	883	415	935	920	321	455	0	0	324	0	0
Stage 1	435	435	-	445	445	-	-	-	-	-	-	-
Stage 2	449	448	-	490	475	-	-	-	-	-	-	-
Critical Hdwy	7.19	6.59	6.29	7.53	6.93	6.63	4.17	-	-	4.19	-	-
Critical Hdwy Stg 1	6.19	5.59	-	6.53	5.93	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.19	5.59	-	6.53	5.93	-	-	-	-	-	-	-
Follow-up Hdwy	3.581	4.081	3.381	3.887	4.387	3.687	2.263	-	-	2.281	-	-
Pot Cap-1 Maneuver	259	277	623	208	232	634	1080	-	-	1197	-	-
Stage 1	586	569	-	520	511	-	-	-	-	-	-	-
Stage 2	576	561	-	490	494	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	240	255	623	159	213	634	1080	-	-	1197	-	-
Mov Cap-2 Maneuver	240	255	-	159	213	-	-	-	-	-	-	-
Stage 1	545	563	-	484	475	-	-	-	-	-	-	-
Stage 2	529	522	-	400	489	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	29.5	10.7	1.4	0.2
HCM LOS	D	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1080	-	-	345	634	1197	-	-
HCM Lane V/C Ratio	0.058	-	-	0.592	0.012	0.008	-	-
HCM Control Delay (s)	8.5	0	-	29.5	10.7	8	0	-
HCM Lane LOS	A	A	-	D	B	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	3.6	0	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	57	0	34	0	330	63	18	382	0
Future Volume (vph)	0	0	0	57	0	34	0	330	63	18	382	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	13%	13%	13%	6%	6%	6%	9%	9%	9%
Adj. Flow (vph)	0	0	0	61	0	37	0	355	68	19	411	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	98	0	0	423	0	0	430	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	57	0	34	0	330	63	18	382	0
Future Vol, veh/h	0	0	0	57	0	34	0	330	63	18	382	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	13	13	13	6	6	6	9	9	9
Mvmt Flow	0	0	0	61	0	37	0	355	68	19	411	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	857	872	411	838	838	389	411	0	0	423	0	0
Stage 1	449	449	-	389	389	-	-	-	-	-	-	-
Stage 2	408	423	-	449	449	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.23	6.63	6.33	4.16	-	-	4.19	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.23	5.63	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.23	5.63	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.617	4.117	3.417	2.254	-	-	2.281	-	-
Pot Cap-1 Maneuver	280	291	645	274	290	636	1127	-	-	1100	-	-
Stage 1	593	576	-	613	590	-	-	-	-	-	-	-
Stage 2	624	591	-	569	554	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	260	285	645	269	284	636	1127	-	-	1100	-	-
Mov Cap-2 Maneuver	260	285	-	269	284	-	-	-	-	-	-	-
Stage 1	593	563	-	613	590	-	-	-	-	-	-	-
Stage 2	588	591	-	556	542	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	19.6	0	0.4
HCM LOS	A	C		

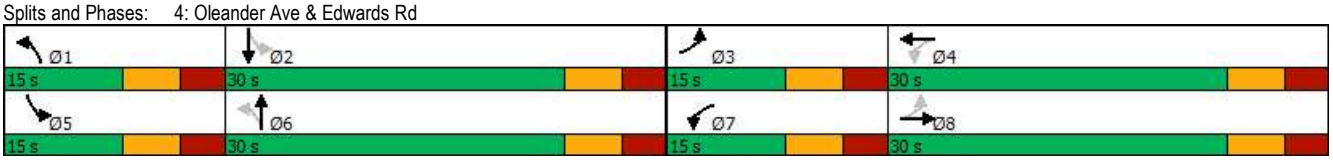
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1127	-	-	-	343	1100	-	-
HCM Lane V/C Ratio	-	-	-	-	0.285	0.018	-	-
HCM Control Delay (s)	0	-	-	0	19.6	8.3	0	-
HCM Lane LOS	A	-	-	A	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	1.2	0.1	-	-

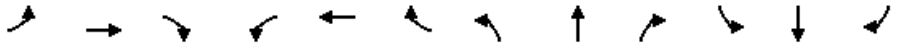
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	49	299	196	19	174	14	193	241	31	32	264	76
Future Volume (vph)	49	299	196	19	174	14	193	241	31	32	264	76
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	3%	3%	3%	4%	4%	4%
Adj. Flow (vph)	51	308	202	20	179	14	199	248	32	33	272	78
Shared Lane Traffic (%)												
Lane Group Flow (vph)	51	510	0	20	193	0	199	280	0	33	350	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8			4			6			2		
Detector Phase	3	8		7	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	6.0	10.0		6.0	10.0		8.0	10.0		8.0	10.0	
Minimum Split (s)	13.0	17.0		13.0	17.0		15.0	17.0		15.0	17.0	
Total Split (s)	15.0	30.0		15.0	30.0		15.0	30.0		15.0	30.0	
Total Split (%)	16.7%	33.3%		16.7%	33.3%		16.7%	33.3%		16.7%	33.3%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Min		None	Min	
v/c Ratio	0.14	0.56		0.07	0.28		0.50	0.38		0.07	0.76	
Control Delay	17.4	19.1		16.8	25.7		19.8	22.0		14.1	37.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	17.4	19.1		16.8	25.7		19.8	22.0		14.1	37.4	
Queue Length 50th (ft)	16	60		6	40		51	73		8	137	
Queue Length 95th (ft)	39	138		20	72		#123	218		28	#302	
Internal Link Dist (ft)		2737			3439			4912			1451	
Turn Bay Length (ft)	295			350			150					
Base Capacity (vph)	367	1197		302	1138		398	745		479	615	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.14	0.43		0.07	0.17		0.50	0.38		0.07	0.57	

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 70.7
Natural Cycle: 65
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: Oleander Ave & Edwards Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	299	196	19	174	14	193	241	31	32	264	76
Future Volume (veh/h)	49	299	196	19	174	14	193	241	31	32	264	76
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1781	1781	1781	1781	1781	1781	1856	1856	1856	1841	1841	1841
Adj Flow Rate, veh/h	51	308	0	20	179	0	199	248	32	33	272	78
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	8	8	8	8	8	8	3	3	3	4	4	4
Cap, veh/h	328	615		260	522		375	489	63	399	329	94
Arrive On Green	0.06	0.18	0.00	0.03	0.15	0.00	0.12	0.30	0.30	0.06	0.24	0.24
Sat Flow, veh/h	1697	3474	0	1697	3474	0	1767	1610	208	1753	1375	394
Grp Volume(v), veh/h	51	308	0	20	179	0	199	0	280	33	0	350
Grp Sat Flow(s),veh/h/ln	1697	1692	0	1697	1692	0	1767	0	1818	1753	0	1770
Q Serve(g_s), s	1.6	5.3	0.0	0.6	3.1	0.0	5.3	0.0	8.2	0.9	0.0	12.2
Cycle Q Clear(g_c), s	1.6	5.3	0.0	0.6	3.1	0.0	5.3	0.0	8.2	0.9	0.0	12.2
Prop In Lane	1.00		0.00	1.00		0.00	1.00		0.11	1.00		0.22
Lane Grp Cap(c), veh/h	328	615		260	522		375	0	552	399	0	423
V/C Ratio(X)	0.16	0.50		0.08	0.34		0.53	0.00	0.51	0.08	0.00	0.83
Avail Cap(c_a), veh/h	443	1200		422	1200		381	0	644	518	0	627
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.0	23.9	0.0	22.1	24.5	0.0	16.4	0.0	18.6	16.6	0.0	23.4
Incr Delay (d2), s/veh	0.2	0.9	0.0	0.1	0.6	0.0	1.3	0.0	0.7	0.1	0.0	5.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	2.0	0.0	0.2	1.2	0.0	2.0	0.0	3.2	0.3	0.0	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.2	24.8	0.0	22.2	25.1	0.0	17.8	0.0	19.3	16.7	0.0	29.3
LnGrp LOS	C	C		C	C		B	A	B	B	A	C
Approach Vol, veh/h		359	A		199	A		479			383	
Approach Delay, s/veh		24.3			24.8			18.7			28.2	
Approach LOS		C			C			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.8	22.5	10.6	17.0	10.6	26.7	8.8	18.8
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Max Green Setting (Gmax), s	8.0	23.0	8.0	23.0	8.0	23.0	8.0	23.0
Max Q Clear Time (g_c+I1), s	7.3	14.2	3.6	5.1	2.9	10.2	2.6	7.3
Green Ext Time (p_c), s	0.0	1.3	0.0	1.3	0.0	1.2	0.0	2.2

Intersection Summary	
HCM 6th Ctrl Delay	23.5
HCM 6th LOS	C

Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	10	7	10	349	437	12
Future Volume (vph)	10	7	10	349	437	12
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	7%	7%	9%	9%
Adj. Flow (vph)	11	8	11	379	475	13
Shared Lane Traffic (%)						
Lane Group Flow (vph)	19	0	0	390	488	0
Sign Control	Stop			Free	Free	

Intersection Summary
Control Type: Unsignalized

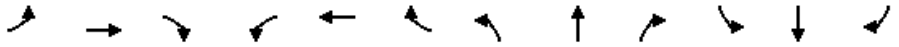
Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	7	10	349	437	12
Future Vol, veh/h	10	7	10	349	437	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	7	7	9	9
Mvmt Flow	11	8	11	379	475	13

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	883	482	488	0	-	0
Stage 1	482	-	-	-	-	-
Stage 2	401	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.17	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.263	-	-	-
Pot Cap-1 Maneuver	316	584	1050	-	-	-
Stage 1	621	-	-	-	-	-
Stage 2	676	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	312	584	1050	-	-	-
Mov Cap-2 Maneuver	312	-	-	-	-	-
Stage 1	613	-	-	-	-	-
Stage 2	676	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.8	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1050	-	386	-	-
HCM Lane V/C Ratio	0.01	-	0.048	-	-
HCM Control Delay (s)	8.5	0	14.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	85	15	21	54	58	16	290	31	78	348	6
Future Volume (vph)	7	85	15	21	54	58	16	290	31	78	348	6
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	7%	7%	7%
Adj. Flow (vph)	8	100	18	25	64	68	19	341	36	92	409	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	126	0	0	157	0	0	396	0	0	508	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Control Type: Unsignalized

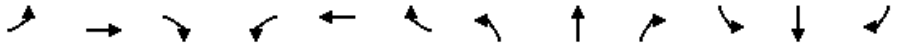
Intersection	
Int Delay, s/veh	10.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	85	15	21	54	58	16	290	31	78	348	6
Future Vol, veh/h	7	85	15	21	54	58	16	290	31	78	348	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	4	4	4	4	4	4	4	4	4	7	7	7
Mvmt Flow	8	100	18	25	64	68	19	341	36	92	409	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1060	1012	413	1053	997	359	416	0	0	377	0	0
Stage 1	597	597	-	397	397	-	-	-	-	-	-	-
Stage 2	463	415	-	656	600	-	-	-	-	-	-	-
Critical Hdwy	7.14	6.54	6.24	7.14	6.54	6.24	4.14	-	-	4.17	-	-
Critical Hdwy Stg 1	6.14	5.54	-	6.14	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.14	5.54	-	6.14	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.536	4.036	3.336	3.536	4.036	3.336	2.236	-	-	2.263	-	-
Pot Cap-1 Maneuver	200	237	635	202	242	681	1132	-	-	1155	-	-
Stage 1	486	488	-	625	600	-	-	-	-	-	-	-
Stage 2	575	589	-	451	487	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	126	208	635	112	212	681	1132	-	-	1155	-	-
Mov Cap-2 Maneuver	126	208	-	112	212	-	-	-	-	-	-	-
Stage 1	476	437	-	612	587	-	-	-	-	-	-	-
Stage 2	452	577	-	303	436	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	41.5	40.1	0.4	1.5
HCM LOS	E	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1132	-	-	219	252	1155	-	-
HCM Lane V/C Ratio	0.017	-	-	0.575	0.621	0.079	-	-
HCM Control Delay (s)	8.2	0	-	41.5	40.1	8.4	0	-
HCM Lane LOS	A	A	-	E	E	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	3.2	3.7	0.3	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	83	0	109	5	4	7	80	409	3	2	351	73
Future Volume (vph)	83	0	109	5	4	7	80	409	3	2	351	73
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	4%	4%	4%	13%	13%	13%	3%	3%	3%	6%	6%	6%
Adj. Flow (vph)	93	0	122	6	4	8	90	460	3	2	394	82
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	215	0	0	18	0	0	553	0	0	478	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Control Type: Unsignalized

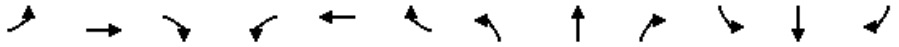
Intersection	
Int Delay, s/veh	9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	83	0	109	5	4	7	80	409	3	2	351	73
Future Vol, veh/h	83	0	109	5	4	7	80	409	3	2	351	73
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	4	4	4	13	13	13	3	3	3	6	6	6
Mvmt Flow	93	0	122	6	4	8	90	460	3	2	394	82

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1087	1082	435	1142	1122	462	476	0	0	463	0	0
Stage 1	439	439	-	642	642	-	-	-	-	-	-	-
Stage 2	648	643	-	500	480	-	-	-	-	-	-	-
Critical Hdwy	7.14	6.54	6.24	7.23	6.63	6.33	4.13	-	-	4.16	-	-
Critical Hdwy Stg 1	6.14	5.54	-	6.23	5.63	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.14	5.54	-	6.23	5.63	-	-	-	-	-	-	-
Follow-up Hdwy	3.536	4.036	3.336	3.617	4.117	3.417	2.227	-	-	2.254	-	-
Pot Cap-1 Maneuver	192	216	617	169	197	578	1081	-	-	1078	-	-
Stage 1	593	575	-	445	452	-	-	-	-	-	-	-
Stage 2	456	465	-	533	536	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	169	191	617	124	174	578	1081	-	-	1078	-	-
Mov Cap-2 Maneuver	169	191	-	124	174	-	-	-	-	-	-	-
Stage 1	527	573	-	395	401	-	-	-	-	-	-	-
Stage 2	395	413	-	426	534	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	47.1	23.5	1.4	0
HCM LOS	E	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1081	-	-	288	212	1078	-	-
HCM Lane V/C Ratio	0.083	-	-	0.749	0.085	0.002	-	-
HCM Control Delay (s)	8.6	0	-	47.1	23.5	8.3	0	-
HCM Lane LOS	A	A	-	E	C	A	A	-
HCM 95th %tile Q(veh)	0.3	-	-	5.5	0.3	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	59	0	45	0	434	62	29	377	0
Future Volume (vph)	0	0	0	59	0	45	0	434	62	29	377	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	10%	10%	10%	3%	3%	3%	6%	6%	6%
Adj. Flow (vph)	0	0	0	65	0	49	0	477	68	32	414	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	114	0	0	545	0	0	446	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary
Control Type: Unsignalized

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	59	0	45	0	434	62	29	377	0
Future Vol, veh/h	0	0	0	59	0	45	0	434	62	29	377	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	10	10	10	3	3	3	6	6	6
Mvmt Flow	0	0	0	65	0	49	0	477	68	32	414	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1014	1023	414	989	989	511	414	0	0	545	0	0
Stage 1	478	478	-	511	511	-	-	-	-	-	-	-
Stage 2	536	545	-	478	478	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.2	6.6	6.3	4.13	-	-	4.16	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.2	5.6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.2	5.6	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.59	4.09	3.39	2.227	-	-	2.254	-	-
Pot Cap-1 Maneuver	219	238	643	218	239	547	1140	-	-	1004	-	-
Stage 1	572	559	-	531	524	-	-	-	-	-	-	-
Stage 2	532	522	-	553	542	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	193	228	643	211	229	547	1140	-	-	1004	-	-
Mov Cap-2 Maneuver	193	228	-	211	229	-	-	-	-	-	-	-
Stage 1	572	536	-	531	524	-	-	-	-	-	-	-
Stage 2	484	522	-	530	520	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	25.6	0	0.6
HCM LOS	A	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1140	-	-	-	287	1004	-	-
HCM Lane V/C Ratio	-	-	-	-	0.398	0.032	-	-
HCM Control Delay (s)	0	-	-	0	25.6	8.7	0	-
HCM Lane LOS	A	-	-	A	D	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	1.8	0.1	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	83	246	216	19	320	9	216	353	29	27	299	108
Future Volume (vph)	83	246	216	19	320	9	216	353	29	27	299	108
Peak Hour Factor	0.96	0.96	0.25	0.25	0.96	0.96	0.96	0.96	0.96	0.25	0.96	0.96
Heavy Vehicles (%)	6%	6%	6%	5%	5%	5%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	86	256	864	76	333	9	225	368	30	108	311	113
Shared Lane Traffic (%)												
Lane Group Flow (vph)	86	1120	0	76	342	0	225	398	0	108	424	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8			4			6			2		
Detector Phase	3	8		7	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	6.0	10.0		6.0	10.0		8.0	10.0		8.0	10.0	
Minimum Split (s)	13.0	17.0		13.0	17.0		15.0	17.0		15.0	17.0	
Total Split (s)	15.0	30.0		15.0	30.0		15.0	30.0		15.0	30.0	
Total Split (%)	16.7%	33.3%		16.7%	33.3%		16.7%	33.3%		16.7%	33.3%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Min		None	Min	
v/c Ratio	0.22	1.15dr		0.33	0.37		0.83	0.73		0.34	0.91	
Control Delay	17.8	40.5		20.4	27.8		46.9	39.4		19.4	56.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	17.8	40.5		20.4	27.8		46.9	39.4		19.4	56.6	
Queue Length 50th (ft)	29	~220		25	83		82	214		37	224	
Queue Length 95th (ft)	58	#370		14	123		#194	#371		18	#400	
Internal Link Dist (ft)		2737			3439			4912			1451	
Turn Bay Length (ft)	295			350			150					
Base Capacity (vph)	400	1154		239	931		271	546		318	495	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.21	0.97		0.32	0.37		0.83	0.73		0.34	0.86	

Intersection Summary

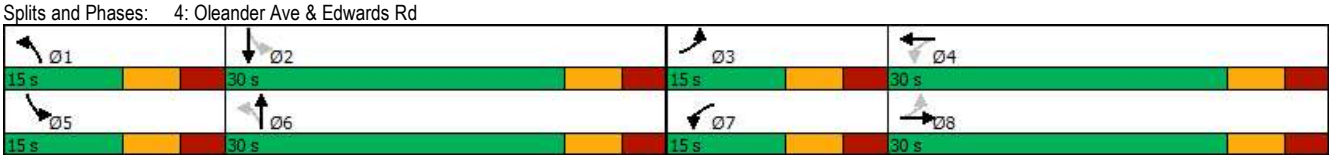
Cycle Length: 90
Actuated Cycle Length: 85.7
Natural Cycle: 90
Control Type: Actuated-Uncoordinated

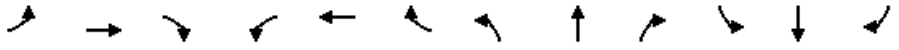
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 4: Oleander Ave & Edwards Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	246	216	19	320	9	216	353	29	27	299	108
Future Volume (veh/h)	83	246	216	19	320	9	216	353	29	27	299	108
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1811	1811	1826	1826	1826	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	86	256	0	76	333	0	225	368	30	108	311	112
Peak Hour Factor	0.96	0.96	0.25	0.25	0.96	0.96	0.96	0.96	0.96	0.25	0.96	0.96
Percent Heavy Veh, %	6	6	6	5	5	5	3	3	3	3	3	3
Cap, veh/h	283	533		311	525		343	483	39	362	354	128
Arrive On Green	0.07	0.15	0.00	0.07	0.15	0.00	0.11	0.29	0.29	0.10	0.27	0.27
Sat Flow, veh/h	1725	3532	0	1739	3561	0	1767	1693	138	1767	1302	469
Grp Volume(v), veh/h	86	256	0	76	333	0	225	0	398	108	0	423
Grp Sat Flow(s),veh/h/ln	1725	1721	0	1739	1735	0	1767	0	1831	1767	0	1771
Q Serve(g_s), s	2.9	4.8	0.0	2.5	6.4	0.0	6.4	0.0	14.1	2.9	0.0	16.2
Cycle Q Clear(g_c), s	2.9	4.8	0.0	2.5	6.4	0.0	6.4	0.0	14.1	2.9	0.0	16.2
Prop In Lane	1.00		0.00	1.00		0.00	1.00		0.08	1.00		0.26
Lane Grp Cap(c), veh/h	283	533		311	525		343	0	523	362	0	482
V/C Ratio(X)	0.30	0.48		0.24	0.63		0.66	0.00	0.76	0.30	0.00	0.88
Avail Cap(c_a), veh/h	358	1116		393	1125		343	0	594	386	0	574
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.0	27.4	0.0	22.9	28.3	0.0	17.7	0.0	23.1	16.3	0.0	24.7
Incr Delay (d2), s/veh	0.6	1.0	0.0	0.4	1.8	0.0	4.5	0.0	5.1	0.5	0.0	12.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	1.9	0.0	1.0	2.6	0.0	2.7	0.0	6.3	1.1	0.0	8.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.6	28.3	0.0	23.3	30.1	0.0	22.2	0.0	28.2	16.7	0.0	37.5
LnGrp LOS	C	C		C	C		C	A	C	B	A	D
Approach Vol, veh/h		342	A		409	A		623			531	
Approach Delay, s/veh		27.1			28.8			26.1			33.3	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	26.3	11.9	17.7	14.0	27.2	11.7	18.0
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Max Green Setting (Gmax), s	8.0	23.0	8.0	23.0	8.0	23.0	8.0	23.0
Max Q Clear Time (g_c+I1), s	8.4	18.2	4.9	8.4	4.9	16.1	4.5	6.8
Green Ext Time (p_c), s	0.0	1.1	0.0	2.3	0.1	1.3	0.0	1.8

Intersection Summary	
HCM 6th Ctrl Delay	28.9
HCM 6th LOS	C

Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	25	18	15	364	470	20
Future Volume (vph)	25	18	15	364	470	20
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	4%	4%	6%	6%
Adj. Flow (vph)	27	20	16	396	511	22
Shared Lane Traffic (%)						
Lane Group Flow (vph)	47	0	0	412	533	0
Sign Control	Stop			Free	Free	

Intersection Summary
Control Type: Unsignalized

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	25	18	15	364	470	20
Future Vol, veh/h	25	18	15	364	470	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	4	4	6	6
Mvmt Flow	27	20	16	396	511	22

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	950	522	533	0	-	0
Stage 1	522	-	-	-	-	-
Stage 2	428	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.14	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.236	-	-	-
Pot Cap-1 Maneuver	289	555	1025	-	-	-
Stage 1	595	-	-	-	-	-
Stage 2	657	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	283	555	1025	-	-	-
Mov Cap-2 Maneuver	283	-	-	-	-	-
Stage 1	583	-	-	-	-	-
Stage 2	657	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.6	0.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1025	-	356	-	-
HCM Lane V/C Ratio	0.016	-	0.131	-	-
HCM Control Delay (s)	8.6	0	16.6	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-

APPENDIX J
Excerpts from
Traffic Impact Studies Within Study Area

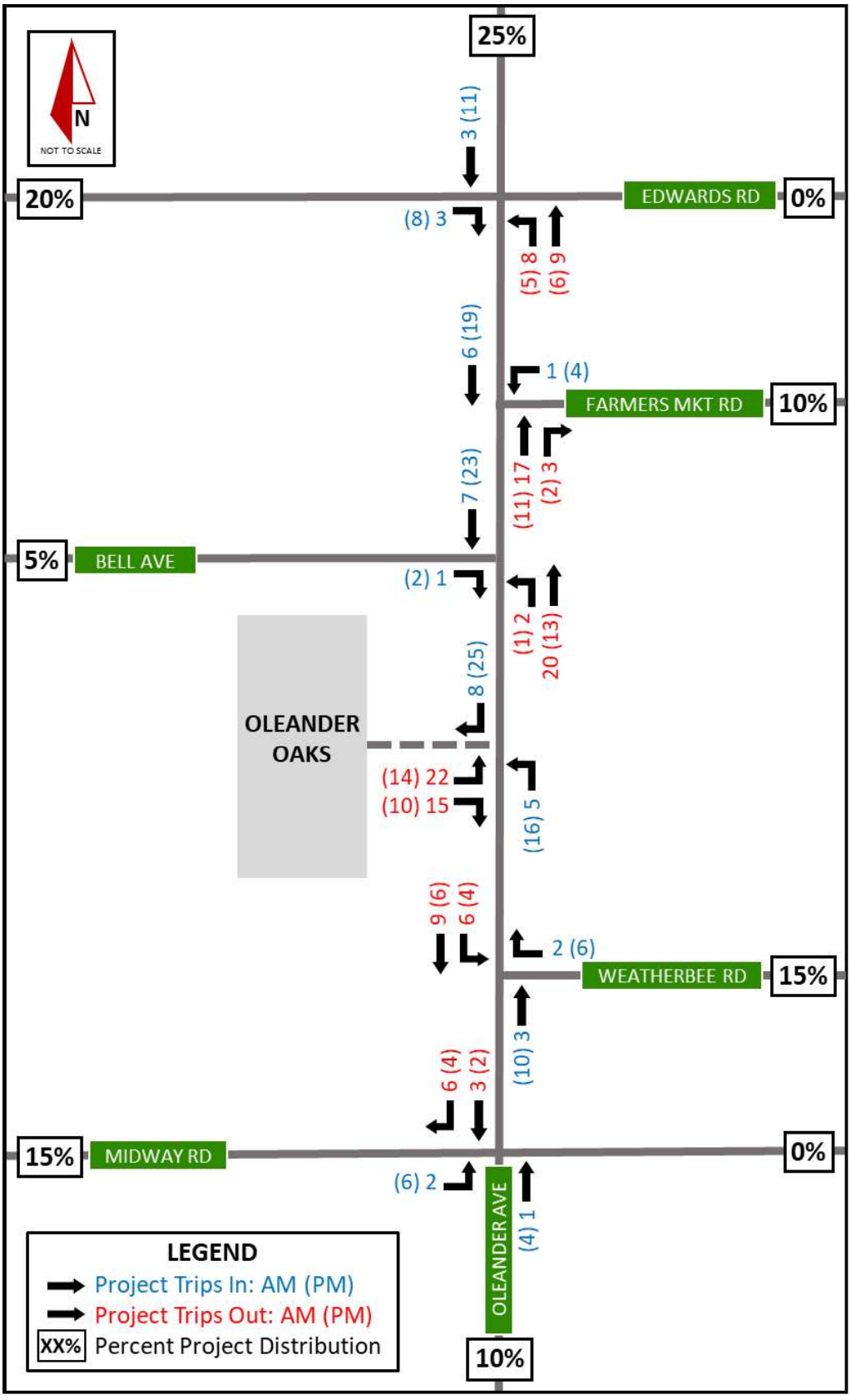
OLEANDER OAKS (Fort Pierce, FL)

Traffic Impact Study

Revised September 2021

Kimley»Horn

Figure 2: Project Trip Assignment



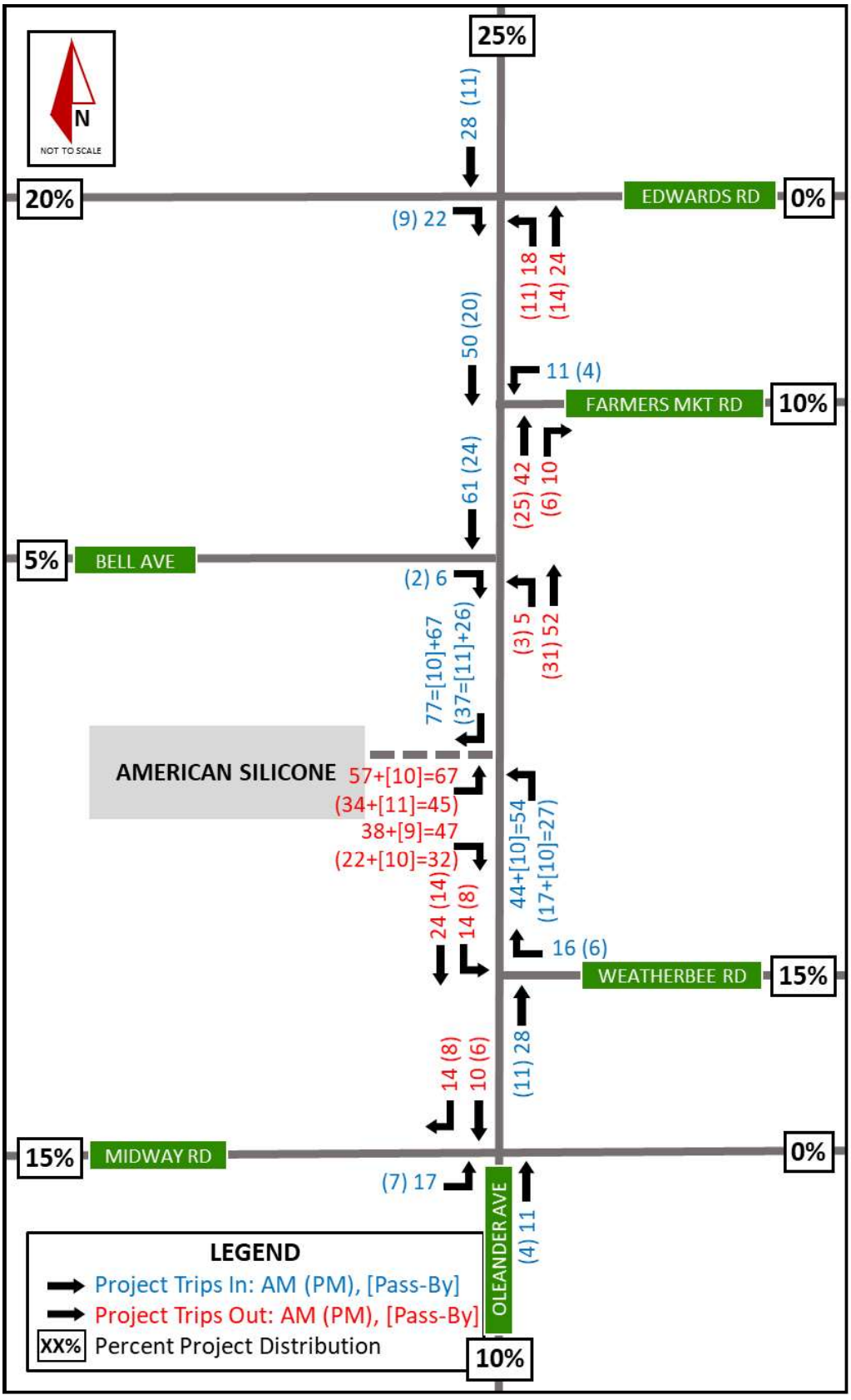
AMERICAN SILICONE (Fort Pierce, FL)

Traffic Impact Report

September 2021

Kimley»Horn

Figure 2: Project Trip Assignment



APPENDIX K
NCHRP Report 457 Outputs

Northbound Left-Turn Lane
AM Peak Hour

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

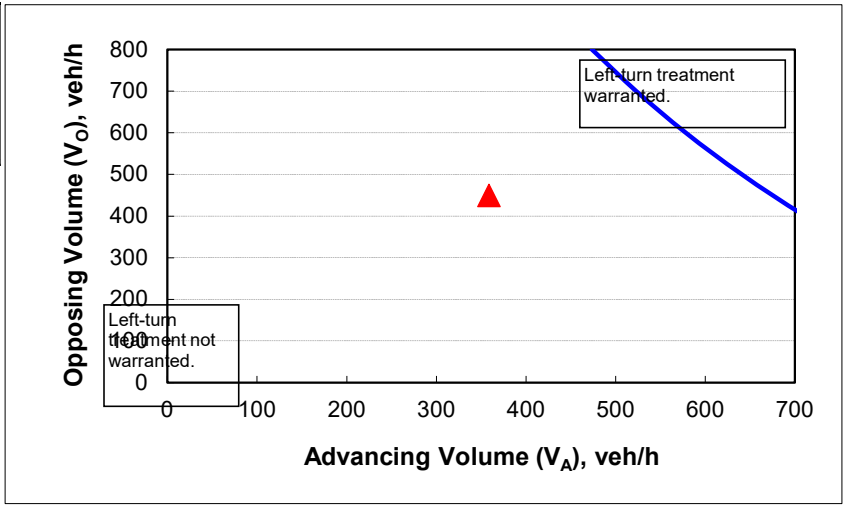
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	35
Percent of left-turns in advancing volume (V_A), %:	3%
Advancing volume (V_A), veh/h:	359
Opposing volume (V_O), veh/h:	449

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	676
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Northbound Left-Turn Lane
PM Peak Hour

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

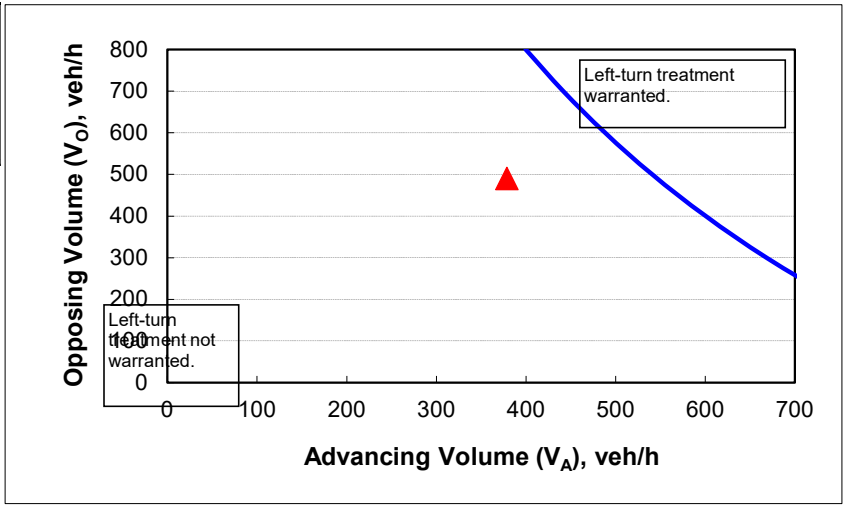
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	35
Percent of left-turns in advancing volume (V_A), %:	4%
Advancing volume (V_A), veh/h:	379
Opposing volume (V_O), veh/h:	490

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	546
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Southbound Right-Turn Lane
AM Peak Hour

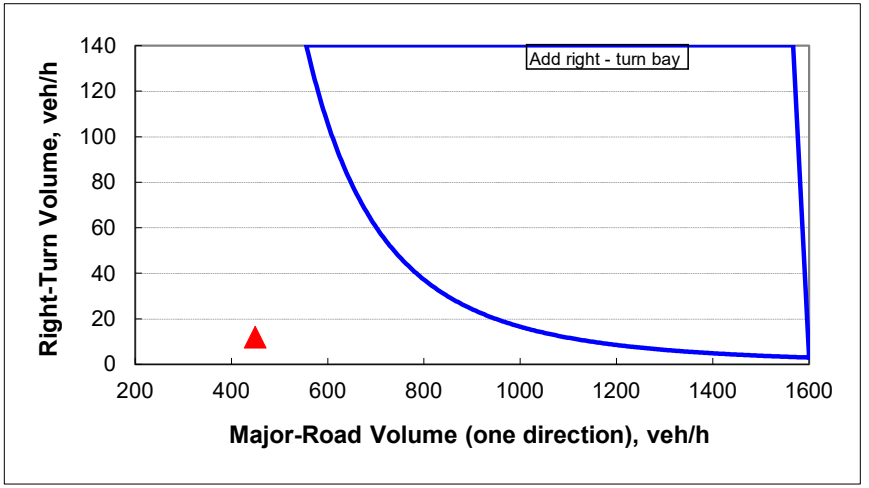
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	2-lane roadway
Variable	Value
Major-road speed, mph:	35
Major-road volume (one direction), veh/h:	449
Right-turn volume, veh/h:	12

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	304
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	



Southbound Right-Turn Lane
PM Peak Hour

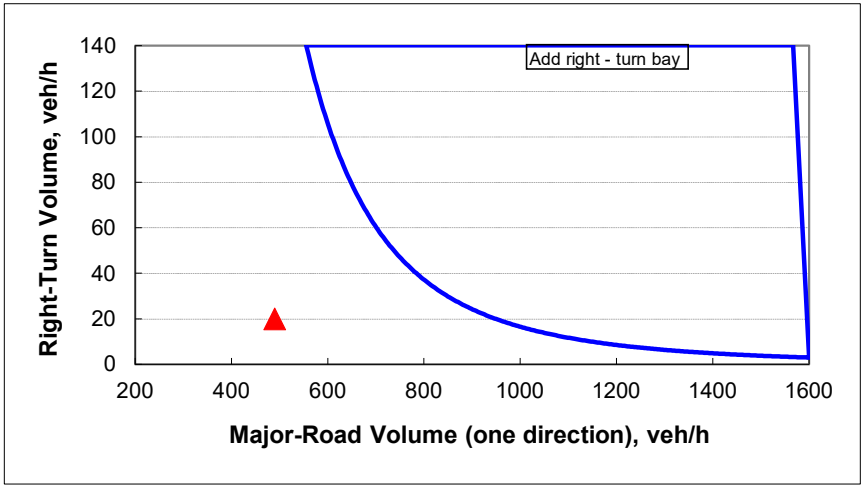
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	2-lane roadway
Variable	Value
Major-road speed, mph:	35
Major-road volume (one direction), veh/h:	490
Right-turn volume, veh/h:	20

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	221
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	



TAYLOR LAND PLANNING, LLC
ENVIRONMENTAL CONSULTANT

ENVIRONMENTAL ASSESSMENT

4001 OLEANDER AVE.,
FORT PIERCE, FL 34982
2433-144-0001-000-6
DATE 08/15/2022

PREPARED FOR:

JOHNSON GROUP GLOBAL

Prepared By:

ELLA TAYLOR
10300 SE 57TH DR.,
OKEECHOBEE, FL 34974
(772) 418 – 5800

I - INTRODUCTION

This environmental assessment includes graphics and maps to demonstrate the location of the site and existing site conditions. The assessment also includes details of the site characteristics including soils composition, wetland and upland habitat, wildlife, site impacts, preserve areas and boundaries of significant environmental areas as well as other environmental characteristics of the site.

II – SITE LOCATION

The site is located at 4001 Oleander Avenue in Fort Pierce, Florida. The site is located within the C-3 (General Commercial) Zoning District within the City of Fort Pierce. The site is currently vacant. The site is approximately 4.24 acres in size. Please see the location of the subject site below.



Location Map – 4001 Oleander Avenue (2021 Aerial Imagery)

III – SOILS

Refer to page 4 through 6 for soil survey. The following soils were found to be present on the site:

#2 – Ankona and Farmton sands, 0 to 2 percent slopes; The Ankona series consists of very deep, very poorly and poorly drained, very slowly or slowly permeable soils on broad flats and in depressional areas of central and southern Florida. They formed in sandy and loamy marine sediments. Near the type location, the mean annual temperature is about 72 degrees F., and the mean annual precipitation is about 55 inches. Slopes range from 0 to 2 percent. The Farmton series consists of very deep, poorly drained soils that formed in sandy and loamy marine sediments. Most areas are in native woodland. A few areas are planted to tame pasture or used for urban development. The vegetation consists of longleaf pine, slash pine, saw palmetto, waxmyrtle, gallberry, fetterbush, creeping bluestem, chalky bluestem, lopsided Indiangrass, low panicums and pineland threeawn. Depressional areas are dominated by marsh vegetation consisting of maidencane, cutgrass, sand cordgrass, and St. Johns wort. A water table is within depths of 6 to 18 inches for 1 to 4 months and at depths of 18 to 40 inches for 6 months or more in most years. Depressional areas are covered with standing water for 6 to 9 months in most years.

Farmton soils are on flatwoods and low broad flats on marine terraces. Slopes are linear and range from 0 to 2 percent. Near the type location, the mean annual temperature is about 72 degrees F., and the mean annual precipitation is about 55 inches. Under natural conditions Farmton soils are used for water quality and wildlife habitat. Potential native vegetation consists of longleaf pine and slash pine. The understory is dominated by saw palmetto, waxmyrtle, gallberry, fetterbush, creeping bluestem, chalky bluestem and pineland threeawn. Depth to seasonal high water table: 6 to 12 inches of the surface for 6 to 9 months during most years, and within 12 to 24 inches inches most of the rest of the year.

#47 – Susanna and Wauchula sands, 0 to 2 percent slopes; The Susanna series consists of very deep, poorly drained, very slowly permeable soils on broad flats of central and southern Florida. They formed in sandy and loamy marine sediments. Near the type location, the mean annual temperature is about 73 degrees F., and the mean annual precipitation is about 55 inches. Slopes range from 0 to 2 percent. Some areas of Susanna soils are planted to citrus and improved pasture grasses. Other areas are used for community development. Natural vegetation consists of open forest of longleaf pine and slash pine with ground cover of saw palmetto, running oak, pineland threeawn, inkberry, and fetterbush. A water table is within depths of 10 inches for 1 to 4 months and within a depth of 40 inches for about 6 months in most years. It is perched above the spodic horizon early in the summer rainy season and after heavy rainfall in other seasons. During prolonged dry seasons, the water table recedes to below a depth of 40 inches.

The Wauchula series consists of very deep, very poorly or poorly drained, moderately slow or slowly permeable soils on flatwoods on the lower coastal plains. They formed in sandy and loamy marine sediments. Near the type location, the mean annual temperature is about 72 degrees F., and the mean annual precipitation is about 55 inches. Slopes range from 0 to 5 percent. Many areas of this soil have been cleared and are used for tame pasture or range. Some areas are used for citrus and vegetable crops where water control is adequate. The natural vegetation consists of longleaf

pine, slash pine, saw palmetto, with an understory of inkberry, fetter, southern bayberry, and pineland threeawn. Water table is at depths of 6 to 18 inches for 1 to 4 months during most years. It is at depths of about 10 to 40 inches for periods as long as about 6 months, but during the driest season it recedes to depths of more than 40 inches. Depressional areas are covered with standing water for periods of 6 to 9 months or more in most years.

IV – HABITATS

The site is comprised of native, exotic and invasive species. During the field investigation the following species were identified: Cabbage palm (*Sabal Palmetto*), Wax Myrtle (*Myrica*), Oak (*Quercus sp*.), Slash pine (*Pinus Ellioti*), Wax myrtle (*Myrica Cerifera*), Gallberry (*Ilex Glabra*), Chalky bluestem (*Andropogon virginicus*), Switch Grass (*Panicum virgatum*) and Muscadine (*Vitis Rotundifolia*) among others. The exotics include Brazillian Pepper (*Schinus terebinthifolia),* Air Potato (*Dioscorea bulbifera*), Strawberry Guava (*Psidium Cattleyanum*), Java Plum (*Syzgium cumini*), Climbing Fern (*Lygodium*) and Non-native Fern (*Tracheophyta sp*.) among others.

IV. Wetlands

It is in the opinion of Ella Taylor that jurisdictional wetlands do exist on this parcel. A wetland consists of three components: Hydric Soils, Wetland Plants, and Hydrologic Patterns. Adjacent to the easterly property boundary exists a manmade drainage right-of-way. This ditch exhibits wetland characteristics. Additionally, the southern boundary consists of a small riverine body that exhibits wetland characteristics. National Wetlands Inventory determines this wetland to be a freshwater, manmade wetland. Development considerations for this wetland would require setbacks from development of any type.

Refer to exhibit A in the appendix for the wetland areas.

V. Upland Habitat

SFWMD Land Cover and Land Use data identifies the parcel as a Upland Mixed Coniferous/Hardwood (Code 4340). The parcel is currently vacant and vegetated with a mix of exotic and native plants and trees. It is in the opinion of Ella Taylor that the site is primarily upland habitat. Habitat preservation may be required. See exhibit B for the land use map and exhibit C for the historical aerials of the site.

VI. C. Wildlife

During the field investigation a habitat survey was conducted in accordance with the Florida Fish and Wildlife Conservation Commission (FFWCC) Gopher Tortoise Permitting Guidelines (revised January 2017). During this field investigation no State Protected Species were found.

V. CONCLUSION

The site is currently vacant with a mixture of native and exotic plant species. Wetlands exist on the Eastern and Southern boundaries of the site. Significant upland habitat exists has the habitat is comprised of over a 50% mix of native vegetation. No protected wildlife species were identified. Please refer to exhibit D for images of the site obtained during the field investigation.

APPENDIX

Exhibit A – Wetland Areas



Exhibit B – Land Cover Classification



SFWMD Land Use / Land Cover Map

CODES

4220 – Brazilian Pepper
4340 – Upland Mixed Coniferous/Hardwood

LEVELS

1000 – Urban and Built Up
2000 – Agriculture
3000 – Upland Non-forested
4000 – Upland Forests
5000 – Water
6000 – Wetland
7000 – Barren Land
8000 - Transportation

Exhibit C – Historical Imagery



2009



2012


Sunrise City Realty
Rescue Adoption Inc
Clearandel Ave
Google Earth
200 ft

2016


Sunrise City Realty
Rescue Adoption Inc
Clearandel Ave
Google Earth
200 ft

2021

Exhibit D – Site Photos











Planning Board **6. e.**

Meeting Date: 08/14/2023

Re: Final Plat - Villas at Kings Landing - 125 A. E. Backus Avenue

Submitted For: Kev Freeman, Planning Director, Planning & Zoning

Information

SUBJECT:

Final Plat - Villas at Kings Landing - 125 A. E. Backus Avenue

SUMMARY:

Request for review of an application for Subdivision (Final Plat) to subdivide approximately 0.76 acres of land (more or less) into 10 platted lots including 1 private access tract for the Villas at Kings Landing Subdivision at or near 125 A. E. Backus Avenue.
The subject property has a Future Land Use designation of Central Business District (CBD) and a Zoning designation of Planned Development (PD).

RECOMMENDATION:

Staff recommends Approval of the request with one (1) condition:

1.The applicant will supply two (2) Mylars for appropriate signatures and then the plat is recorded with St. Lucie County Clerk of Courts in accordance with Florida State Statute 177.111.

ALTERNATIVES:

•Recommend DISAPPROVAL of the proposed FINAL PLAT

RESPONSIBLE STAFF:

Vennis Gilmore, Assistant Planning Director

COORDINATED WITH:

Technical Review Committee

Fiscal Impact

OTHER INFORMATION:

N/A

Attachments

Staff Report and Supporting Documents
Application and Supporting Documents

Form Review

Form Started By: Vennis Gilmore Started On: 08/07/2023 02:18 PM
Final Approval Date: 08/08/2023

CITY OF FORT PIERCE

PLANNING BOARD

August 14th, 2023

Villas at Kings Landing – Final Plat
125 A. E. Backus Avenue

APPLICANT

Bradley J. Currie, Vice President, Engineering Design & Construction, Inc.

PROPERTY OWNER(S)

Audubon Development, Inc.

PARCEL ID #(S):

2410-503-0012-010-9

SUMMARY

Request for review of an application for Subdivision (Final Plat) to subdivide approximately 0.76 acres of land (more or less) into 10 platted lots including 1 private access tract for the Villas at Kings Landing Subdivision at or near 125 A. E. Backus Avenue.

The subject property has a Future Land Use designation of Central Business District (CBD) and a Zoning designation of Planned Development (PD).

SITE LOCATION

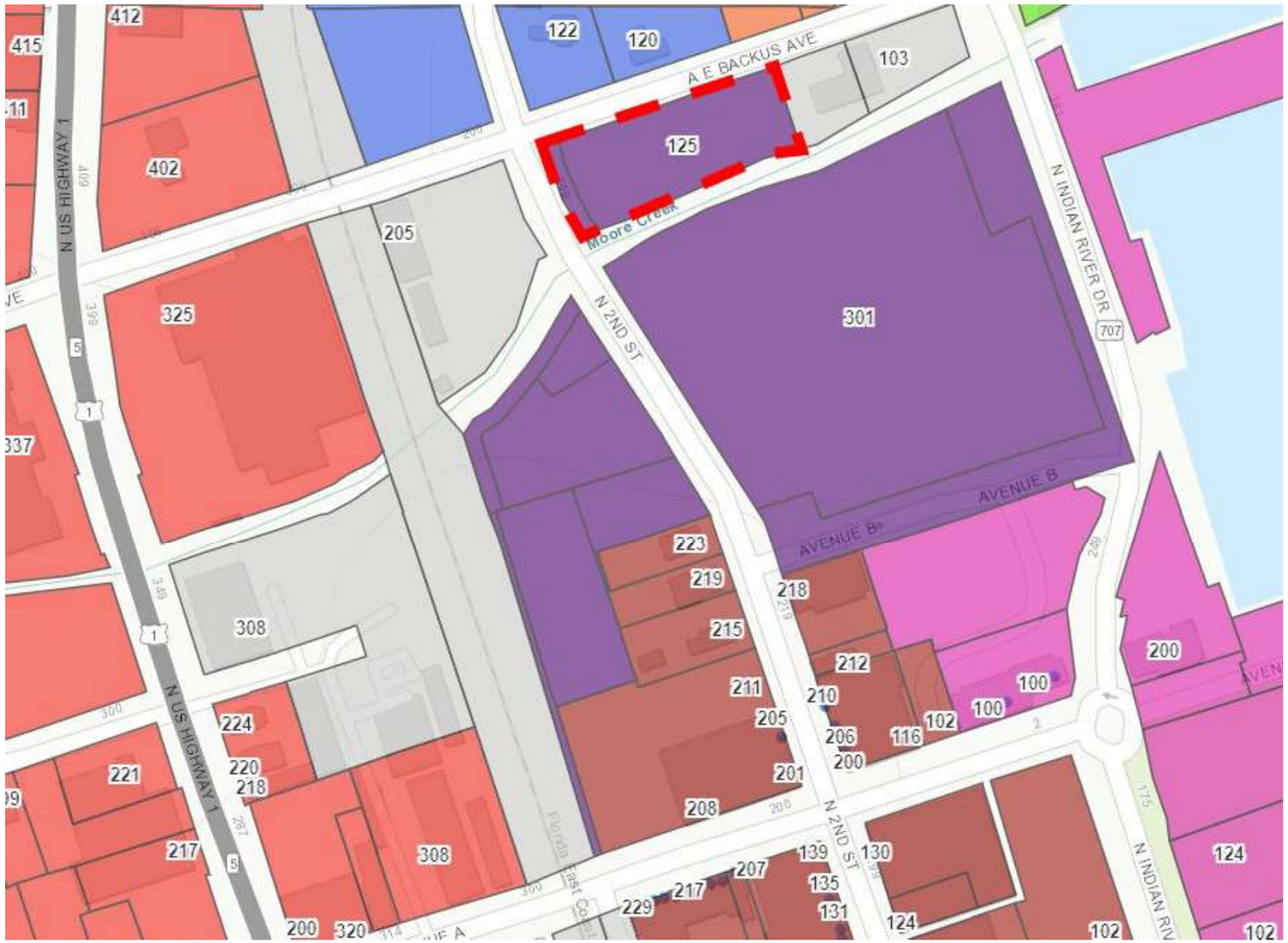


SITE AREA = Approximately 0.76 Acres

FLU - ZONING

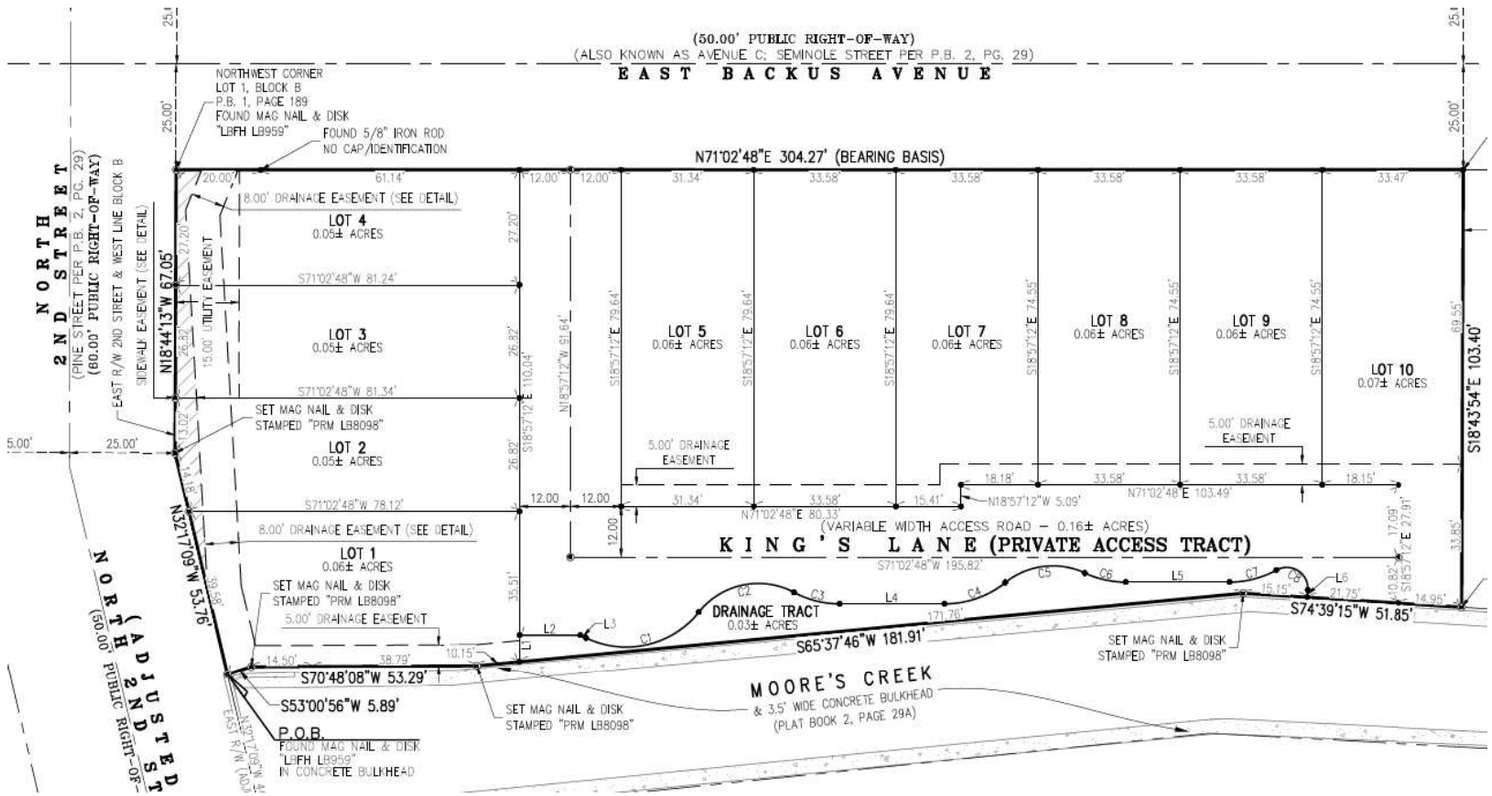
FLU:
CBD, Central Business District

Zoning:
PD, Planned Development



FINAL PLAT

10 Lots
including 1 Private Access Tract





STAFF RECOMMENTATION

Final Plat for (10 Lots with Private Access Tract) of the Villas at Kings Landing Subdivision.

- **Staff recommends Approval of the request with one (1) condition:**

1. **The applicant will supply two (2) Mylars for appropriate signatures and then the plat is recorded with St. Lucie County Clerk of Courts in accordance with Florida State Statute 177.111.**

- ❑ **Consistent with Chapter 121 of the City Code, the Comprehensive Plan, and the approved Planned Development Plan.**

- ❑ **Does not adversely affect the public health, safety, convenience and general welfare.**

PB ACTIONS

- **Possible actions of the Planning Board:**

- Recommend APPROVAL of the proposed FINAL PLAT
    - Staff recommends approval of the request with one (1) condition.

- Recommend DISAPPROVAL of the proposed FINAL PLAT

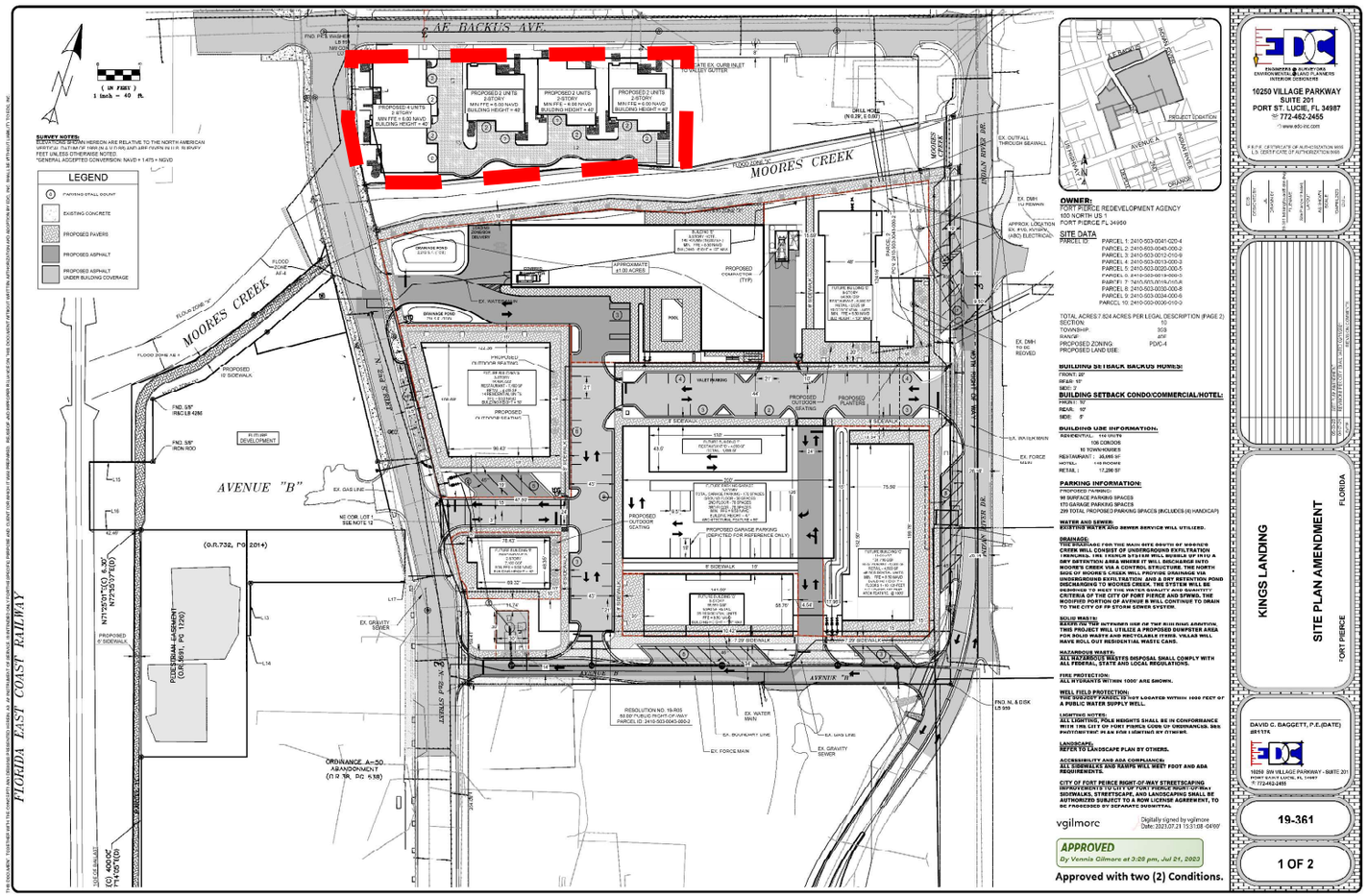
CITY OF FORT PIERCE

PLANNING BOARD

August 14th, 2023

Villas at Kings Landing – Final Plat
125 A. E. Backus Avenue

APPROVED PD SITE PLAN



VILLAS AT KINGS LANDING – FINAL PLAT

THE SUNRISE CITY
FORT PIERCE
Florida
ENGINEERING
DEPARTMENT

To : Vennis Gilmore, Assistant Planning Director

From : Selena Griffett, P.E.

Thru : Jack Andrews, P.E. - City Engineer

Re : Villas at Kings Landing Final Plat – Approval with Conditions

Date : August 2, 2023

This is to advise you that we have completed the review of the following documents as received by this office on July 27, 2023:

☐ Development Permit Compliance Review ☐ Construction Drawings

☐ Site Plan ☐ Test Reports & Related Documents

☐ Conditional Use ☐ Record Drawings

☐ Permits ☒ Final Plat

Based on our reviews and appropriate site final inspection, we

☒ Recommend ☐ Do Not Recommend

☒ Approval with Conditions ☐ Variance Approval ☐ C/O

Developer, Owner, Engineer, Contractor, and other members of the Development Team must be aware, the above recommendation is based only on the construction requirements of the engineering plans and other engineering documentation approved by this department. The Development Team shall be responsible for the compliance with other City department requirements and all approved documents, as well as Local, State and Federal regulations. The development requirements for this project may necessitate additional construction requirements that are not subject to this department's review for approval.

☒ See Attached for Comments

100 NORTH US 1, FORT PIERCE, FLORIDA 34950 • CITYOFFORTPIERCE.COM • TEL: 772.467.3000 • FAX: 772.460.6847

ENGINEERING COMMENTS:

1. Update Page 1 of the plat to reference ***Sara Hedges, Interim City Attorney*** as opposed to Tanya Earley.
2. The Engineers Estimate of Construction Cost is approved.
3. Address NorthStar Geomatics comments dated July 31, 2023, and attached for your reference.

NORTHSTAR GEOMATICS

SURVEYING/MAPPING • GIS • ASSET INVENTORY

August 4, 2023

Selena Griffett, PE
Project Engineer
City of Fort Pierce
Via email

RE: Villas at Kings Landing Plat Review and PRM Inspection - Approval

Dear Ms. Griffett:

As you requested, I have reviewed the above referenced plat for conformance with Florida Statutes Chapter 177, Part 1. My review of this plat does not include verifying accuracy of legal descriptions, plat geometry, mathematical calculations or acreages shown on this plat.

All comments have been addressed satisfactorily. The plat is approved.

Reviewed By:

Frank Veldhuis
For NorthStar Geomatics, Inc.

5820 NW Zenith Drive • Port St Lucie, Florida 34986 • Phone (772) 781-6400

THE SUNRISE CITY
FORT PIERCE
PLANNING DEPARTMENT Florida

Bradley J. Currie, Vice President, Engineering Design & Construction, Inc.
10250 SW Village Parkway, Suite 201
Port St. Lucie, FL 34987

Subject: Villas at Kings Landing Final Plat – 125 A. E. Backus Avenue –- Technical Review Committee Comments for May 18, 2023 TRC Meeting

City of Fort Pierce Planning Department

1. After approval please supply two (2) Mylars for appropriate signatures and then the plat is recorded with St. Lucie County Clerk of Courts in accordance with Florida State Statute 177.111.

Fort Pierce Engineering Department

See attached document

Fort Pierce Building Department

Comments may be forthcoming.

St. Lucie County Planning Department

No Comments

St. Lucie County PW/Engineering

No Comments

Fort Pierce Police Department

See attached document

City Clerk Office

No Comments

Code Enforcement

No Comments

Fort Pierce Utilities Authority

See attached document

St. Lucie County Fire District

No Comments

Florida Department of Transportation

No Comments

St. Lucie County School Board

No Comments

St. Lucie Transportation Planning Organization

No Comments

St. Lucie Transit

No Comments

NorthStar Geomatics, Inc.

5820 NW Zenith Dr
Port Saint Lucie, FL 34986 US
+1 7727816400
info@nsgeo.com
www.nsgeo.com

INVOICE

BILL TO
Tracy Telle
City of Fort Pierce Engineering
Villas at Kings Landing Plat
PO Box 981
Palm Beach, FL 33480

INVOICE	6861
DATE	05/15/2023
TERMS	Due on receipt
DUE DATE	05/15/2023

	DESCRIPTION	QTY	RATE	AMOUNT
Lump Sum	Villas at Kings Landing Final Plat Review	1	1,600.00	1,600.00

Fee includes 1 PRM inspection. In the event that the client is a no call/no show, an additional inspection fee may apply.

BALANCE DUE **$1,600.00**

THE SUNRISE CITY
FORT PIERCE
POLICE DEPARTMENT
"In Honor We Serve"
Florida

Technical Review Committee meeting

May 18, 2023

Case #: None provided at time of this comment

Planner: City of Ft. Pierce Planning Department

Final Plat.

Villas At Kings Landing, 125 AE Backus Avenue, Fort Pierce, FL

Comments:

No comments at this time.

Officer Damian Spotts

Crime Prevention Practitioner

Fort Pierce Police Department.

Fort Pierce Utilities Authority
Water/Wastewater Engineering
1701 South 37th Street
Fort Pierce, FL 34947
772.466.1600 x3402

Technical Review Committee Meeting

TECHNICAL REVIEW PROJECT #
Final Plat - Villas at Kings Landing - 125 AE Backus Avenue

Comments

FPUA W/WW Engineering: The FPUA Water/Wastewater Engineering Department has reviewed the Villas at Kings Landing TRC application for a Subdivision Plat and offers the following comment:

The FPUA water and sewer utilities if constructed on-site will require dedicated easements.

FPUA Electric & Gas Engineering: FPUA Electric & Gas Engineering has reviewed the application. **Approved/Comments**. Possible conflict with existing UG power lines in existing easement.
Customer charge for relocation of line.

Please contact Sal Scimeca for electric customer requirements and project coordination.

Sal Scimeca
Engineering Technician II
Electric & Gas Engineering
Fort Pierce Utilities Authority
sscimeca@fpua.com
772.466.1600 ext. 6957

FPUAnet Fiber: FPUAnet approves. Providing Developer letter about how we can provide internet services also.

TRC Sufficiency Letter (Revis...

Fort Pierce Utilities Authority
FPUAnet Communications
500 Boston Avenue (PO Box 3191)
Fort Pierce, FL 34950 (34948)

City of Fort Pierce Planning Department
ATTN: Technical Review Committee
100 N. US Highway 1
Fort Piece, FL 34950

May 12, 2023

Dear Technical Review Committee,

This letter serves as an introduction and a request for your assistance in informing developers that municipal high-speed fiber internet may be available to them. As a full-service utility provider, FPUA offers not only electric, water, wastewater, and natural gas, but also FPUAnet: An established local internet services provider with 20 years of experience. Over the years, we have established ourselves as a trusted and reliable communications partner for agencies such as Indian River State College, St. Lucie County, the Fort Pierce Police Department, and more.

FPUAnet provides reliable, high-speed connectivity, linking Fort Pierce to an ever-evolving digital world:

- Scalability meeting growing demands of Fort Pierce.
- Gigabit internet throughout the entire service area.
- High-quality internet to rural and low-income areas.
- Faster and more affordable than privately owned ISPs.

FPUAnet pledges responsive, personalized service in development of scalable fiber network internet services capable of expanding with our growing community. Most of all, FPUAnet provides local stewardship of Fort Pierce's infrastructure. FPUAnet is an ideal partner for fiber Internet services. PLUS, by choosing FPUAnet, a municipal fiber network provider, developers ensure investment in the Fort Pierce's Smart City infrastructure.

Today, FPUAnet is rapidly expanding its fiber internet services spanning newly developed areas, and reaching upcoming sub-division projects. Our team will work closely with developers to prioritize network design that will meet emerging growth needs of commercial, academic, governmental and residential fiber network demands.

We appreciate your support as a trusted partner in future developments. For more information, visit our website at www.fpuanet.com or contact Mr. Eric Peters, sales associate at telephone: 772-466-1600 ext. 3311 or via email: peters@fpua.com.

Sincerely,

Eric Peters
FPUAnet Sales Account Representative

THE SUNRISE CITY
FORT PIERCE
PLANNING DEPARTMENT Florida

Subdivision

Property address or Location 125 A E Backus Avenue, Fort Pierce, FL

Parcel ID #(s) 2410-503-0012-010-9

Project description Request approval for a subdivision plat application for a proposed 10 lot subdivision.

Audubon Development, Inc.	Bradley J. Currie, Vice President, Engineering Design & Const., Inc.
Property Owner(s)	**Applicant/Representative, Title, Company**
PO Box 981	10250 SW Village Pkwy, Suite 201
Street Address	Street Address
Palm Beach, FL 33480	Port St. Lucie, FL 34987
City State Zip	City State Zip
702-592-4200	772-462-2455
Phone Number	Phone Number
dale@audubondevelopment.com	bradcurrie@edc-inc.com
Email Address	Email Address

***Property Owner(s) Acknowledgements:** - This application will not be considered complete without the signature of all property owners of record, which shall serve as an acknowledgement of the submission of this application. The property owner's signature below shall also authorize the Applicant (if other than the property owner) and/or Representative to act in his/her behalf for the purposes of seeking approval for the application described herein.*

Bradley J. Currie, Auth. Agent

Property Owner(s) Signature(s)

STATE OF FLORIDA -- COUNTY

The foregoing instrument was acknowledged before me this 11th day of April, 2023, by Bradley J. Currie, (Auth Agent who is personally known to me or has produced _____ as identification.

Patricia M. Sesta

Signature of Notary

Notary Public State of Florida
Patricia M Sesta
My Commission HH 006694
Expires 08/11/2024

Seal

INTAKE MEETINGS ARE REQUIRED FOR ALL SUBMITTALS. CALL (772) 467-3729

TO BE COMPLETED BY STAFF

Zoning	Future Land Use	Total Acres	Historic District	Historic Designation
				Contributing Individual Non-Contributing None

Pre-Application Meeting Date_____
Intake Planner_____
Planner Assigned_____
Approved By_____Date _____
Comments_____
_____
_____
_____

Fees_____ Control #_____ B. Permit #_____

Intake Date Stamp

☐ SUBDIVISION: PRELIMINARY PLAT

Please submit one (1) original and thirteen (13) hard copies and one (1) CD of the following:

- ☐ Preliminary Plat prepared by a surveyor registered in the State of Florida meeting the requirements of Sections 18-5, & 18-10 (a) (1-3) & (c)
- ☐ A copy of the deed
- ☐ Signed and sealed survey
- ☐ Concurrency application, complete
- ☐ Complete, notarized application

☐ SUBDIVISION: INFRASTRUCTURE PLAN REVIEW

Please submit one (1) original and four (4) hard copies and one (1) CD of the following, stamped by a state of Florida registered engineer meeting the requirements of 18-10 (a) (4) :

- ☐ Street construction plans
- ☐ Water & Sewer system construction plans
- ☐ Stormwater Retention plans
- ☐ Electric Infrastructure plans
- ☐ Gas Infrastructure plans
- ☐ Complete, notarized application

☑ SUBDIVISION: FINAL PLAT

Please submit one (1) original and thirteen (13) hard copies and one (1) CD of the following:

- ■ A copy of the deed
- ■ Signed and sealed survey
- ■ Final Plat stamped by a state of Florida registered surveyor meeting the requirements of 18-5, & 18-10 (b & c):
- ■ Complete, notarized application

☐ SUBDIVISION: MINOR REPLAT

Please submit one (1) original and thirteen (13) hard copies and one (1) CD of the following:

- ☐ A copy of the deed
- ☐ As-built survey of original parcel stamped by a registered surveyor in the State of Florida
- ☐ Scaled drawing, stamped by a registered surveyor in the State of Florida, of surveyed parcel indicating
  - proposed lots, including acreage, square footage, & dimensions.
  - any & all easements, rights-of-way, or similar instruments found on or adjacent to the subject property
- ☐ Complete, notarized application

Audubon Development, Inc.
PO Box 981
Palm beach, FL 33480

AGENT CONSENT FORM

Project Name: The Villas at King's Landing

Parcel ID: 2410-503-0012-010-9

BEFORE ME THIS DAY PERSONALLY APPEARED Dale Matteson, WHO BEING DULY SWORN, DEPOSES AND SAYS THE FOLLOWING:

I hereby give CONSENT to Engineering Design & Construction, Inc. to act on my behalf, to submit or have submitted applications and all required material and documents, and to attend and represent me at all meetings and public hearings pertaining all City, County and State permits for completion of the project indicated above. Furthermore, I hereby give consent to the party designated above to agree to all terms and conditions which may arise as part of the approval of this application for the proposed use of a commercial development.

FURTHER AFFIANT SAYETH NOT.

The foregoing instrument was acknowledged before me this 15th day of February, 2023, by Dale Matteson (Name of Person Acknowledging) who is personally known to me or who has produced n/a (type of identification) as identification and who did (did not) take an oath.

Patricia M. Sesta
Notary Signature

Patricia M. Sesta
Printed Name of Notary

Notary Public State of Florida
Patricia M Sesta
My Commission HH 006694
Expires 08/11/2024
(Notary Seal)

8-11-2024
My commission expires

Owner's Signature

Dale Matteson
Owner's Name

PO Box 981
Street Address

Palm Beach, FL 33480
City, State, Zip

702-592-4200 / ddeb@audubondevelopment.com
Telephone / Email

MICHELLE R. MILLER, CLERK OF THE CIRCUIT COURT - SAINT LUCIE COUNTY
FILE # 5021374 OR BOOK 4804 PAGE 2930, Recorded 04/07/2022 03:20:18 PM Doc
Tax: $0.70

This Instrument Prepared by:

Tanya Earley, City Attorney
City of Fort Pierce
100 N. U.S. 1
Fort Pierce, FL 34950

Tax Parcel Identification No.:
2410-503-0041-020/4
2410-503-0043-000/2
2410-503-0012-010/9
2410-503-0013-000/3
2410-503-0020-000/5
2410-503-0019-000/5
2410-503-0019-010/8
2410-503-0030-000/8
2410-503-0034-000/6
2410-503-0036-010/3
Portion of Avenue B

SPECIAL WARRANTY DEED

THIS SPECIAL WARRANTY DEED is made as of the 8th day of March, 2022, by the FORT PIERCE REDEVELOPMENT AGENCY, a community redevelopment agency established pursuant to Florida Statutes Chapter 163 ("**Grantor**"), to AUDUBON DEVELOPMENT, INC., a Florida corporation, whose address is P.O. Box 981, Palm Beach, Florida, 33480 ("**Grantee**").

(Whenever used herein, the terms "Grantor" and "Grantee" include all the parties to this instrument and the heirs, personal representatives and assigns of individuals and the successors and assigns of corporations, limited liability companies, partnerships, governmental and quasi-governmental entities.)

WITNESSETH:

THAT GRANTOR, for and in consideration of the sum of Ten Dollars ($10.00) and other valuable consideration, the receipt and sufficiency of which is hereby acknowledged, by these presents does grant, bargain, sell, alienate, remise, release, convey and confirm unto Grantee, all those certain parcels of real property (the "**Land**") situate in St. Lucie County, Florida and more particularly described in **Exhibit "A"**, attached hereto and made a part hereof.

TOGETHER WITH all the tenements, hereditaments and appurtenances thereto belonging or in anywise appertaining.

TO HAVE AND TO HOLD the same in fee simple forever.

AND GRANTOR hereby covenants with Grantee that Grantor is lawfully seized of the Land in fee simple; that Grantor has good right and lawful authority to sell and convey Grantor's interest in and to the Land and hereby warrants the title to the Land and will defend the same against the lawful claims of all persons claiming by, through or under Grantor, but not otherwise. This conveyance is subject to taxes accruing subsequent to December 31, 2023, and to easements, restrictions, agreements, conditions, limitations, reservations and other matters of record, if any, but this reference to the foregoing shall not operate to reimpose the same.

PROVIDED THAT in the event that Grantee defaults on its obligations set forth in that certain Agreement for Development of King's Landing, by and between The City of Fort Pierce, the Fort Pierce Redevelopment Agency and Grantee, dated February 8, 2022, and recorded in Official Records Book 4775, Page 2707, of the Public Records of St. Lucie County, Florida, then Grantor shall have the right to re-enter and retake possession of the Land, and fee simple title to such land shall revert to the Grantor.

IN WITNESS WHEREOF, the party referred to above as Grantor has caused this instrument to be executed and delivered in its name and has intended the same to be and become effective as of the day and year first above written.

Signed, sealed and delivered
in the presence of:

FORT PIERCE REDEVELOPMENT AGENCY,
a community redevelopment agency established
pursuant to Florida Statutes Chapter 163

Print Name: Brittany Meredith

Print Name: LaToya Ransom

By: Linda Hudson
Print Name: Linda Hudson
Title: Chair

STATE OF FLORIDA
COUNTY OF ST. LUCIE

The foregoing instrument was acknowledged before me by means of (check one) ☒ physical presence or ☐ online notarization this 8th day of March, 2022, by Linda Hudson as _____ of the FORT PIERCE REDEVELOPMENT AGENCY, a community redevelopment agency established pursuant to Florida Statutes Chapter 163. Said person did not take an oath and (check one) ☒ is personally known to me, ☐ produced a driver's license issued by a state of the United States within the last five (5) years as identification, to wit:

Linda W. Cox
Notary Public, State of Florida
Print Name: _____
Commission #: _____
My Commission Expires: _____

LINDA W. COX
Notary Public
State of Florida
Comm# HH167003
Expires 9/9/2025

EXHIBIT "A"
LEGAL DESCRIPTION

PARCEL A:

Being a parcel of land lying in Block "A", according to AARON LEE'S MAP OF FORT PIERCE, as recorded in Plat Book 1, Page 189 of the Public Records of St. Lucie County, Florida, being more particularly described as follows:

Commencing at the Southwest corner of Lot 8, Block F, of said AARON LEE'S MAP OF FORT PIERCE, proceed North 18°44'11" West along the West line of Block F and the East Right-of-Way line of North 2nd Street (formerly known as Pine Street, as shown on said AARON LEE'S MAP OF FORT PIERCE and being a 50.00-foot-wide Public Right-of-Way), a distance of 254.00 feet to the Southwest corner of Lot 2 of said Map of Fort Pierce, said corner being the POINT OF BEGINNING; thence North 18°44'11" West, along the West line of Lots 2 and 1 and East Right-of-Way line of said 2nd Street a distance of 69.41 feet to a point of intersection with the East Right-of-Way line of the adjusted North 2nd Street; thence North 32°17'09" West, along said East Right-of-Way line, a distance of 371.24 feet to a point on the 3.50-foot-wide concrete bulkhead bounding Moore's Creek; thence along said bulkhead the following (5) courses and distances: North 56°42'22" East, a distance of 44.68 feet; thence North 65° 10'23" East, a distance of 179.28 feet; thence North 74 04'13" East, a distance of 71.16 feet; thence North 63 51'02" East, a distance of 224.31 feet; thence North 61 33'56 East, a distance of 29.63 feet to a point on the Westerly Right-of-Way line of Indian River Drive (s variable width Right-of-Way), as shown on the State of Florida State Road Department Right-of-Way Map Section 94500, last revised October 5, 1960; thence South 18 43'54" East, along said Westerly Right-of-Way line, a distance of 491.42 feet to a point on the Easterly prolongation of the Southerly line of said Lot 2, and Lot 3, said Block F; thence South 71 18'49" West, along said Easterly prolongation, and the South line of Lot 3, and 2, a distance of 457.21 feet to the POINT OF BEGINNING.

TOGETHER WITH PARCEL B (NORTH):

Being a parcel of land lying in Block "A" and a portion of Lot 1, Block "B", according to AARON LEE'S MAP OF FORT PIERCE, as recorded in Plat Book 1, Page 189, of the Public Records of St. Lucie County, Florida, being more particularly described as follows:

Commencing at the Southwest corner of Lot 8, Block F, of said AARON LEE'S MAP OF FORT PIERCE, proceed North 18°44'11" West along the West line of Block F and the East Right-of-Way line of North 2nd Street (formerly known as Pine Street, as shown on said and being a 60.00-foot-wide Public Right-of-Way), a distance of 323.41 feet to a point of intersection with the East Right-of-Way line of the adjusted North 2nd Street; thence North 32°17'09" West, along said East Right-of-Way line, a distance of 371.24 feet to a point on the 3.50-foot-wide concrete bulkhead bounding Moore's Creek; thence continue North 32°17'09" West, a distance of 44.51 feet to a point on the Northerly 3.50-foot-wide concrete bulkhead, said point being the POINT OF BEGINNING; thence North 32°17'09" West, departing said Creek, and along said East Right-of-Way line , a distance of 53.76 feet to a point on the West line of Lot 1, Block "B"; thence North 18°44'11" West, a distance of 67.04 feet to the Northwest corner of said Lot 1, and a point on the South Right-of-Way line of Avenue C (formerly known as Seminole Avenue as shown on said AARON LEE'S MAP OF FORT PIERCE); thence North 71°02'48" East, departing said Northwest corner and along said South Right-of-Way line, a distance of 304.27 feet to the West line of the East 92.7 feet of Lot 1 of Block "A" of said AARON LEE'S MAP OF FORT PIERCE; thence South 18°43'54" East, a distance of 103.40 feet to a point on the Northerly 3.50-foot-wide concrete bulkhead bounding Moore's Creek; thence along said concrete bulkhead the following (4) courses and distances: South 74°39'15" West, a distance of 51.85 feet; thence South 65°37'46" West, a distance of 181.91 feet; thence South 70°48'08" West, a distance of 53.29 feet; thence South 53°00'56" West, a distance of 5.89 feet to the POINT OF BEGINNING.

TOGETHER WITH PARCEL C (WEST):

A parcel of land being Lots 5 and 6 of Block "E", portions of Lots 7 and 8 of Block "E", a portion of Avenue "B: as shown on AARON LEE'S MAP OF FORT PIERCE, as recorded in Plat Book 1, Page 189, together with Lot 1 and the West 3.50 feet of Lot 2 of the New Subdivision Block E of AARON LEE'S MAP OF FORT PIERCE, as recorded in Plat Book 1, Page 192 of the Public Records of St.

Lucie County, Florida, being more particularly described as follows:

Commencing at the Southwest corner of Lot 8, Block F, of said AARON LEE'S MAP OF FORT PIERCE, proceed South 71°18'49" West, along the Easterly prolongation of the South line of Block "E" and along said South line, a distance of 310.00 feet to the POINT OF BEGINNING: thence continue along said South Block line South 71°25'01" West, a distance of 8.93 feet to a point on the East Right-of-Way line of the Florida East Coast Railroad as shown on the Station Map, Southern Division, Florida East Coast Railway Company Flagler System Station 12741+93.7 to Station 12796+90.0, dated September 5, 1944; thence North 18°21'33" West, along said Easterly Right-of-Way line, a distance of 400.00 feet (to) a point on the North line of Lot 7, said Block "E", said North line also being the South Right-of-Way line of Avenue "B", being formerly known as Tropical Avenue as shown on aforementioned AARON LEE'S MAP OF FORT PIERCE (a 65.00-foot-wide Right-of-Way); thence South 71°18'49" West, a distance of 42.46 feet; thence North 18°49'01" West, a distance of 65.00 feet; thence North 71°18'49"East, a distance of 40.00 feet; thence North 18°49'01" West, a distance of 72.51 feet to a point on the South Top of Bank of Moore's Creek; thence along said South Top of Bank the following (4) courses and distances; North 49°57'34" East, a distance of 64.50 feet; thence North 33°59'38" East , a distance of 70.44 feet; thence North 31°08'29" East, a distance of 82.06 feet; thence North 0°15'54" East, a distance of 14.97 feet to a point on the Westerly Right-of-Way line of the adjusted 2nd Street (a 60.00 -foot-wide Public Right-of-Way); thence South 32°17'09" East, along said Westerly Right-of-Way line, a distance of 320.88 feet to a point on the Westerly Right-of-Way line of 2nd Street as shown on aforementioned AARON LEE'S MAP OF FORT PIERCE; thence South 18°44'11" East, along said Westerly Right-of-Way line, a distance of 8.92 feet to a point on the Southerly line of Lot 1, said Block "E"; thence South 71°18'49" West, along said Southerly line, a distance of 146.50 feet to a point of intersection with a line lying and being 3.50 feet East of and parallel with the West line of Lot 2, said Block "E"; thence South 18°44'11" East, a distance of 50.00 feet to the South line of said Lot 2, said line also being the North line of Lot 3, said Block "E"; thence South 71°18'49" West, along said North Lot line, a distance of 3.50 feet to the West line of said Lot 3; thence South 18°44'11" East, along the West line of Lots 3 and 4 and the Southerly prolongation thereof, a distance of 115.00 feet to a point on a line lying and being 15.00 feet South of and parallel with the Northerly Right-of-Way line of Church Street, formerly know as Palm Terrace on the aforementioned AARON LEE'S MAP OF FORT PIERCE (a 50.00-foot-wide Right-of-Way); thence South 71°18'49" West, along said parallel line, a distance of 100.00 feet to a point of intersection with the Northerly prolongation of the West line of Lot 9, said Block "E"; thence South 18°44'11" East, along said prolongated line and West line of Lot 9 a distance of 185.00 feet to the POINT OF BEGINNING.

BOUNDARY SURVEY

FOR: AUDUBON DEVELOPMENT, INC.

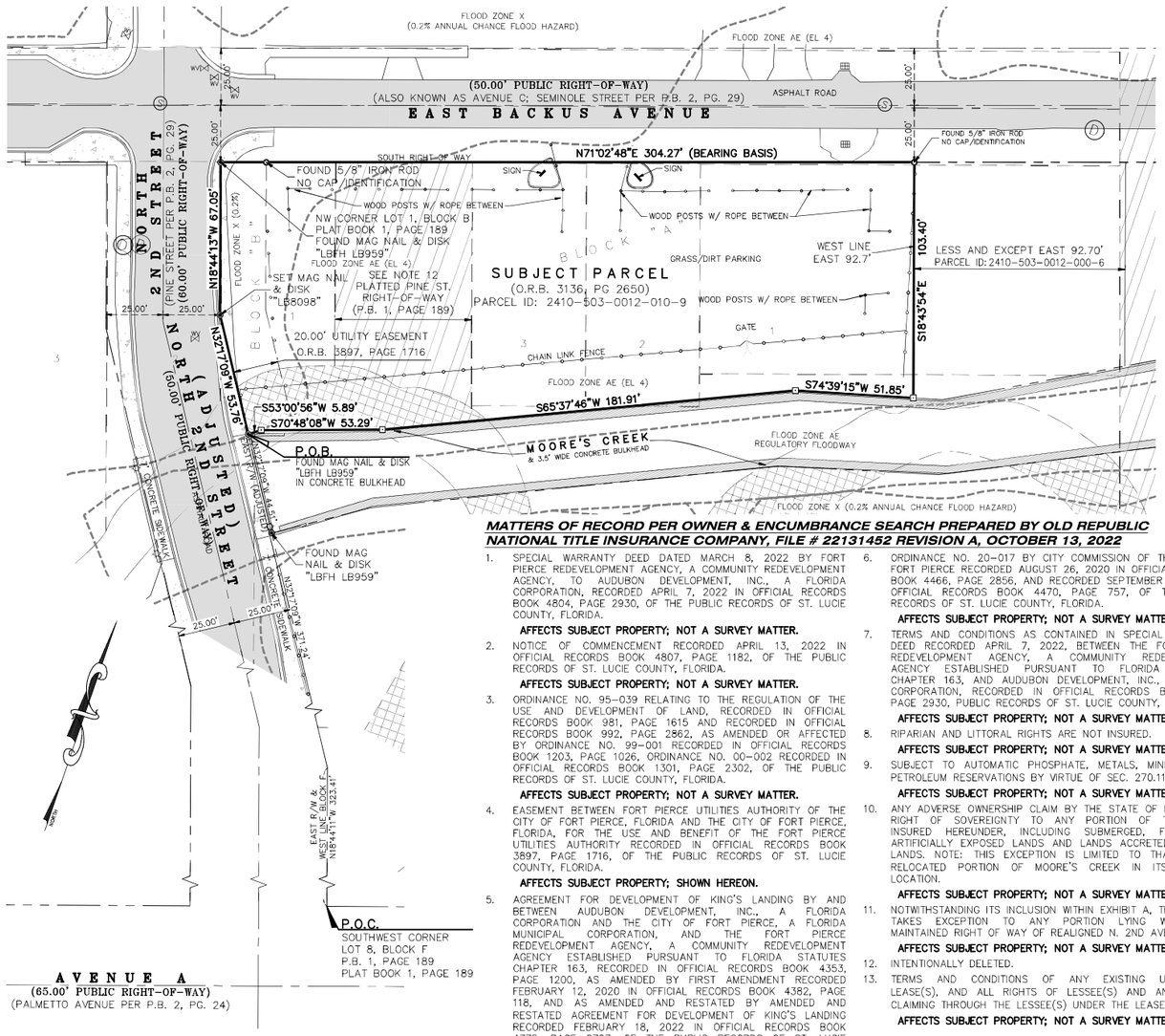
GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.

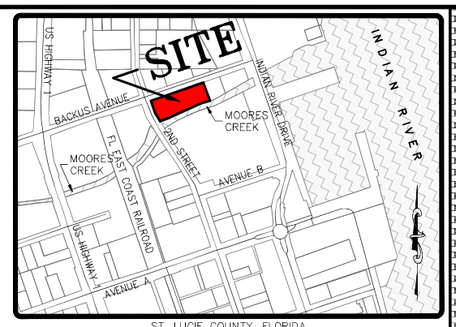
SYMBOL & ABBREVIATION LEGEND:

A	AIR RELEASE VALVE		CONCRETE LIGHT POST	EOW	EDGE OF WATER	FT	FOOT	IR/C	IRON ROD AND CAP	No.	NUMBER	PLS	PROFESSIONAL LAND SURVEYOR		SS	UNDERGROUND SANITARY
AL	ARC LENGTH	CM	CONCRETE MONUMENT	EB	ELECTRIC BOX	FM	FORCE MAIN		IRRIGATION CONTROL VALVE	O.R.B.	OFFICIAL RECORDS BOOK	R	RADIUS		DRN	UNDERGROUND STORM
ASPH	ASPHALT	CPP	CONCRETE POWER POLE (CPP)	EHH	ELECTRIC HAND HOLE (EHH)			L	LENGTH	OHW	OVER HEAD WIRES	RGE	RANGE		UNK	UNKNOWN
BFP	BACK FLOW PREVENTER		CONCRETE POWER POLE W/STREET LIGHT	EM	ELECTRIC METER				LIGHT POST	PG	PAGE	RTK	REAL TIME KINEMATIC		DRR (HH)	UNKNOWN HANDHOLD
	BENCHMARK (BM) OR GROUND CONTROL POINT (GCP)		CONCRETE SIGNAL LIGHT POLE	ELEC PANEL	ELECTRICAL PANEL	SQ FT.	SQUARE FEET	MAG/D	MAG NAIL MAG BRAND NAIL	PCN	PARCEL CONTROL NUMBER	RWV	RECLAIMED WATER VALVE		RISER BOX	UNKNOWN RISER BOX
CATV	CABLE RISER	CMP	CORRUGATED METAL PIPE	EL./ELEV.	ELEVATION	GAS	GAS VALVE	M	MAILBOX	PK NAIL	PARKER-KALON NAIL	RLS	REGISTERED LAND SURVEYOR		U	UNKNOWN TYPE MANHOLE
(C)	CALCULATED	F.O.	CURB INLET	FEMA	FEDERAL EMERGENCY MANAGEMENT AGENCY	GIS	GEOGRAPHIC INFORMATION SYSTEMS	MHWL	MEAN HIGH WATER LINE	PK/D	PARKER-KALON NAIL & DISK	ROP	REINFORCED CONCRETE PIPE		VCP	VITRIFIED CLAY PIPE
	CATCH BASIN	FDHH	DECORATIVE LIGHT POST	F.O.	FIBER OPTIC	GND	GROUND	MLWL	MEAN LOWER WATER LINE	PCP	PERMANENT CONTROL POINT	R/W	RIGHT-OF-WAY		W	WATER SERVICE METER (WM)
℄	CENTERLINE	(D)	DEED	FDHH	FIBER OPTIC HAND HOLE	HC	HANDICAP		METAL LIGHT POST	PRM	PERMANENT REFERENCE MONUMENT	R/C	ROD AND CAP		WV	WATER VALVE (WV)
COR	CERTIFIED CORNER RECORD	D.B.	DEED BOOK	FIBER RISER	FIBER OPTIC MARKER	HDPE	HIGH DENSITY POLYETHYLENE PIPE		METAL POWER POLE	P.B.	PLAT BOOK	S	SANITARY MANHOLE		M	WELL
CLF	CHAIN LINK FENCE	Δ	DELTA/CENTRAL ANGLE	FIBER RISER	FIBER OPTIC RISER	HWF	HOG WIRE FENCE	MP	METAL PIPE	(P)	PLAT DATA	SV	SANITARY VALVE		WF	WOOD FENCE
CHD.	CHORD	(M)	FIELD MEASURED	FFE	FINISHED FLOOR ELEVATION	HYD	HYDRANT	MON	MONUMENT	P.O.B.	POINT OF BEGINNING	SEC	SECTION			WOOD POLE STREET LIGHT
CO O	CLEAN OUT	ø	DIAMETER (DIA.)	F.F.E.	FINISHED FLOOR ELEVATION	IN	INCH	N/D	NON DESCRIPT NAIL AND DISK	POC	POINT OF COMMENCEMENT		PROPERTY CORNER			WOOD POWER POLE
COMM RISER	COMMUNICATION RISER	D	DRAINAGE MANHOLE	FDOT	FLORIDA DEPARTMENT OF TRANSPORTATION	INV	INVERT	N.R.	NON-RADIAL	P.C.C.	POINT OF COMPOUND CURVE		RIGHT-OF-WAY CONTROL			
CONC	CONCRETE	DIP	DUCTILE IRON PIPE	FPL	FLORIDA POWER AND LIGHT	IP	IRON PIPE	NAVD88	NORTH AMERICAN VERTICAL DATUM OF 1988	P.C.	POINT OF CURVATURE		SIGN			
		EOP	EDGE OF PAVEMENT			IR	IRON ROD			P.T.	POINT OF TANGENCY					
										P.O.T.	POINT OF TERMINUS					
										PVC	POLYVINYL CHLORIDE					



MATTERS OF RECORD PER OWNER & ENCUMBRANCE SEARCH PREPARED BY OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY, FILE # 22131452 REVISION A, OCTOBER 13, 2022

1. SPECIAL WARRANTY DEED DATED MARCH 8, 2022 BY FORT PIERCE REDEVELOPMENT AGENCY, A COMMUNITY REDEVELOPMENT AGENCY, TO AUDUBON DEVELOPMENT, INC., A FLORIDA CORPORATION, RECORDED APRIL 7, 2022 IN OFFICIAL RECORDS BOOK 4804, PAGE 2930, OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA.
   AFFECTS SUBJECT PROPERTY; NOT A SURVEY MATTER.
2. NOTICE OF COMMENCEMENT RECORDED APRIL 13, 2022 IN OFFICIAL RECORDS BOOK 4807, PAGE 1182, OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA.
   AFFECTS SUBJECT PROPERTY; NOT A SURVEY MATTER.
3. ORDINANCE NO. 95-039 RELATING TO THE REGULATION OF THE USE AND DEVELOPMENT OF LAND, RECORDED IN OFFICIAL RECORDS BOOK 981, PAGE 1615 AND RECORDED IN OFFICIAL RECORDS BOOK 992, PAGE 2862, AS AMENDED OR AFFECTED BY ORDINANCE NO. 99-001 RECORDED IN OFFICIAL RECORDS BOOK 1203, PAGE 1026, ORDINANCE NO. 00-002 RECORDED IN OFFICIAL RECORDS BOOK 1301, PAGE 2302, OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA.
   AFFECTS SUBJECT PROPERTY; NOT A SURVEY MATTER.
4. EASEMENT BETWEEN FORT PIERCE UTILITIES AUTHORITY OF THE CITY OF FORT PIERCE, FLORIDA AND THE CITY OF FORT PIERCE, FLORIDA, FOR THE USE AND BENEFIT OF THE FORT PIERCE UTILITIES AUTHORITY RECORDED IN OFFICIAL RECORDS BOOK 3897, PAGE 1716, OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA.
   AFFECTS SUBJECT PROPERTY; SHOWN HEREON.
5. AGREEMENT FOR DEVELOPMENT OF KING'S LANDING BY AND BETWEEN AUDUBON DEVELOPMENT, INC., A FLORIDA CORPORATION AND THE CITY OF FORT PIERCE, A FLORIDA MUNICIPAL CORPORATION, AND THE FORT PIERCE REDEVELOPMENT AGENCY, A COMMUNITY REDEVELOPMENT AGENCY ESTABLISHED PURSUANT TO FLORIDA STATUTES CHAPTER 163, RECORDED IN OFFICIAL RECORDS BOOK 4353, PAGE 1200, AS AMENDED BY FIRST AMENDMENT RECORDED FEBRUARY 12, 2020 IN OFFICIAL RECORDS BOOK 4382, PAGE 118, AND AS AMENDED AND RESTATED BY AMENDED AND RESTATED AGREEMENT FOR DEVELOPMENT OF KING'S LANDING RECORDED FEBRUARY 18, 2022 IN OFFICIAL RECORDS BOOK 4775, PAGE 2707, OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA.
   AFFECTS SUBJECT PROPERTY; NOT A SURVEY MATTER.
6. ORDINANCE NO. 20-017 BY CITY COMMISSION OF THE CITY OF FORT PIERCE RECORDED AUGUST 26, 2020 IN OFFICIAL RECORDS BOOK 4466, PAGE 2856, AND RECORDED SEPTEMBER 3, 2020 IN OFFICIAL RECORDS BOOK 4470, PAGE 757, OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA.
   AFFECTS SUBJECT PROPERTY; NOT A SURVEY MATTER.
7. TERMS AND CONDITIONS AS CONTAINED IN SPECIAL WARRANTY DEED RECORDED APRIL 7, 2022, BETWEEN THE FORT PIERCE REDEVELOPMENT AGENCY, A COMMUNITY REDEVELOPMENT AGENCY ESTABLISHED PURSUANT TO FLORIDA STATUTES CHAPTER 163, AND AUDUBON DEVELOPMENT, INC., A FLORIDA CORPORATION, RECORDED IN OFFICIAL RECORDS BOOK 4804, PAGE 2930, PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA.
   AFFECTS SUBJECT PROPERTY; NOT A SURVEY MATTER.
8. RIPARIAN AND LITTORAL RIGHTS ARE NOT INSURED.
   AFFECTS SUBJECT PROPERTY; NOT A SURVEY MATTER.
9. SUBJECT TO AUTOMATIC PHOSPHATE, METALS, MINERALS AND PETROLEUM RESERVATIONS BY VIRTUE OF SEC. 270.11(1), F.S.
   AFFECTS SUBJECT PROPERTY; NOT A SURVEY MATTER.
10. ANY ADVERSE OWNERSHIP CLAIM BY THE STATE OF FLORIDA BY RIGHT OF SOVEREIGNTY TO ANY PORTION OF THE LANDS INSURED HEREUNDER, INCLUDING SUBMERGED, FILLED AND ARTIFICIALLY EXPOSED LANDS AND LANDS ACCRETED TO SUCH LANDS. NOTE: THIS EXCEPTION IS LIMITED TO THAT CERTAIN RELOCATED PORTION OF MOORE'S CREEK IN ITS CURRENT LOCATION.
    AFFECTS SUBJECT PROPERTY; NOT A SURVEY MATTER.
11. NOTWITHSTANDING ITS INCLUSION WITHIN EXHIBIT A, THIS REPORT TAKES EXCEPTION TO ANY PORTION LYING WITHIN THE MAINTAINED RIGHT OF WAY OF REALIGNED N. 2ND AVENUE.
    AFFECTS SUBJECT PROPERTY; NOT A SURVEY MATTER.
12. INTENTIONALLY DELETED.
13. TERMS AND CONDITIONS OF ANY EXISTING UNRECORDED LEASE(S), AND ALL RIGHTS OF LESSEE(S) AND ANY PARTIES CLAIMING THROUGH THE LESSEE(S) UNDER THE LEASE(S).
    AFFECTS SUBJECT PROPERTY; NOT A SURVEY MATTER.



ST. LUCIE COUNTY, FLORIDA

VICINITY MAP

NO SCALE

LEGAL DESCRIPTION:

BEING A PARCEL OF LAND LYING IN BLOCK "A" AND A PORTION OF LOT 1, BLOCK "B", ACCORDING TO AARON LEE'S MAP OF FORT PIERCE, AS RECORDED IN PLAT BOOK 1, PAGE 189, OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF LOT 8, BLOCK F, OF SAID AARON LEE'S MAP OF FORT PIERCE, PROCEED NORTH 18°44'11" WEST ALONG THE WEST LINE OF BLOCK F AND THE EAST RIGHT-OF-WAY LINE OF NORTH 2ND STREET (FORMERLY KNOWN AS PINE STREET, AS SHOWN ON SAID AND BEING A 60.00-FOOT-WIDE PUBLIC RIGHT-OF-WAY), A DISTANCE OF 323.41 FEET TO A POINT OF INTERSECTION WITH THE EAST RIGHT-OF-WAY LINE OF THE ADJUSTED NORTH 2ND STREET; THENCE NORTH 32°17'09" WEST, ALONG SAID EAST RIGHT-OF-WAY LINE, A DISTANCE OF 371.24 FEET TO A POINT ON THE 3.50-FOOT-WIDE CONCRETE BULKHEAD BOUNDING MOORE'S CREEK; THENCE CONTINUE NORTH 32°17'09" WEST, A DISTANCE OF 44.51 FEET TO A POINT ON THE NORTHERLY 3.50-FOOT-WIDE CONCRETE BULKHEAD, SAID POINT BEING THE POINT OF BEGINNING; THENCE NORTH 32°17'09" WEST, DEPARTING SAID CREEK, AND ALONG SAID EAST RIGHT-OF-WAY LINE , A DISTANCE OF 53.76 FEET TO A POINT ON THE WEST LINE OF LOT 1, BLOCK "B"; THENCE NORTH 18°44'11" WEST, A DISTANCE OF 67.04 FEET TO THE NORTHWEST CORNER OF SAID LOT 1, AND A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF AVENUE C (FORMERLY KNOWN AS SEMINOLE AVENUE AS SHOWN ON SAID AARON LEE'S MAP OF FORT PIERCE); THENCE NORTH 71°02'48" EAST, DEPARTING SAID NORTHWEST CORNER AND ALONG SAID SOUTH RIGHT-OF-WAY LINE, A DISTANCE OF 304.27 FEET TO THE WEST LINE OF THE EAST 92.7 FEET OF LOT 1 OF BLOCK "A" OF SAID AARON LEE'S MAP OF FORT PIERCE; THENCE SOUTH 18°43'54" EAST, A DISTANCE OF 103.40 FEET TO A POINT ON THE NORTHERLY 3.50-FOOT-WIDE CONCRETE BULKHEAD BOUNDING MOORE'S CREEK; THENCE ALONG SAID CONCRETE BULKHEAD THE FOLLOWING (4) COURSES AND DISTANCES: SOUTH 74°39'15" WEST, A DISTANCE OF 51.85 FEET; THENCE SOUTH 65°37'46" WEST, A DISTANCE OF 181.91 FEET; THENCE SOUTH 70°48'08" WEST, A DISTANCE OF 53.29 FEET; THENCE SOUTH 53°00'56" WEST, A DISTANCE OF 5.89 FEET TO THE POINT OF BEGINNING.

CONTAINING 0.76 ACRES, MORE OR LESS.

SURVEYORS NOTES AND REPORT:

1. THIS BOUNDARY SURVEY WAS PERFORMED FOR THE PURPOSE OF MAPPING EXISTING FEATURES AND CONDITIONS, AS SHOWN AND DEPICTED HEREON. I HEREBY CERTIFY TO THE BEST OF MY KNOWLEDGE AND BELIEF THAT THIS IS A TRUE AND ACCURATE DEPICTION OF A FIELD SURVEY PERFORMED UNDER MY DIRECTION AND COMPLETED ON SEPTEMBER 28, 2022. I FURTHER CERTIFY THAT SAID DRAWING IS IN COMPLIANCE WITH THE STANDARDS OF PRACTICE AS SET FORTH BY THE FLORIDA BOARD OF PROFESSIONAL SURVEYORS AND MAPPERS, IN CHAPTER 5J-17, FLORIDA ADMINISTRATIVE CODE PURSUANT TO SECTION 472.027, FLORIDA STATUTES.
2. THIS SURVEY MAP AND REPRODUCTIONS THEREOF ARE NOT VALID WITHOUT THE ORIGINAL SIGNATURE AND SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER OR ORIGINAL ELECTRONIC SIGNATURE. THIS SURVEY CANNOT BE TRANSFERRED OR ASSIGNED WITHOUT THE SPECIFIC WRITTEN PERMISSION OF ENGINEERING, DESIGN AND CONSTRUCTION, INC.. IT IS A VIOLATION OF CHAPTER 5J-17, FLORIDA ADMINISTRATIVE CODE, TO ALTER THIS SURVEY WITHOUT THE EXPRESS PRIOR WRITTEN CONSENT OF THE SURVEYOR. ADDITIONS AND/OR DELETIONS MADE TO THE FACE OF THIS SURVEY WILL MAKE THIS SURVEY INVALID.
3. THE LAST DATE OF FIELD WORK (AND DATA ACQUISITION) WAS SEPTEMBER 28, 2022.
4. LEGAL DESCRIPTION(S) AND MATTERS OF RECORD HEREON SHOWN IN REFERENCE TO OWNER & ENCUMBRANCE PROPERTY INFORMATION REPORT PREPARED BY OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY PREPARED FOR DEAN MEAN MINTON & MOORE, HAVING A SEARCH DATE OF OCTOBER 13, 2022; AGENT FILE NUMBER 037720/085362.
5. PARCEL(S) CONTAIN A TOTAL OF 0.76 ACRES, MORE OR LESS.
6. THIS BOUNDARY SURVEY HAS BEEN REFERENCED TO THE FLORIDA STATE PLANE COORDINATE SYSTEM-EAST ZONE, NAD 83 (1990).
7. UNDERGROUND UTILITIES, UTILITY SERVICES, FOUNDATIONS, AND IMPROVEMENTS WERE NOT LOCATED AS A PART OF THIS SURVEY, UNLESS FEATURES WERE VISIBLE AT THE SURFACE LEVEL.
8. REVISIONS SHOWN HEREON DO NOT REPRESENT A "FIELD SURVEY UPDATE" UNLESS OTHERWISE NOTED.
9. BEARINGS SHOWN HEREON ARE BASED UPON GRID NORTH AND REFERENCE TO THE LINE LABELED HEREON AS (BEARING BASIS) AND ALL OTHER BEARINGS ARE RELATIVE THERETO. DISTANCES ARE IN INTERNATIONAL FEET AND DECIMAL PARTS THEREOF.
10. THIS SITE WAS SURVEYED UTILIZING TRIMBLE/SPECTRA HARDWARE TOGETHER WITH SPECTRA SURVEY PRO REALTIME PROCESSING AND WAS BASED ON TRIMBLE'S "VRS NOW" NETWORK AND/OR THE FLORIDA PERMANENT REFERENCE NETWORK (FPRN). THE PROCEDURES AND NETWORK DESIGN MEETS THE GEODETIC ACCURACY STANDARDS AND SPECIFICATIONS FOR USING GPS RELATED POSITIONING AS SET FORTH BY THE FEDERAL GEODETIC CONTROL COMMITTEE IN THE MOST CURRENT PUBLICATION FOR 3RD ORDER CLASS ONE FOR HORIZONTAL CONTROL SURVEYS.
11. IN SOME INSTANCES, GRAPHIC REPRESENTATIONS AND SYMBOLS SHOWN HAVE BEEN EXAGGERATED TO MORE CLEARLY ILLUSTRATE THE RELATIONSHIP BETWEEN PHYSICAL IMPROVEMENTS AND/OR LOT LINES. THE DIMENSIONS SHOWN SHALL CONTROL THE LOCATION, OF THE IMPROVEMENTS, OVER THE SCALED POSITIONS.
12. THE OWNERSHIP OF PERIMETER FENCES, WALLS, HEDGES, AND LANDSCAPING, IF ANY, SHOWN HEREON ARE NOT KNOWN AND ARE NOT LISTED AS ENCROACHMENTS. THEIR RELATIVE LOCATION IS SHOWN IN RELATION TO THE BOUNDARY LINES SHOWN.
13. THE SURVEY MAP SHOWN HEREON DOES NOT NECESSARILY CONTAIN ALL OF THE INFORMATION OBTAINED OR DEVELOPED BY THE UNDERSIGNED SURVEYOR IN HIS FIELD WORK, OFFICE WORK OR RESEARCH.
14. THE PROPERTY WHICH IS THE SUBJECT OF THIS SURVEY APPEARS TO BE SITUATE IN FLOOD ZONE X, FLOOD ZONE X (0.2% ANNUAL FLOOD CHANCE) AND FLOOD ZONE AE-4' AT THIS TIME PURSUANT TO F.E.M.A. FIRM NUMBER 12111C0179K, HAVING AN EFFECTIVE DATE OF FEBRUARY 19, 2020. FOR APPROXIMATE DELINEATION OF THE FLOOD ZONE LIMITS, REFER TO AFOREMENTIONED FIRM PANELS.

MICHAEL T. OWEN PROFESSIONAL SURVEYOR AND MAPPER
FLORIDA REGISTRATION #5556

SIGNATURE DATE:

ENGINEERS & SURVEYORS ENVIRONMENTAL
10250 VILLAGE PARKWAY
UNIT 201
PORT ST. LUCIE, FL 34987
772-462-2455
www.edc-inc.com
F.B.P.E. CERTIFICATE OF AUTHORIZATION 9935
L.B. CERTIFICATE OF AUTHORIZATION 8098

DRAWN BY	SPT
CHECKED BY	MTO
FILENAME	22-310 Boundary.dwg
LAYOUT	
SCALE	AS SHOWN
DATE	March 28, 2023

REVISION COMMENTS

DATE

BOUNDARY SURVEY
FOR: AUDUBON DEVELOPMENT, INC.

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

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

22-310

1 OF 1

"EDC/2022/22-310 - Project Landing - The Box/_Internal/AUTOCAD/Dwg - PSM's/Layout/22-310 Boundary.dwg, 4/5/2023 1:33 PM, Tim Owen
THIS DOCUMENT IS NOT RELEASED WITH THE CONSENT AND USER'S KNOWLEDGE THAT IT MAY BE USED FOR PURPOSES OTHER THAN THOSE FOR WHICH IT WAS PREPARED OR ON EXTENSIONS OF THE PROJECT OR ON ANY OTHER PROJECT. THE RELEASE OF THIS DOCUMENT IS INTENDED SOLELY FOR REVIEW AND COMMENT. ANY USE OF THIS DOCUMENT WITHOUT WRITTEN AUTHORIZATION AND ADOPTION BY EDC, INC. SHALL BE WITHOUT LIABILITY TO EDC, INC. REUSE OF AND IMPROPER RELIANCE ON THIS DOCUMENT WITHOUT WRITTEN AUTHORIZATION AND ADOPTION BY EDC, INC. SHALL BE WITHOUT LIABILITY TO EDC, INC. AND CLIENT FOR WHICH IT WAS PREPARED. REUSE OF AND IMPROPER RELIANCE ON THIS DOCUMENT WITHOUT WRITTEN AUTHORIZATION AND ADOPTION BY EDC, INC. SHALL BE WITHOUT LIABILITY TO EDC, INC. AND CLIENT FOR WHICH IT WAS PREPARED. REUSE OF AND IMPROPER RELIANCE ON THIS DOCUMENT WITHOUT WRITTEN AUTHORIZATION AND ADOPTION BY EDC, INC. SHALL BE WITHOUT LIABILITY TO EDC, INC. AND CLIENT FOR WHICH IT WAS PREPARED. REUSE OF AND IMPROPER RELIANCE ON THIS DOCUMENT WITHOUT WRITTEN AUTHORIZATION AND ADOPTION BY EDC, INC. SHALL BE WITHOUT LIABILITY TO EDC, INC. AND CLIENT FOR WHICH IT WAS PREPARED. REUSE OF AND IMPROPER RELIANCE ON THIS DOCUMENT WITHOUT WRITTEN AUTHORIZATION AND ADOPTION BY EDC, INC. SHALL BE WITHOUT LIABILITY TO EDC, INC. AND CLIENT FOR WHICH IT WAS PREPARED. REUSE OF AND IMPROPER RELIANCE ON THIS DOCUMENT WITHOUT WRITTEN AUTHORIZATION AND ADOPTION BY EDC, INC. SHALL BE WITHOUT LIABILITY TO EDC, INC. AND CLIENT FOR WHICH IT WAS PREPARED. REUSE OF AND IMPROPER RELIANCE ON THIS DOCUMENT WITHOUT WRITTEN AUTHORIZATION AND ADOPTION BY EDC, INC. SHALL BE WITHOUT LIABILITY TO EDC, INC. AND CLIENT FOR WHICH IT WAS PREPARED. REUSE OF AND IMPROPER RELIANCE ON THIS DOCUMENT WITHOUT WRITTEN AUTHORIZATION AND ADOPTION BY EDC, INC. SHALL BE WITHOUT LIABILITY TO EDC, INC. AND CLIENT FOR WHICH IT WAS PREPARED. REUSE OF AND IMPROPER RELIANCE ON THIS DOCUMENT WITHOUT WRITTEN AUTHORIZATION AND ADOPTION BY EDC, INC. SHALL BE WITHOUT LIABILITY TO EDC, INC. AND CLIENT FOR WHICH IT WAS PREPARED. REUSE OF AND IMPROPER RELIANCE ON THIS DOCUMENT WITHOUT WRITTEN AUTHORIZATION AND ADOPTION BY EDC, INC. SHALL BE WITHOUT LIABILITY TO EDC, INC. AND CLIENT FOR WHICH IT WAS PREPARED. REUSE OF AND IMPROPER RELIANCE ON THIS DOCUMENT WITHOUT WRITTEN AUTHORIZATION AND ADOPTION BY EDC, INC. SHALL BE WITHOUT LIABILITY TO EDC, INC. AND CLIENT FOR WHICH IT WAS PREPARED. REUSE OF AND IMPROPER RELIANCE ON THIS DOCUMENT WITHOUT WRITTEN AUTHORIZATION AND ADOPTION BY EDC, INC. SHALL BE WITHOUT LIABILITY TO EDC, INC. AND CLIENT FOR WHICH IT WAS PREPARED. REUSE OF AND IMPROPER RELIANCE ON THIS DOCUMENT WITHOUT WRITTEN AUTHORIZATION AND ADOPTION BY EDC, INC. SHALL BE WITHOUT LIABILITY TO EDC, INC. AND CLIENT FOR WHICH IT WAS PREPARED.

ENGINEERS SURVEYORS ENVIRONMENTAL

LETTER OF JUSTIFICATION

Villas @ Kings Landing
April 11, 2023

Subdivision Plat Application

REQUEST

On behalf of the Petitioner, Engineering, Design, & Construction, Inc. (EDC) is requesting approval of a 10-lot subdivision plat for a project to be known as Villas @ Kings Landing. The site totals approximately 0.69 acres +/- and is located south of A E Backus Avenue and north of Moore's Creek in Fort Pierce, Florida.

SITE CHARACTERISTICS & PROJECT HISTORY

The subject parcels are identified in the below table:

Parcel ID	Current FLU	Current Zoning
2410-503-0012-010-9	CBD	PD

The parcels are owned by the applicant, Audubon Development, Inc. and are currently cleared and undeveloped. The subject parcels have a Future Land Use designation of Central Business District (CBD) and an underlying Zoning designation of Planned Development (PD).

The applicant is proposing a 10-lot residential subdivision. Construction plans are currently under review by the City of Fort Pierce as part of the DPCR process. Included with this submittal, please find:

1) Subdivision Plat Application
2) Agent Authorization
3) Property Deed
4) Survey
5) Plat

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

Z:\EDC-2022\22-310 - Kings Landing - Charleston Homes\ENGINEERING\Documents\Submittal Documents\Justification Statement\2023-04-11_Villas_@_Kings_Landing_Subidivision_Plat_Narrative_22-310.docx

August 2, 2023

City of Fort Pierce
Attn: Building Department
100 North US 1
Fort Pierce, FL 34950

via Core Share

Re: The Villas at Kings Landing – Plat Application
Response to Comments

To Whom It May Concern:

On behalf of our client, please find the attached response to comments received via email on August 2, 2023 for a project known as Villas at Kings Landing Plat. Each comment is identified below followed by a response in ***bold italics***.

City Engineering

1) Update Page 1 of the plat to reference Sara Hedges, Interim City Attorney as opposed to Tanya Earley.

RESPONSE: Please see revised plat. This has been addressed.

2) The Engineers Estimate of Construction Cost is approved.

RESPONSE: Acknowledged.

3) Address Northstar Geomatics comments dated July 31, 2023 and attached for your reference.

RESPONSE: Northstar comments are addressed above and on the revised material included in this response.

Northstar

1) Permanent reference momuments at every corner with appropriate symbol or designation (LB or LS Number) prior to platting. Westerly corner of Lot 2. 177.091(7) **Update symbol based on legend. It appears you have the PCP symbol set and not the PRM symbol.**

RESPONSE: The monument set is a magnetic nail & disk, as it is set in the sidewalk. A label has been added to the plat indicating that the disk will be stamped with "PRM" to indicate that it is a plat corner.

2) Schedule PRM inspections directly with Northstar Geomatics, Inc. Please provide 5 business days in advance with at least 3 different times available to meet at project site. **Mylars cannot be signed by Surveyor until the PRM inspection is completed and approved.**

RESPONSE: EDC is currently coordinating the PRM inspection, which will be

complete as soon as possible.

3) Permanent control points and road centerline must be shown 177.091(8).
RESPONSE: A centerline has been added to the access tract, as well as PCPs along said centerline.

4) Name of all streets must be shown. 177.091(15) (Private Access Road if the City has named it as a street).
RESPONSE: The centerline created per the previous comment has been labelled "King's Lane" at the direction of the client.

5) A written response to each item above is required prior to next review..
RESPONSE: Acknowledged.

We feel the attached adequately addresses staff comments and respectfully request the approval of this application. If you have any questions regarding this application, the attached documents, or the project, please contact our office.

Respectfully,
ENGINEERING DESIGN & CONSTRUCTION, INC.



David C. Baggett, P.E.
Sr. Project Engineer

cc: Dale Matteson – Audubon Development

Z:\EDC-2022\22-310 - Kings Landing - Charleston Homes\ENGINEERING\Documents\Submittal Documents\Comment Response Letter\2023-08-02_City_FP_Villas_Plat_Rsp2Cmts_Ltr_22-310.docx

VILLAS AT KINGS LANDING

BEING A REPLAT OF LAND LYING IN BLOCK "A" AND A PORTION OF LOT 1, BLOCK "B", ACCORDING TO AARON LEE'S MAP OF FORT PIERCE, AS RECORDED IN PLAT BOOK 1, PAGE 189, OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, LYING AND BEING IN SECTION 10, TOWNSHIP 35 SOUTH, RANGE 40 EAST, CITY OF FORT PIERCE, ST. LUCIE COUNTY, FLORIDA.

PLAT BOOK _____
PAGE _____
DOCKET NO._____

LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE COUNTY OF ST. LUCIE, STATE OF FLORIDA, AND IS DESCRIBED AS FOLLOWS:

BEING A PARCEL OF LAND LYING IN BLOCK "A" AND A PORTION OF LOT 1, BLOCK "B", ACCORDING TO AARON LEE'S MAP OF FORT PIERCE, AS RECORDED IN PLAT BOOK 1, PAGE 189, OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF LOT 8, BLOCK F, OF SAID AARON LEE'S MAP OF FORT PIERCE, PROCEED NORTH 18°44'11" WEST ALONG THE WEST LINE OF BLOCK F AND THE EAST RIGHT-OF-WAY LINE OF NORTH 2ND STREET (FORMERLY KNOWN AS PINE STREET, AS SHOWN ON SAID AND BEING A 60.00-FOOT-WIDE PUBLIC RIGHT-OF-WAY), A DISTANCE OF 323.41 FEET TO A POINT OF INTERSECTION WITH THE EAST RIGHT-OF-WAY LINE OF THE ADJUSTED NORTH 2ND STREET; THENCE NORTH 32°17'09" WEST, ALONG SAID EAST RIGHT-OF-WAY LINE, A DISTANCE OF 371.24 FEET TO A POINT ON THE 3.50-FOOT-WIDE CONCRETE BULKHEAD BOUNDING MOORE'S CREEK; THENCE CONTINUE NORTH 32°17'09" WEST, A DISTANCE OF 44.51 FEET TO A POINT ON THE NORTHERLY 3.50-FOOT-WIDE CONCRETE BULKHEAD, SAID POINT BEING THE POINT OF BEGINNING; THENCE NORTH 32°17'09" WEST, DEPARTING SAID CREEK, AND ALONG SAID EAST RIGHT-OF-WAY LINE, A DISTANCE OF 53.76 FEET TO A POINT ON THE WEST LINE OF LOT 1, BLOCK "B"; THENCE NORTH 18°44'11" WEST, A DISTANCE OF 67.04 FEET TO THE NORTHWEST CORNER OF SAID LOT 1, AND A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF AVENUE C (FORMERLY KNOWN AS SEMINOLE AVENUE AS SHOWN ON SAID AARON LEE'S MAP OF FORT PIERCE); THENCE NORTH 71°02'48" EAST, DEPARTING SAID NORTHWEST CORNER AND ALONG SAID SOUTH RIGHT-OF-WAY LINE, A DISTANCE OF 304.27 FEET TO THE WEST LINE OF THE EAST 92.7 FEET OF LOT 1 OF BLOCK "A" OF SAID AARON LEE'S MAP OF FORT PIERCE; THENCE SOUTH 18°43'54" EAST, A DISTANCE OF 103.40 FEET TO A POINT ON THE NORTHERLY 3.50-FOOT-WIDE CONCRETE BULKHEAD BOUNDING MOORE'S CREEK; THENCE ALONG SAID CONCRETE BULKHEAD THE FOLLOWING (4) COURSES AND DISTANCES: SOUTH 74°39'15" WEST, A DISTANCE OF 51.85 FEET; THENCE SOUTH 65°37'46" WEST, A DISTANCE OF 181.91 FEET; THENCE SOUTH 70°48'08" WEST, A DISTANCE OF 53.29 FEET; THENCE SOUTH 53°00'56" WEST, A DISTANCE OF 5.89 FEET TO THE POINT OF BEGINNING.

CONTAINING 0.76 ACRES, MORE OR LESS.

CERTIFICATE OF OWNERSHIP & DEDICATION

STATE OF FLORIDA
COUNTY OF ST. LUCIE

AUDUBON DEVELOPMENT, INC., A FLORIDA PROFIT CORPORATION, DOES HEREBY CERTIFY THAT IT IS THE OWNER OF THE PROPERTY DESCRIBED HEREON AND HAS CAUSED THE SAME TO BE SURVEYED AND PLATTED, AS SHOWN HEREON, AND DOES HEREBY AFFIRM AS FOLLOWS:

1. THE PRIVATE ACCESS TRACT, SHOWN HEREON AS KING'S LANE, IS HEREBY DEDICATED TO AND IS THE PERPETUAL MAINTENANCE RESPONSIBILITY OF THE VILLAS AT KINGS LANDING COMMUNITY ASSOCIATION, INC., A FLORIDA CORPORATION NOT-FOR-PROFIT, AND ITS SUCCESSORS AND/OR ASSIGNS.
2. THE DRAINAGE TRACT, SHOWN HEREON IS HEREBY DEDICATED TO AND IS THE PERPETUAL MAINTENANCE RESPONSIBILITY OF THE VILLAS AT KINGS LANDING COMMUNITY ASSOCIATION, INC., A FLORIDA CORPORATION NOT-FOR-PROFIT, AND ITS SUCCESSORS AND/OR ASSIGNS.
2. THE UTILITY EASEMENT (U.E.) AS SHOWN HEREON, IS HEREBY DEDICATED TO THE PUBLIC FOR THE INSTALLATION AND MAINTENANCE OF PUBLIC UTILITIES, INCLUDING WATER, AND SEWER, AS WELL AS FOR CONSTRUCTION, INSTALLATION, MAINTENANCE AND OPERATION OF CABLE TELEVISION SERVICES.
3. THE DRAINAGE EASEMENT (D.E.) AS SHOWN HEREON, IS HEREBY DEDICATED TO VILLAS AT KINGS LANDING COMMUNITY ASSOCIATION, INC., ITS SUCCESSORS AND/OR ASSIGNS, FOR THE INSTALLATION AND MAINTENANCE OF DRAINAGE STRUCTURES, PIPES, AND OTHER APPURTENANCES. SAID EASEMENT IS THE MAINTENANCE RESPONSIBILITY OF SAID ENTITY, ITS SUCCESSORS AND/OR ASSIGNS.
4. THE SIDEWALK EASEMENT SHOWN HEREON IS HEREBY DEDICATED TO THE PUBLIC FOR THE INSTALLATION, MAINTENANCE, AND USE OF THE PUBLIC FOR PEDESTRIAN TRAFFIC.

IN WITNESS WHEREOF, AUDUBON DEVELOPMENT, INC., HAS CAUSED THESE PRESENTS TO BE SIGNED BY ITS _____ THIS _____ DAY OF _____, 2023.

AUDUBON DEVELOPMENT, INC., A FLORIDA PROFIT CORPORATION

BY: _____

PRINTED NAME: _____

TITLE: _____

WITNESS

_____

_____
PRINTED NAME

WITNESS

_____

_____
PRINTED NAME

ACKNOWLEDGEMENT

STATE OF FLORIDA
COUNTY OF ST. LUCIE

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME BY MEANS OF ☐ PHYSICAL PRESENCE OR ☐ ONLINE NOTARIZATION, THIS _____ DAY OF _____, 2023, BY _____ AS _____ FOR AUDUBON DEVELOPMENT, INC..

_____
NOTARY SIGNATURE
PRINT NAME: _____
NOTARY PUBLIC
STATE OF _____ AT LARGE
MY COMMISSION EXPIRES: _____
☐ PERSONALLY KNOWN OR ☐ PRODUCED IDENTIFICATION

ACCEPTANCE OF DEDICATION

STATE OF FLORIDA
COUNTY OF _____

VILLAS AT KINGS LANDING COMMUNITY ASSOCIATION, INC., A FLORIDA CORPORATION NOT-FOR-PROFIT, HEREBY ACCEPTS THE DEDICATIONS AS STATED AND SHOWN HEREON.

DATED THIS _____ DAY OF _____, 2023.

BY: _____
PRINT NAME: _____
TITLE: _____

BY: _____
PRINT NAME: _____
TITLE: _____

ACKNOWLEDGEMENT

STATE OF FLORIDA
COUNTY OF ST. LUCIE

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME BY MEANS OF ☐ PHYSICAL PRESENCE OR ☐ ONLINE NOTARIZATION, THIS _____ DAY OF _____, 2023, BY _____ AS _____ FOR VILLAS AT KINGS LANDING COMMUNITY ASSOCIATION, INC..

_____
NOTARY SIGNATURE
PRINT NAME: _____
NOTARY PUBLIC
STATE OF _____ AT LARGE
MY COMMISSION EXPIRES: _____
☐ PERSONALLY KNOWN OR ☐ PRODUCED IDENTIFICATION

TITLE CERTIFICATION

STATE OF FLORIDA
COUNTY OF ST. LUCIE

WE, DEAN, MEAD, MINTON & MOORE, MEMBERS OF THE FLORIDA BAR, IN RELIANCE UPON THAT CERTAIN TITLE SEARCH REPORT DATED _____, ISSUED BY OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY, HEREBY CERTIFY THAT AS OF _____, 20___, AT _____:

1. APPARENT RECORD TITLE TO THE LAND DESCRIBED AND SHOWN ON THIS PLAT IS IN THE NAME OF THE ENTITIES AND/OR PERSONS EXECUTING THE DEDICATION HEREON.

2. ALL RECORDED MORTGAGES, NOT SATISFIED OR RELEASED OF RECORD, ENCUMBERING THE LAND DESCRIBED HEREON ARE LISTED AS FOLLOWS:

   NONE

PURSUANT TO FLORIDA STATUTE 197.192, ALL TAXES HAVE BEEN PAID THROUGH THE YEAR 20___.

DATED THIS _____ DAY OF _____, 20_____.

DEAN, MEAD, MINTON & MOORE

BY: _____
W. LEE DOBBINS, VICE PRESIDENT
1903 S. 25TH ST. SUITE 200
FT. PIERCE, FL 34947
FLORIDA BAR NO. 988138

SURVEYORS REVIEW CERTIFICATE

IT IS HEREBY CERTIFIED THAT THE UNDERSIGNED SURVEYOR AND MAPPER DULY LICENSED IN THE STATE OF FLORIDA HAS REVIEWED THIS PLAT FOR CONFORMITY WITH THE REGULATIONS OF CHAPTER 177, FLORIDA STATUTES.

THIS _____ DAY OF _____, 2023.

BY _____
PRINT NAME: _____
PROFESSIONAL SURVEYOR & MAPPER
FLORIDA CERTIFICATE NO. _____

PLANNING & ZONING APPROVAL

IT IS HEREBY CERTIFIED THAT THE PLAT MEETS THE REQUIREMENTS OF THE CENTRAL BUSINESS ZONING DISTRICT (CBD), AS SET FORTH IN SECTION 125-194 OF THE CITY OF FORT PIERCE LAND DEVELOPMENT CODE.

THIS _____ DAY OF _____, 2023.

BY _____
PRINT NAME: _____
DIRECTOR OF PLANNING
CITY OF FORT PIERCE, FLORIDA

CITY ATTORNEY

IT IS HEREBY CERTIFIED THAT THE FORGOING PLAT IS APPROVED AS TO FORM AND LEGAL SUFFICIENCY.

THIS _____ DAY OF _____, 2023.

BY: _____
SARA HEDGES, INTERIM CITY ATTORNEY
CITY OF FORT PIERCE, FLORIDA

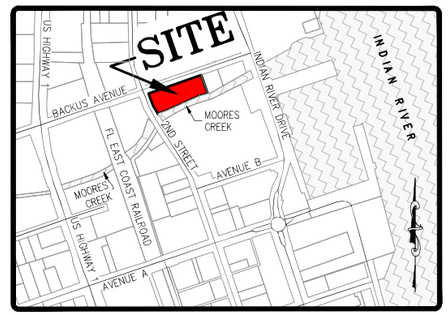
CITY COMMISSION CERTIFICATE

STATE OF FLORIDA
COUNTY OF ST. LUCIE

PURSUANT TO THE PROVISIONS OF THE FORT PIERCE CITY COMMISSION THIS PLAT WAS GIVEN FINAL APPROVAL BY THE CITY COMMISSION AT A MEETING HELD ON THIS _____ DAY OF _____, 2023.

FORT PIERCE CITY COMMISSION

BY: _____
LINDA COX, CITY CLERK



SITE MAP
NOT TO SCALE

CLERK OF CIRCUIT COURT

STATE OF FLORIDA
COUNTY OF ST. LUCIE

I, MICHELLE R. MILLER, CLERK OF THE CIRCUIT COURT OF ST. LUCIE COUNTY, FLORIDA, DO HEREBY CERTIFY THAT THIS PLAT HAS BEEN EXAMINED AND THAT IT COMPLIES IN FORM WITH ALL THE REQUIREMENTS OF THE LAWS OF FLORIDA PERTAINING TO MAPS AND PLATS, AND THAT THIS PLAT HAS BEEN FILED OF RECORD IN PLAT BOOK _____, PAGES _____, OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA, THIS _____ DAY OF_____, 2023.

_____
MICHELLE R. MILLER
CLERK OF THE CIRCUIT COURT
ST. LUCIE COUNTY, FLORIDA

BY: _____

CLERK OF CIRCUIT COURT SEAL

SURVEYOR'S CERTIFICATE

I, MICHAEL T. OWEN, DO HEREBY CERTIFY THAT (A) THIS PLAT OF VILLAS AT KINGS LANDING IS TRUE AND CORRECT AND WAS PREPARED FROM AN ACTUAL SURVEY OF THE PROPERTY MADE BY ME OR UNDER MY RESPONSIBLE DIRECTION AND SUPERVISION; (B) SAID SURVEY IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF; (C) ALL PERMANENT REFERENCE MONUMENTS SHOWN HEREON ACTUALLY EXIST AND THEIR LOCATION, SIZE, TYPE, AND MATERIAL ADHERE TO THE REQUIREMENTS OF CHAPTER 177, FLORIDA STATUTES; AND (D) THE PLAT COMPLIES WITH ALL OF THE SURVEY REQUIREMENTS OF CHAPTER 177, FLORIDA STATUTES, AS AMENDED, AND THE ORDINANCES OF THE CITY OF FORT PIERCE.

DATED THIS _____ DAY OF _____, 2023.

_____
MICHAEL T. OWEN
PROFESSIONAL SURVEYOR & MAPPER
FLORIDA CERTIFICATE NO. 5556
EDC, INC.
LB#8098
10250 SW VILLAGE PARKWAY
PORT ST. LUCIE, FLORIDA 34987

SURVEYOR SEAL

NOTES:

1. THIS PLAT, AS RECORDED IN ITS GRAPHIC FORM, IS THE OFFICIAL DEPICTION OF THE SUBDIVIDED LANDS DESCRIBED HEREIN AND WILL IN NO CIRCUMSTANCES BE SUPPLANTED IN AUTHORITY BY ANY OTHER GRAPHIC OR DIGITAL FORM OF THE PLAT. THERE MAY BE ADDITIONAL RESTRICTIONS THAT ARE NOT RECORDED ON THE PLAT THAT MAY BE FOUND IN THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA.
2. BEARINGS SHOWN HEREON ARE RELATIVE TO THE SOUTH RIGHT-OF-WAY LINE OF EAST BACKUS AVENUE, HAVING A BEARING OF N71°02'45"E.
3. PLAT CONTAINS 0.76 ACRES, MORE OR LESS.
4. ALL TRACT CORNERS WILL BE SET IN ACCORDANCE WITH CHAPTER 177, F.S.

PREPARED BY MICHAEL T. OWEN
FLORIDA PROFESSIONAL SURVEYOR AND MAPPER No. 5556

ENGINEERS ◆ SURVEYORS ◆ ENVIRONMENTAL
PORT SAINT LUCIE
10250 SW VILLAGE PARKWAY SUITE 201
PORT SAINT LUCIE, FL 34987
772-340-4990
www.edc-inc.com
F.B.P.E. CERTIFICATE OF AUTHORIZATION 9935
L.B. CERTIFICATE OF AUTHORIZATION 8098

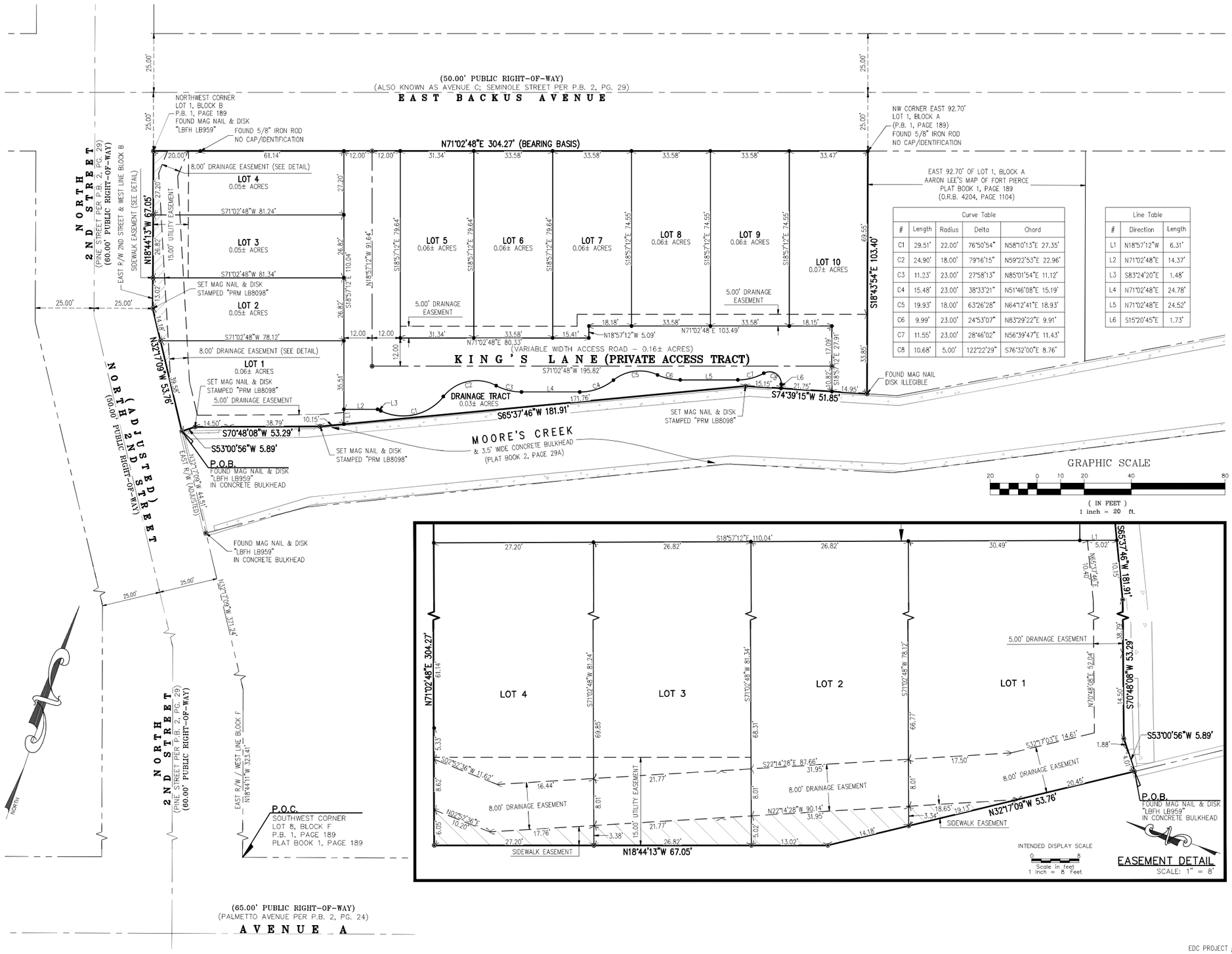
EDC PROJECT #22-310

Z:\EDC-2022\22-310 - Kings Landing - Charleston Homes\SURVEY\Dwg - PDP\Plat\22-310 Plat (8x35x23).dwg, 8/4/2023 12:52 PM

VILLAS AT KINGS LANDING

BEING A REPLAT OF LAND LYING IN BLOCK "A" AND A PORTION OF LOT 1, BLOCK "B", ACCORDING TO AARON LEE'S MAP OF FORT PIERCE, AS RECORDED IN PLAT BOOK 1, PAGE 189, OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, LYING AND BEING IN SECTION 10, TOWNSHIP 35 SOUTH, RANGE 40 EAST, CITY OF FORT PIERCE, ST. LUCIE COUNTY, FLORIDA.

PLAT BOOK _____
PAGE _____
DOCKET NO._____



Curve Table				
#	Length	Radius	Delta	Chord
C1	29.51'	22.00'	76°50'54"	N58°10'13"E 27.35'
C2	24.90'	18.00'	79°16'15"	N59°22'53"E 22.96'
C3	11.23'	23.00'	27°58'13"	N85°01'54"E 11.12'
C4	15.48'	23.00'	38°33'21"	N51°46'08"E 15.19'
C5	19.93'	18.00'	63°26'28"	N64°12'41"E 18.93'
C6	9.99'	23.00'	24°53'07"	N83°29'22"E 9.91'
C7	11.55'	23.00'	28°46'02"	N56°39'47"E 11.43'
C8	10.68'	5.00'	122°2'29"	S76°32'00"E 8.76'

Line Table		
#	Direction	Length
L1	N18°57'12"W	6.31'
L2	N71°02'48"E	14.37'
L3	S83°24'20"E	1.48'
L4	N71°02'48"E	24.78'
L5	N71°02'48"E	24.52'
L6	S15°20'45"E	1.73'

LEGEND

⊡	INDICATES (P.R.M.) PERMANENT REFERANCE MONUMENT SET 5/8" IRON ROD & CAP STAMPED "PRM LB 8098" UNLESS OTHERWISE NOTED
◉	INDICATES (P.C.P.) PERMANENT CONTROL POINT SET STAMPED "PCP LB 8098" UNLESS OTHERWISE NOTED
●	INDICATES TRACT CORNER 5/8" IRON & CAP STAMPED "LB 8098"
P.O.C.	POINT OF COMMENCEMENT
P.O.B.	POINT OF BEGINNING
P.L.S.	PROFESSIONAL LAND SURVEYOR
P.S.M.	PROFESSIONAL SURVEYOR & MAPPER
L.S.	LAND SURVEYOR
L.B.	LICENSED BUSINESS
P.R.M.	PERMANENT REFERENCE MONUMENT
P.C.P.	PERMANENT CONTROL POINT
FD	FOUND
CM	CONCRETE MONUMENT
IR	IRON ROD
O.R.B.	OFFICIAL RECORDS BOOK
P.B.	PLAT BOOK
PG.	PAGE
U.E.	UTILITY EASEMENT
R/W	RIGHT-OF-WAY
(NR)	NON-RADIAL
SEC.	SECTION
TWP.	TOWNSHIP
RGE.	RANGE
Δ/D	CURVE CENTRAL ANGLE/DELTA
R	RADIUS
L	CURVE LENGTH
CB	CHORD BEARING
CD	CHORD DISTANCE

GRAPHIC SCALE
20 0 10 20 40 80
(IN FEET)
1 inch = 20 ft.

PREPARED BY MICHAEL T. OWEN
FLORIDA PROFESSIONAL SURVEYOR AND MAPPER No. 5556

ENGINEERS ◔ SURVEYORS ◔ ENVIRONMENTAL
PORT SAINT LUCIE
10250 SW VILLAGE PARKWAY SUITE 201
PORT SAINT LUCIE, FL 34987
772-340-4990
www.edc-inc.com
F.B.P.E. CERTIFICATE OF AUTHORIZATION 9935
L.B. CERTIFICATE OF AUTHORIZATION 8098

Z:\EDC\2022\22-310 - Kings Landing - Charleston Homes\SURVEY\Dwg - PDP\Plat\22-310 Plat (08-03-23).dwg, 8/4/2023 12:52 PM