**CITY PLANNING BOARD**

**BOARD AGENDA**

Planning Board Regular Meeting - Monday, June 10, 2024 - 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 May 13, 2024 meeting

6. **NEW BUSINESS**

   a. Annexation - 169 Delray LLC - 3403-233-0002-000-6

   b. Zoning Text Amendment - Establish Port of Fort Pierce Overlay Zoning District

   c. Conditional Use with No New Construction - Play Money Family Fun Center
   2765 Peters Road

   c. Rezoning - Planned Development - St. Lucie Commerce Center
   2431-800-0002-000-0, 2431-800-0003-000-7, 2431-800-0004-000-4
   2431-800-0005- 000-1, 2431-800-0007-000-5, 2431-800-0006-000-8

   d. Major Site Plan Amendment - Kings Highway Commerce Center
   2313-332-0000-010-0, 2313-333-0001-000-7, 2313-331-0000-000-4

e. Waiver of Distance - Convenience Store - 908 Avenue D

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:** 06/10/2024

**Re:** Planning Board Minutes 5/13/24

**Submitted For:** Kev Freeman, Planning Director, Planning Department

## Information

**SUBJECT:**

Minutes from the May 13, 2024 meeting

## Attachments

Planning Board Minutes 5/13/24

## Form Review

Form Started By: Alicia Rosenthal Started On: 05/15/2024 11:54 AM

Final Approval Date: 05/15/2024

# 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 MONDAY, MAY 13, 2024, 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**

Ms. Danilel entered the meeting at 2:04 PM.

| | |
|---|---|
| Present: | Alexander Edwards; Justine Carter; Uline Daniel; Nichelle Clemons; Gloria Baxevanis; Anton Kreisl, Chairman |
| Absent: | John Heaning |
| Staff Present: | Kev Freeman, Planning Director<br>Sara Hedges, City Attorney<br>Kerry Driver, Planner<br>Alicia Rosenthal, Planning and Development Organizer |

**4. CONSIDERATION OF ABSENCES**

Mr. Heaning was excused.

**5. APPROVAL OF MINUTES**

a. Minutes from the April 8, 2024, meeting

Motion was made by Nichelle Clemons, and seconded by Alexander Edwards to approve the minutes from the April 8, 2024 meeting.

AYE: Nichelle Clemons, Gloria Baxevanis, Alexander Edwards, Justine Carter, Chairman Anton Kreisl

Passed

## 6. NEW BUSINESS

### a. City Initiated Annexation - Eleven (11) Parcels

Mr. Freeman stated that eleven (11) properties are subject to existing utility agreements with the City of Fort Pierce, and Fort Pierce Utility Authority. He said the agreement was signed by the landowner at the time of utility connection and the agreement provides for the annexation of the subject property at the time that the subject property becomes contiguous with the City limits. The annexation agreements bind subsequent heirs, successors, or assigns to annex voluntarily into the city limits once the condition to annex has been met. That condition has recently been met for the lots or will subsequently be met because of the proposed sequence of processing of the annexations. Mr. Freeman said the current zoning and Future Land Use of the properties will not be amended at this time and will remain as designated/categorized by St. Lucie County. The annexations will be processed through eleven (11) ordinances being dealt with in a sequence to meet with the State Statute requirement for contiguity.

Mr. Freeman stated some of the parcels are located in an enclave, where the parcel is completely surrounded by municipal limits. He noted enclaves are supported by the state and help to fill holes in the city by rounding off the city limits, which allows for better city services.

Mr. Freeman noted a wider discussion on the city's annexation strategy, as a whole, will be in the near future.

Chairman Kreisl said the current state of the property should be included when considering future annexations. He suggested the city initiate a mandatory on-site inspection by Code Enforcement when annexations are moving forward.

Mr. Freeman said he has encountered property owners that were not aware of the binding agreement with the city and FPUA. He stated the Future Land Use and zoning will not change unless the property owner wants to make a separate application. Mr. Freeman said he wants to inform property owners with a more detailed analysis of the differentials in the city taxes and the removal of surcharges.

Mr. Freeman answered questions from the Board on property owners being notified of the annexation, how long the FPUA agreements have been in place, active date to annex other properties, and if properties are being actively pursued by the city.

Mr. Freeman explained an annexation strategy needs to be set by the City Commission which entails whether properties are annexed by an agreement with the county, or a referendum and/or through state policy to remove enclaves.

Motion was made by Nichelle Clemons, and seconded by Gloria Baxevanis to forward a recommendation of approval for the annexation of 4105 Mariah Circle.

AYE: Nichelle Clemons, Gloria Baxevanis, Alexander Edwards, Justine Carter, Uline Daniel, Chairman Anton Kreisl

Passed

Motion was made by Uline Daniel, and seconded by Nichelle Clemons to forward a recommendation of approval for the annexation of 4106 Mariah Circle.

AYE: Gloria Baxevanis, Alexander Edwards, Justine Carter, Uline Daniel, Nichelle Clemons, Chairman Anton Kreisl

Passed

Motion was made by Nichelle Clemons, and seconded by Alexander Edwards to forward a recommendation of approval for the annexation of 4075 Virginia Avenue.

AYE: Alexander Edwards, Justine Carter, Uline Daniel, Nichelle Clemons, Gloria Baxevanis, Chairman Anton Kreisl

Passed

Motion was made by Nichelle Clemons, and seconded by Uline Daniel to forward a recommendation of approval for the annexation of 2304 S. 41st Street.

AYE: Justine Carter, Uline Daniel, Nichelle Clemons, Gloria Baxevanis, Alexander Edwards, Chairman Anton Kreisl

Passed

Motion was made by Uline Daniel, and seconded by Nichelle Clemons to forward a recommendation of approval for the annexation of 4001 Virginia Avenue.

AYE: Uline Daniel, Nichelle Clemons, Gloria Baxevanis, Alexander Edwards, Justine Carter, Chairman Anton Kreisl

Passed

Motion was made by Justine Carter, and seconded by Gloria Baxevanis to forward a recommendation of approval for the annexation of 4351 S. 25th Street.

AYE: Nichelle Clemons, Gloria Baxevanis, Alexander Edwards, Justine Carter, Uline Daniel, Chairman Anton Kreisl

Passed

Motion was made by Gloria Baxevanis, and seconded by Uline Daniel to forward a recommendation of approval for the annexation of 4479 S. 25th Street.

AYE: Gloria Baxevanis, Alexander Edwards, Justine Carter, Uline Daniel, Nichelle Clemons, Chairman Anton Kreisl

Passed

Motion was made by Nichelle Clemons, and seconded by Alexander Edwards to forward a recommendation of approval for the annexation of 4560 S. 25th Street.

AYE: Alexander Edwards, Justine Carter, Uline Daniel, Nichelle Clemons, Gloria Baxevanis, Chairman Anton Kreisl

Passed

Motion was made by Justine Carter, and seconded by Gloria Baxevanis to forward a recommendation of approval for the annexation of 4120 Selvitz Road.

AYE: Justine Carter, Uline Daniel, Nichelle Clemons, Gloria Baxevanis, Alexander Edwards, Chairman Anton Kreisl

Passed

Motion was made by Gloria Baxevanis, and seconded by Nichelle Clemons to forward a recommendation of approval for the annexation of 4190 Selvitz Road.

AYE: Uline Daniel, Nichelle Clemons, Gloria Baxevanis, Alexander Edwards, Justine Carter, Chairman Anton Kreisl

Passed

Motion was made by Nichelle Clemons, and seconded by Alexander Edwards to forward a recommendation of approval for the annexation of parcel ID - 2431-323-0001-000-9, located southwest of 5300 Glades Cut Off Road.

AYE: Nichelle Clemons, Gloria Baxevanis, Alexander Edwards, Justine Carter, Uline Daniel, Chairman Anton Kreisl

Passed

b. **Conditional Use with New Construction - City of Fort Pierce Gateway Monument Sign - 2423-234-0001-000-1**

Ms. Driver gave an overview of the application. She stated a conditional use application has been submitted on behalf of the City of Fort Pierce to install an illuminated gateway monument sign along S. Indian River Drive on the west-end of the vacant lot. Ms. Driver said the site area is approximately 1.28 acres and the zoning is E-1, Single Family Estate Density and the Future Lane Use is RL, Low Density Residential.

Chairman Kreisl asked why the smaller parcel to the north, that is also owned by the city, was not chosen for the gateway sign. He said a residence could be built on the parcel chosen for the sign. Chairman Kreisl suggested the "Welcome to Fort Pierce" sign be placed on the east side of Indian River Drive, so it does not impede the drivers' view.

Ms. Carter asked why the location in general was picked and how close the sign was to the city border. Ms. Carter suggested not putting the sign on the east side of the river because it could impede other immediate property owner's view of the river. She said the sign should be at the border of the city limits.

Mr. Freeman stated he would pass the comments on to the applicant, and he said the smaller lot makes more sense, as the city could take advantage of the larger lot in the future.

Ms. Clemons asked where the other seven (7) gateway signs would be placed. She stated that Indian River Drive does not get driven that much.

Ms. Baxevanis asked if the city could do a study to find out which roads have the highest traffic.

Chairman Kreisl said the sign can go on the right-of-way and the city does not have to own

the property. He asked for the benefit of putting the sign on an amazing residential property, when the property to the north is useless for any other purpose. Chairman Kreisl stated he wants more explanation of why the site was chosen.

Mr. Freeman summarized the additional information the Board is requesting from the applicant. He stated the Board wants a better explanation of the whole concept of the location of the gateway signs in the city and if other locations to the south were considered. Mr. Freeman said the Board wants to know if the sign could be moved to the narrower parcel, if the sign is going to stay in that location, and they want the applicant to look at the east/west location of the signs for better viewing.

Ms. Driver said the setback was revised to address the police department's Technical Review Committee comment to not impede the vision of the drivers.

Motion was made by Nichelle Clemons, and seconded by Gloria Baxevanis to table the Conditional Use until further information is received from the applicant.

AYE: Gloria Baxevanis, Alexander Edwards, Justine Carter, Uline Daniel, Nichelle Clemons, Chairman Anton Kreisl

Passed

c. **Annual Open Government Training**

Ms. Hedges gave a presentation on Sunshine Law, Public Records and Voting Conflicts of Interest.

She discussed the three basic requirements for a meeting, and she noted Board members do not want to have shade meetings because of accidental conversations. Ms. Hedges stated Sunshine Law is solely directed to Board members that are on the same Board. Ms. Hedges said ex-officio members are subject to Sunshine Law even if they don't vote and Sunshine Law does not apply to discussions with staff members as long as another Board member is not present. She explained that a Board member cannot use others as a liaison to have communication with other members of the Board. Ms. Hedges explained the types of communication constituting a meeting, which are telephone conversations, text conversations, e-mails, public social media posts, and private social media communication. Ms. Hedges said, technically, a Board member can have one way of communication, but once there is a response from the group or one individual, a meeting is triggered and Sunshine Law applies. Ms. Hedges explained there are rules in place for meetings and the public has to have reasonable opportunities for public comment. Ms. Hedges discussed the prohibited restrictions on meetings. She said the Board cannot ask someone to voluntarily leave a meeting, they cannot ban videotaping and recording, they cannot require an identification card for attending a meeting and they cannot have a secret ballot. Ms. Hedges explained the consequences of violating the Sunshine Law and the penalties.

Ms. Hedges reviewed the Florida Public Records Act. She said a public record must be disclosed unless there is a statutory exemption or confidentiality reason. Ms. Hedges provided the definition of public records, and she explained that personal notes that perpetuate knowledge of some types are considered a public record. Ms. Hedges said Board members need to keep all e-mails relating to Board matters. She suggested that Board members keep a separate e-mail address or create a board folder in their personal email account. Ms. Hedges explained that all public records have a specific retention schedule. She said the best practice is to keep anything related to the board and not to alter it. Ms. Hedges said there is a cost associated with public requests and the city can not ask who or why they are making the request. She said the request can be verbal and the

production of the request cannot be delayed except for the reasonable time it takes to retrieve and redact the records. Ms. Hedges said there are penalties for not complying with the public records laws.

Ms. Hedges explained the Voting Conflicts of Interest, and she said a board member cannot abstain from voting unless there is a conflict of interest. She said if a Board member has an issue with an agenda item, they should call the city attorney's office as soon as possible to decide if there is a conflict of interest. Ms. Hedges said a voting conflict of interest exists when voting on any matter that would lead to the special private gain or loss of the person voting, their relative, their business associate, or a principal by whom they are retained. Ms. Hedges said if a Board member has a conflict, the Board member needs to announce it to the board, abstain from voting and fill out the Memorandum of Voting Conflict form 8b. She said a Board member can participate even if they have a conflict, but she recommends the Board member remove themselves from the dais for a fair proceeding. Ms. Hedges concluded by staying 1,000 feet away from the line with voting conflicts of interest and, if something seems inappropriate, to call the City Attorney's office to see if it is a true conflict of interest.

## 7. COMMENTS FROM THE PUBLIC

There were no comments from the public.

## 8. DIRECTOR'S REPORT

Mr. Freeman explained that various pieces of the code are being updated, including the sign code, architectural regulations and innovative residential development. He stated the architectural regulations address guidelines. He said currently the city has very little authority for building design. The guidelines will enable the city to define particular styles and components of style while maintaining flexibility and allowing for innovative options in design and increasing the design standard. Mr. Freeman highlighted that the architectural standards will also apply to single family homes and duplexes, and allow buildings and accessory buildings on smaller lots, which will expand the use of the lot and enhance the housing supply.

Mr. Freeman said the Planning department lost Ryan Altizer, and he took a position in Kissimmee.

## 9. BOARD COMMENTS

Chairman Kreisl wished Ryan Altizer luck in his new venture and said he would be greatly missed.

## 10. ADJOURNMENT

**Planning Board** **6. a.**

**Meeting Date:** 06/10/2024

**Re:** Annexation - 169 Delray LLC - 3403-233-0002-000-6

**Submitted For:** Kev Freeman, Planning Director, Planning Department

## Information

**SUBJECT:**

Annexation - 169 Delray LLC - 3403-233-0002-000-6

**SUMMARY:**

Request to review a Voluntary Application for Annexation of one (1) parcel of land at or near the intersection of W. Midway Rd. and Oleander Ave. The current County Future Land Use (FLU) is Publice Facilities (P/F) and current County Zoning is Institutional (I). The applicant is proposing a City FLU of Residential High (RH) and City Zoning of High Density Residential (R-5).

**RECOMMENDATION:**

Staff recommendation is for the Planning Board to move the proposed annexation application for Approval to City Commission.

**ALTERNATIVES:**

- Recommend Approval with Conditions
- Recommend Disapproval

**RESPONSIBLE STAFF:**

Kerry C. Driver - Planner

**COORDINATED WITH:**

Technical Review Committee.

## Fiscal Impact

**OTHER INFORMATION:**

N/A

## Attachments

Staff Presentation

Applicant File

Staff Supporting Documents

Drafted Ordinance

## Form Review

Form Started By: Kerry Driver Started On: 05/21/2024 02:13 PM
Final Approval Date: 05/22/2024

# CITY OF FORT PIERCE

## PLANNING BOARD

June 10th, 2024

169 Delray Annexation

3403-233-0002-000-6

**APPLICANT**

Rebecca Grohall, MBV Engineering

**PROPERTY OWNER(S)**

169 Delray LLC, Jay Bailyn

**PARCEL ID #(S):**
**3403-233-0002-000-6**

## SUMMARY

Request to review a Voluntary Application for Annexation for one (1) parcel of land at or near the intersection of W. Midway Road and Oleander Ave.

## BACKGROUND

The applicant is requesting a voluntary annexation of one (1) parcel at or near the intersection of W. Midway Road and Oleander Ave. in Fort Pierce, Florida. The parcel ID is 3403-233-0002-000-6.

The subject property has St. Lucie County Future Land Use designations of Public Facilities 0 du (P/F) and a St. Lucie County Zoning designation of Institutional (I). The applicant is proposing a City Future Land Use designation of Residential High 12-18 du/ac (RH) with a Zoning classification of High Density Residential (R-5).

# SITE LOCATION




SITE AREA= 1.95 +/- Acres

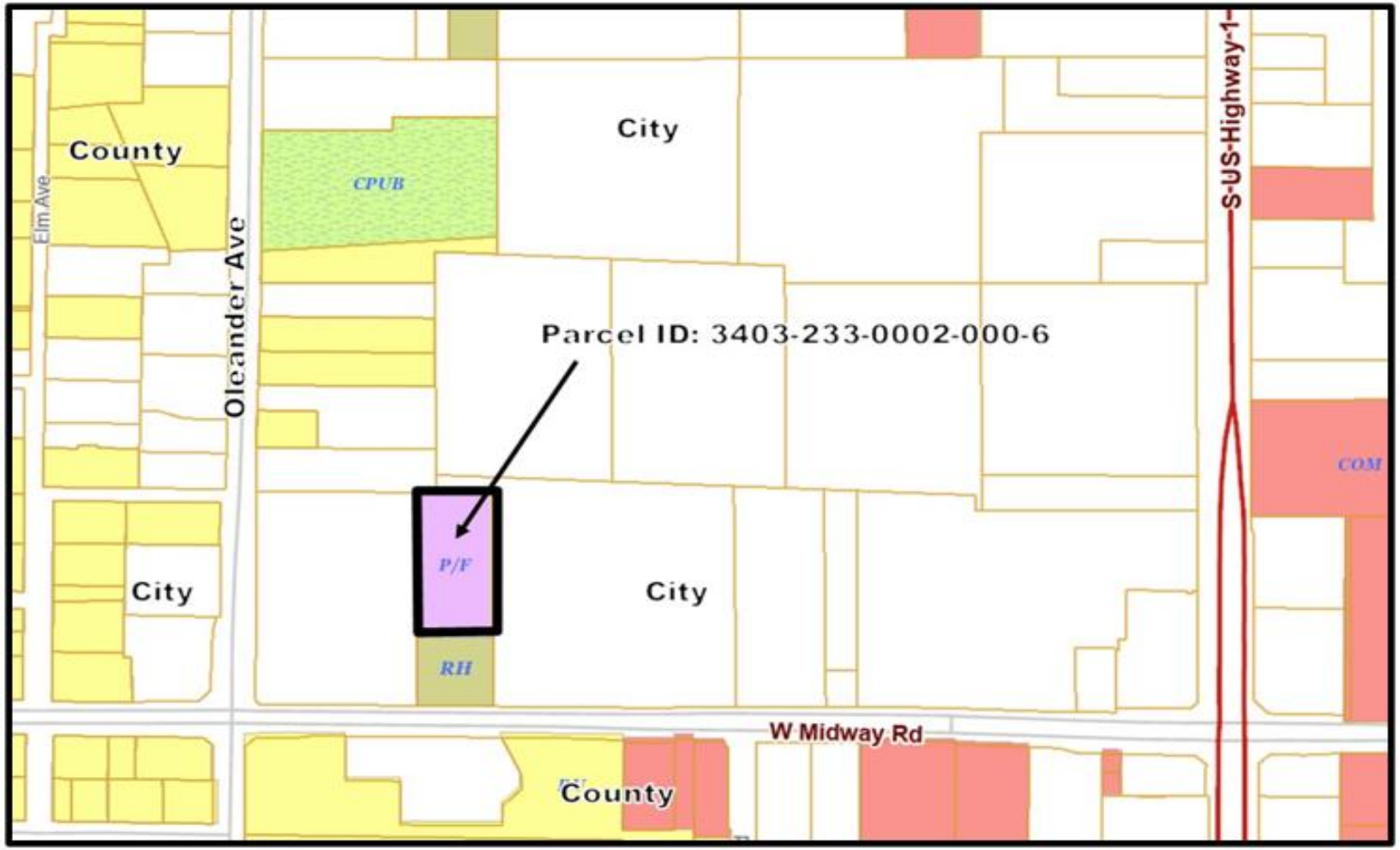
# COMPREHENSIVE PLAN

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. Furthermore, pursuant to Chapter 171.046(1), F.S., whereas the Legislature recognizes that enclaves can create significant problems in planning, growth management, and service delivery, and therefore declares that it is the policy of the state to eliminate enclaves.

The current value of the property is $284,000. 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.

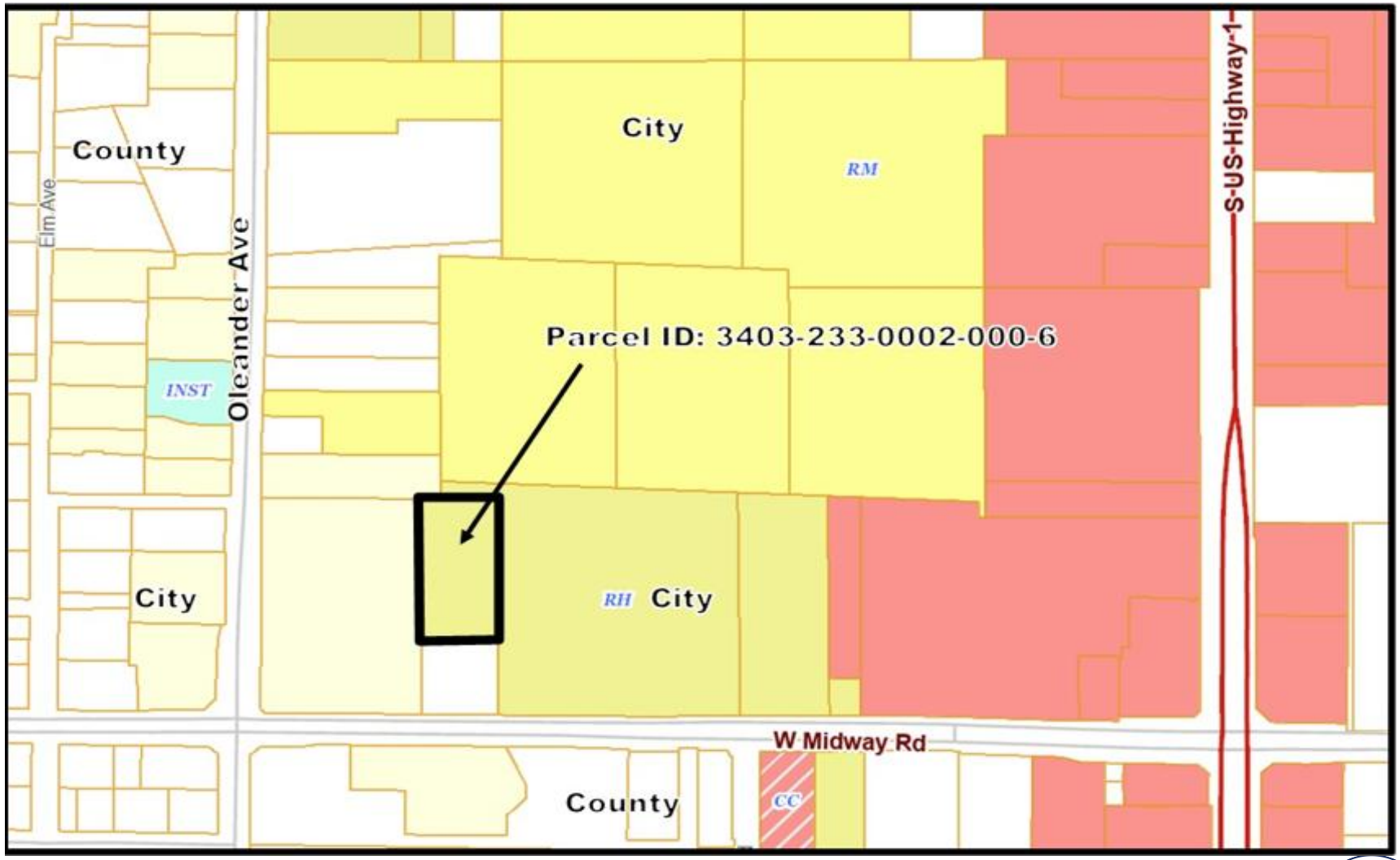
# EXISTING FUTURE LAND USE

**Current FLU**: P/F
(Public Facilities 0 du/ac – St. Lucie County)



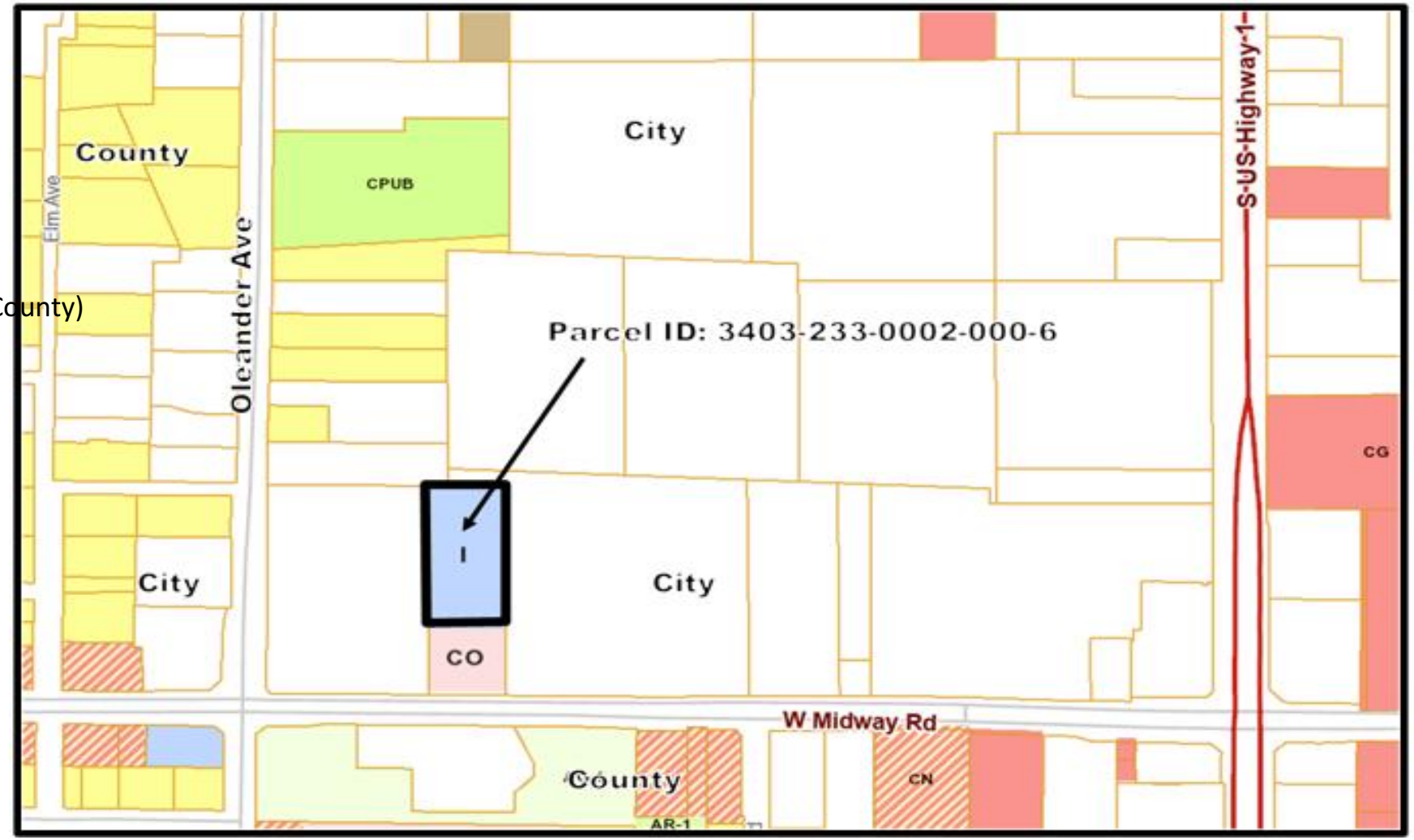
# PROPOSED FUTURE LAND USE

**Proposed FLU**: RH
(Residential High 12-18 du/ac – City of Fort Pierce)



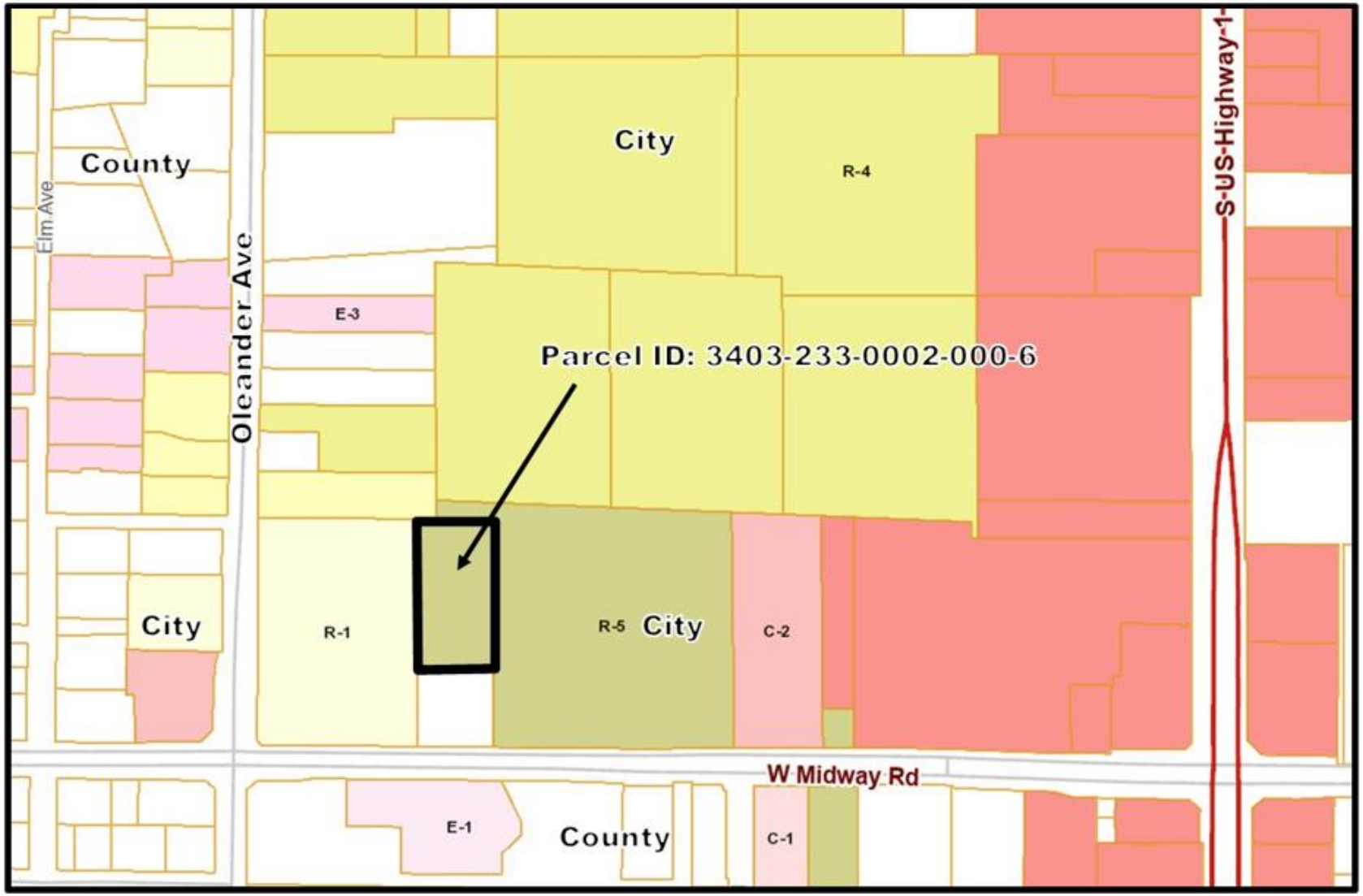
# EXISTING ZONING

**Currently Zoned**: I
(Institutional 0 du/ac – St. Lucie County)



# PROPOSED ZONING

**Proposed Zoning**: R-5 (High Residential Density– City of Fort Pierce)



## RECOMMENDATION

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

## ALTERNATIVE RECOMMENDATIONS

1. Recommend Approval with conditions.

2. Recommend Disapproval.

# CITY OF FORT PIERCE

## PLANNING BOARD

June 10th, 2024

169 Delray Annexation

Parcel ID: 3403-233-0002-000-6

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 packets shall include **Warranty Deed** and **Current Survey** (completed within the last 12 months)

- E-mail the complete application packet to planning@cityoffortpierce.com for sufficiency review.
- After sufficiency review one (1) original and two (2) copies of the application and support documents are needed. E-mail planning@cityoffortpierce.com or call 772-467-3737 to schedule an appointment.

1. Address: N/A
2. Legal description of real property for which annexation is being requested:
   Please see the attached legal description

   Property Tax ID: 3403-233-0002-000-6
3. Size of described property: 1.95 acres
4. Project description: We are requesting annexation and establishing the land use/zoning so that its compatible with the adjacent parcel to the east owned by the same entity that has a R-5 zoning, and RH land use.
5. Current St. Lucie County Future Land Use Designation: P/F - Public Facilities
6. Current St. Lucie County Zoning: INST
7. Is this a Historic property? No
8. Appraised value: $284,000
9. Name of Owner(s): 169 Delray LLC, Jay Bailyn

   Signature of Owner(s):
   Mailing Address: 3201 Lakeview Dr
   City Delray Beach State FL Zip 33445
   Phone 561-526-5295
   E-mail: jay@bailyngroup.com

10. Name of Representative: Rebecca Grohall, MBV Engineering

    Signature of representative:
    Mailing Address: 1835 20th Street
    City) Vero Beach State FL Zip 32960
    Phone 772-569-0035
    E-mail: rebeccag@mbveng.com

MICHELLE R. MILLER, CLERK OF THE CIRCUIT COURT - SAINT LUCIE COUNTY
FILE # 5211105 OR BOOK 5010 PAGE 859, Recorded 06/28/2023 04:55:22 PM

Prepared by and return to:

**J. Stephen Gardner, Esquire**
**Gardner Brewer Hudson P.A.**
**400 North Ashley Drive, Suite 1100**
**Tampa, FL 33602**

[Space Above This Line For Recording Data]

# Corrective Quit Claim Deed

**This Corrective Quit Claim Deed** made this 21 day of June, 2023, between **SOUTH EAST DISTRICT, FLORIDA ANNUAL CONFERENCE, UNITED METHODIST CHURCH, INC., successor by merger to The United Methodist Church District Board of Missions and Church Extension of Broward Palm Beach District, Inc., formerly known as The Methodist Church District Board of Missions and Church Extension of West Palm Beach District, Inc., a Florida not-for-profit corporation**, whose post office address is 536 Coral Way, Coral Gables, FL 33134, grantor, and **WHITE CITY UNITED METHODIST CHURCH, INC., formerly known as White City Methodist Church, Inc., a Florida not-for-profit corporation,** whose post office address is 810 W. Midway Road, Fort Pierce, FL 34982, grantee:

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

**Witnesseth**, that said grantor, for and in consideration of the sum TEN AND NO/100 DOLLARS ($10.00) and other good and valuable consideration to said grantor in hand paid by said grantee, the receipt whereof is hereby acknowledged, does hereby remise, release, and quitclaim to the said grantee, and grantee's heirs, successors and assigns forever, all the right, title, interest, claim and demand which grantor has in and to the following described land, situate, lying and being in St. Lucie County, Florida (the "Property"), to-wit:

LEGAL DESCRIPTION CONTAINED ON EXHIBIT A ATTACHED HERETO AND MADE A PART HEREOF.

***In trust, that said premises shall be used, kept, and maintained as a place of divine worship of the United Methodist ministry and members of The United Methodist Church; subject to the Discipline, usage, and ministerial appointments of said Church as from time to time authorized and declared by the General Conference and by the annual conference within whose bounds the***

***said premises are situated. This provision is solely for the benefit of the grantee, and the grantor reserves no right or interest in said premises.***

***In trust, that said premises shall be kept, maintained, and disposed of for the benefit of The United Methodist Church and subject to the usages and the Discipline of The United Methodist Church. This provision is solely for the benefit of the grantee, and the grantor reserves no right or interest in said premises.***

*This deed is provided to correct the legal description set forth in that deed between the parties hereto as recorded in Official Records Book 10 page 660 in order to include all of the property originally conveyed to grantor herein by that deed recorded in Deed Book 254, page 566, both of the public records of St. Lucie County, Florida. Documentary stamps for the transaction were affixed to the original deed of conveyance.*

*THE CONSENT OF THE PRESIDING DISTRICT SUPERINTENDENT IS ATTACHED HERETO AS EXHIBIT B.*

**To Have and To Hold**, the same together with all and singular the appurtenances thereto belonging or in anywise appertaining, and all the estate, right, title, interest, lien, equity and claim whatsoever of grantor, either in law or equity, for the use, benefit and profit of the said grantee forever.

*[SIGNATURES CONTAINED ON FOLLOWING PAGE]*

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

Signed, sealed and delivered in our presence:

SOUTH EAST DISTRICT, FLORIDA ANNUAL CONFERENCE, UNITED METHODIST CHURCH, INC., successor by merger to The United Methodist Church District Board of Missions and Church Extension of Broward Palm Beach District, Inc., formerly known as The Methodist Church District Board of Missions and Church Extension of West Palm Beach District, Inc., a Florida not-for-profit corporation

Sign: _____
Print Name: Virna Sayago

By: _____
Ruben Velasco, Its President

Sign: _____
Print Name: Cynthia D. Weems

State of Florida
County of Miami-Dade

The foregoing instrument was acknowledged before me by means of ☑ physical presence or ☐ online notarization, this 21 day of June, 2023, by RUBEN VELASCO as President of SOUTH EAST DISTRICT, FLORIDA ANNUAL CONFERENCE, UNITED METHODIST CHURCH, INC., successor by merger to The United Methodist Church District Board of Missions and Church Extension of Broward Palm Beach District, Inc., formerly known as The Methodist Church District Board of Missions and Church Extension of West Palm Beach District, Inc., a Florida not-for-profit corporation. Such officer ☑ is personally known or ☐ has produced a driver's license as identification.

Notary Public State of Florida
Gustavo A Betancourt
My Commission HH 051186
Expires 10/08/2024

[notary seal]

Notary Public
Printed Name: Gustavo A. Betancourt

My commission expires: 10/06/2024

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

Signed, sealed and delivered in our presence:

SOUTH EAST DISTRICT, FLORIDA ANNUAL CONFERENCE, UNITED METHODIST CHURCH, INC., successor by merger to The United Methodist Church District Board of Missions and Church Extension of Broward Palm Beach District, Inc., formerly known as The Methodist Church District Board of Missions and Church Extension of West Palm Beach District, Inc., a Florida not-for-profit corporation

Sign: _____
Print Name: Cynthia D. Weems

By: _____
Norma Sayago, Its Secretary

Sign: _____
Print Name: Ruben Velasco

State of Florida
County of Miami-Dade

The foregoing instrument was acknowledged before me by means of ☑ physical presence or ☐ online notarization, this 21 day of June, 2023, by NORMA SAYAGO as Secretary of SOUTH EAST DISTRICT, FLORIDA ANNUAL CONFERENCE, UNITED METHODIST CHURCH, INC., successor by merger to The United Methodist Church District Board of Missions and Church Extension of Broward Palm Beach District, Inc., formerly known as The Methodist Church District Board of Missions and Church Extension of West Palm Beach District, Inc., a Florida not-for-profit corporation. Such officer ☑ is personally known or ☐ has produced a driver's license as identification.

Notary Public State of Florida
Gustavo A Betancourt
My Commission HH 051186
Expires 10/06/2024

[notary seal]

_____
Notary Public
Printed Name: Gustavo A. Betancourt

My commission expires: 10/06/2024

Exhibit A

Legal Description

From the center of Midway and Oleander Avenue as shown on the Plat of White City on file in Plat Book 1, at page 23, of the public records of St. Lucie County, Florida, run East to the West line of Section 3, Township 36 South, of Range 40 East for the point of beginning; thence run North along said Section line a distance of 670 feet; thence East 650 feet; thence South parallel to said Section line 670 feet; thence West 650 feet to the point of beginning.

EXCEPTING THEREFROM the following described parcel to-wit:

> Beginning at a point 33 feet North of the Southeast corner of the above described property, run Northerly along the East line 208.7 feet, thence Westerly parallel to the South line 208.7 feet, thence Southerly parallel to the East line to a point 33 feet North of the South line, thence Easterly to the point of beginning.
>
> TOGETHER WITH the property described in O.R. Book 643, Page 2733, Public Records of St. Lucie County, Florida.

ALSO EXCEPTING, THEREFROM, Easements for Public Roads and Drainage Canals.

Exhibit B

See attached Consent of the District Superintendent of the South East District

**CONSENT OF PRESIDING DISTRICT SUPERINTENDENT**

The undersigned District Superintendent of the South East District of the Florida Conference of The United Methodist Church: (i) hereby consents to the transfer, and conveyance to White City United Methodist Church, Inc., a Florida not-for-profit corporation, of property located at 810 W. Midway Road, Fort Pierce, Florida 34982 (the "**Property**"), as provided in the deed to which this consent is attached, and (ii) has determined that the transfer and conveyance of the Property conforms to *The Book of Discipline of The United Methodist Church* ("***The Book of Discipline***").

This consent is executed in accordance with *The Book of Discipline* for the specific purposes stated herein, and the undersigned makes no warranty, guarantee, indemnity or other agreement with respect to the Property or the transaction contemplated above.

Dated this 21 day of June, 2023.

Dr. Cynthia D. Weems
District Superintendent of the South East District of the Florida Conference of The United Methodist Church

State of Florida
County of Brevard

The foregoing instrument was acknowledged before me by means of ☑ physical presence or ☐ online notarization this 21 day of June, 2023, by DR. CYNTHIA D. WEEMS, District Superintendent of the South East District of the Florida Conference of The United Methodist Church, who ☑ is personally known or ☐ has produced a driver's license as identification.

[Notary Seal]

Notary Public
Printed Name: Gustavo A. Betancourt
My Commission Expires: 10/06/2024

Notary Public State of Florida
Gustavo A Betancourt
My Commission HH 051186
Expires 10/06/2024

# SKETCH & DESCRIPTION



SECTION 3, TOWNSHIP 36 SOUTH, RANGE 40 EAST

NOT VALID WITHOUT THE SKETCH
ON SHEET 2 OF 2

PARCEL ID: 3403-233-0002-000-6

PARCEL 1

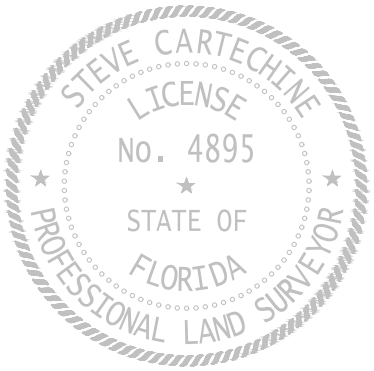
LEGAL DESCRIPTION:

A PARCEL OF LAND LYING IN THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4 OF SECTION 3, TOWNSHIP 36 SOUTH, RANGE 40 EAST, ST. LUCIE COUNTY, FLORIDA. BEING A PORTION OF THAT PROPERTY DESCRIBED IN DEED BOOK 254, PAGE 566, OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID NORTHWEST 1/4 OF SECTION 3; THENCE N89°52'45"E ALONG THE SOUTH LINE OF SAID NORTHWEST 1/4 A DISTANCE OF 649.97 FEET TO THE SOUTHWEST CORNER OF LOT 23, SECTION 3, TOWNSHIP 36 SOUTH, RANGE 40 EAST, SHEENS MAP OF WHITE CITY, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 1, PAGE 23, PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA; THENCE N00°11'10"W PARALLEL TO THE WEST LINE OF SAID NORTHWEST 1/4 OF SECTION 3 A DISTANCE OF 93.35 FEET TO THE CURRENT NORTH RIGHT OF WAY LINE OF MIDWAY ROAD ACCORDING TO FLORIDA DEPARTMENT OF TRANSPORTATION MAP, SECTION 94530-2510; THENCE CONTINUE N00°11'10"W ALONG THE WEST LINE OF SAID LOT 23 A DISTANCE OF 213.95 FEET TO THE POINT OF BEGINNING OF THE HEREIN DESCRIBED PARCEL; THENCE N89°42'45"W PARALLEL WITH THE SAID CURRENT NORTH RIGHT OF WAY LINE OF MIDWAY ROAD A DISTANCE OF 208.70 FEET; THENCE N00°11'10"W A DISTANCE OF 406.30 FEET TO THE SOUTH LINE OF LOT 22 OF SAID WHITE CITY SUBDIVISION; THENCE S89°42'45"E ALONG THE SAID SOUTH LINE OF LOT 22 AND THE NORTH LINE OF SAID LOT 23 AND AN EXTENSION THEREOF A DISTANCE OF 208.70 FEET TO THE WEST LINE OF AFORESAID LOT 23; THENCE S00°11'10"E ALONG SAID WEST LINE A DISTANCE OF 406.30 FEET TO THE POINT OF BEGINNING. CONTAINS 1.95 ACRES MORE OR LESS.

SURVEYORS NOTES:

1.) BEARINGS BASED ON THE ASSUMPTION THAT THE SOUTH LINE OF THE NORTHWEST 1/4 OF SECTION 3-36-40 BEARS N89°52'45"E.




DATE: 04/02/2024

PROFESSIONAL SURVEYOR AND MAPPER IN RESPONSIBLE CHARGE
STEVE CARTECHINE FLORIDA CERTIFICATE NO. 4895
CERTIFICATE OF AUTHORIZATION #LB 7545

NOT VALID UNLESS SIGNED AND SEALED

DRAWING NO.: 21-456ADD4
PREPARED FOR: 169 DELRAY, LLC.

PREPARED BY:
INDIAN RIVER SURVEY, INC.
PROFESSIONAL SURVEYING AND MAPPING

# SKETCH & DESCRIPTION

SECTION 3, TOWNSHIP 36 SOUTH, RANGE 40 EAST



NOT VALID WITHOUT THE LEGAL DESCRIPTION ON SHEET 1 OF 2

PARCEL ID: 3403-233-0002-000-6

PARCEL 1

THIS IS NOT A SURVEY

NORTH

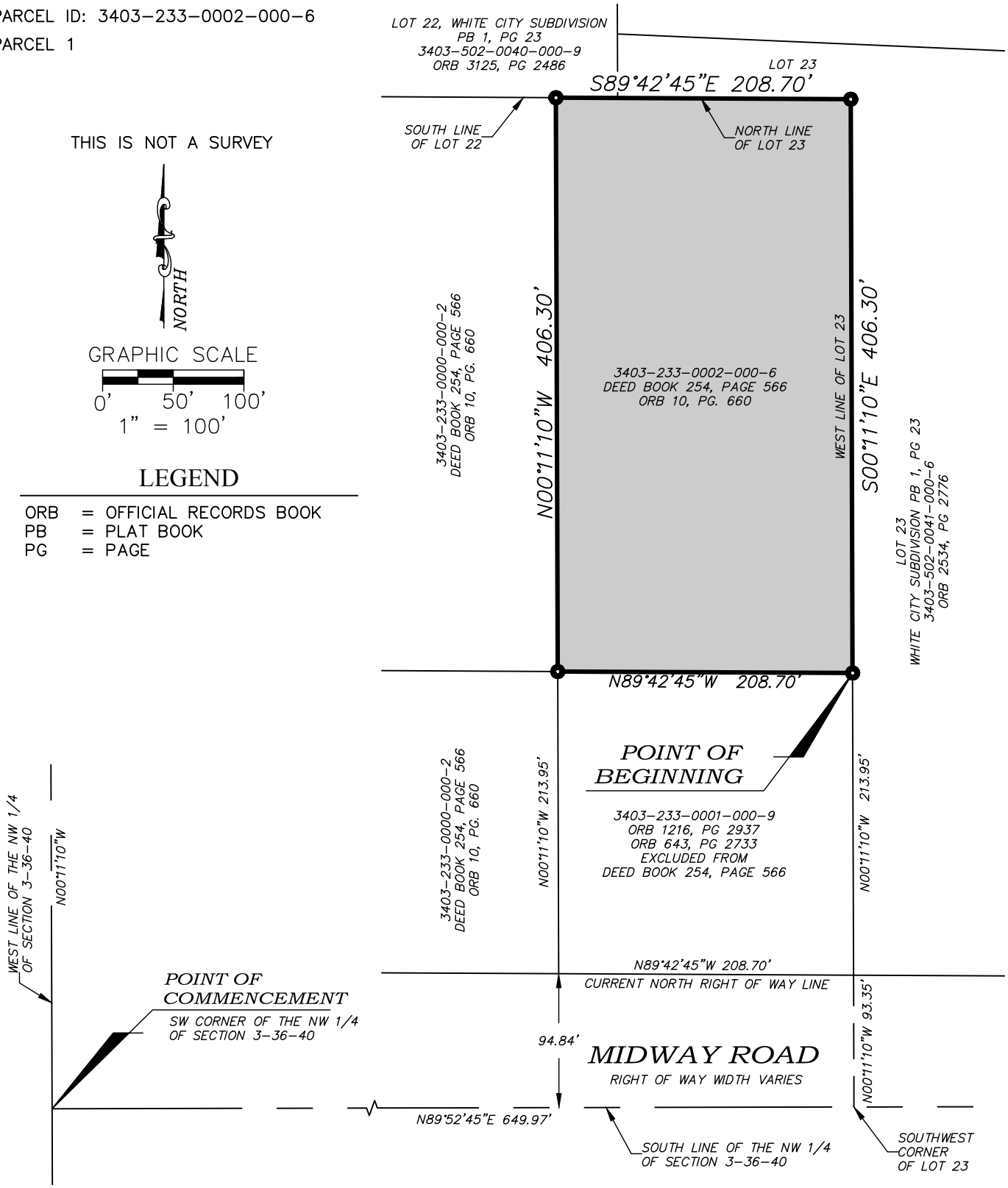
GRAPHIC SCALE

0' 50' 100'

1" = 100'

## LEGEND

ORB = OFFICIAL RECORDS BOOK
PB = PLAT BOOK
PG = PAGE




DRAWING NO.: 21-456ADD4
PREPARED FOR: 169 DELRAY, LLC.

PREPARED BY:
INDIAN RIVER SURVEY, INC.
PROFESSIONAL SURVEYING AND MAPPING

LEGAL DESCRIPTION: (PARCEL 1)
A PARCEL OF LAND LYING IN THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4 OF SECTION 3, TOWNSHIP 36 SOUTH, RANGE 40 EAST, ST. LUCIE COUNTY, FLORIDA. BEING A PORTION OF THAT PROPERTY DESCRIBED IN DEED BOOK 254, PAGE 566, OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

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THE SUNRISE CITY
FORT PIERCE
PLANNING DEPARTMENT
Florida

Rebecca Grohall
MBV Engineering
1835 20th Street
Vero Beach, FL 32960

**Project #: 24-02000003: Annexation – Voluntary** Application for Annexation
Parcel ID: 3403-233-0002-000-6**. Technical Review Committee Comments for May 16, 2024 TRC Meeting**

**City of Fort Pierce Planning Department**

- Where would the entrance be for the annexed lot?
- Will this lot be combined with the adjacent property that is owned by the same company (169 Delray LLC)?
- A lot combination must be completed prior to submission of a site/development plan.
- What are the future plans for the lot(s)?

**Fort Pierce Engineering Department**

Recommend Approval of Annexation.

**Fort Pierce Building Department**

1. Building Official or his representative has no comment at the time of this meeting but reserves the submission of comments upon completion of the official plan review.
2. All new construction or alterations shall meet the requirements of the Florida Building Code 8th Edition.

**Fort Pierce Police Department**

No comments at this time. However, we reserve the right to provide comment in the future, based upon future submissions of intended developments to this currently vacant and undeveloped property. The intended, future development of this property may cause impact to police operations as it relates to calls for service. However, the type and frequency of police calls for service cannot be projected at this time.

THE SUNRISE CITY
FORT PIERCE
PLANNING DEPARTMENT
Florida

**St. Lucie County Planning Department**

No comments at this time.

**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**

- W/WW Engineering: **Approved**
- Electric Engineering: This submission is outside of the FPUA electric service area.
- Gas: Approved
- FPUAnet Fiber: FPUAnet Approves.

**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.

MBV ENGINEERING, INC.
MOIA BOWLES VILLAMIZAR & ASSOCIATES
www.mbveng.com CA #3728

May 16, 2024

Ms. Kerry Driver
City of Fort Pierce
100 N. US Highway 1
Fort Pierce, FL 32950

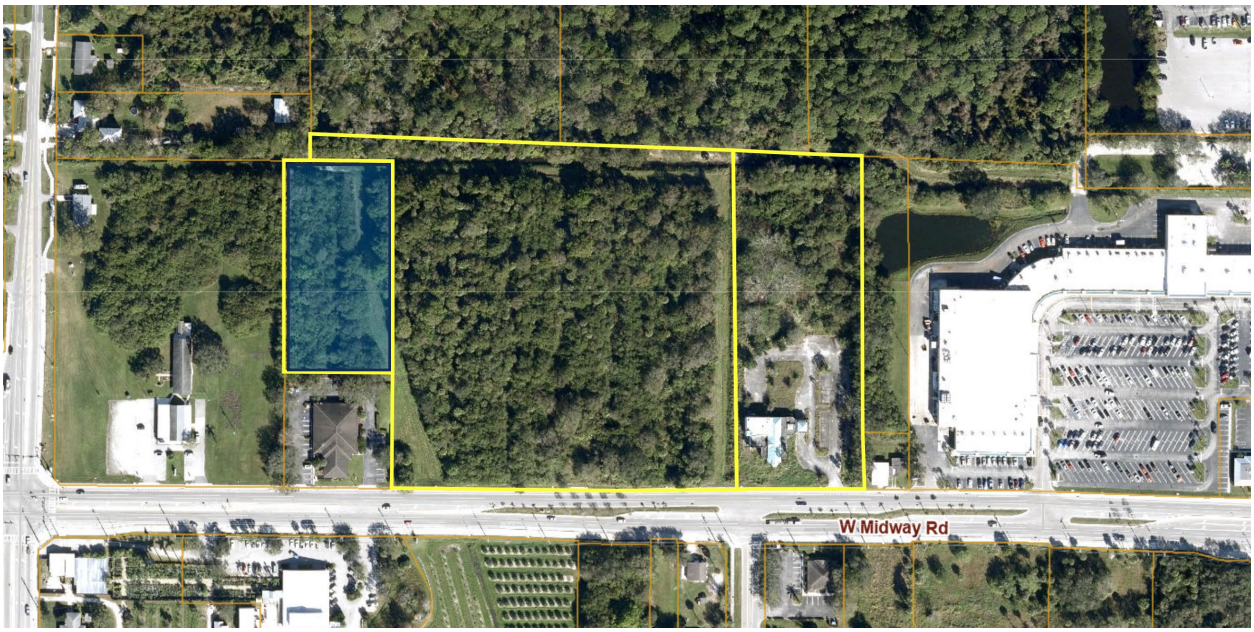
***Via E-mail***

Subject: Annexation Request
Engineer's Project Number: 24-0056

Dear Ms. Driver:

To follow-up on comments received at the TRC Meeting today, I am providing the map showing the three properties owned by 169 Delray LLC. The westernmost one (shown in shaded blue) is not within the City limits, while the two easterly properties are within the City. The owner is seeking to annex this parcel into the City's municipal limits.

Access to that parcel will be through the adjacent parcels and will not be landlocked during future development. The three parcels are intended for a new multi-family residential development. The site plan is currently in progress, and the annexation is key to that process.




1835 20th Street
Vero Beach, FL 32960
772.569.0035
Fax: 772.778.3617

1250 W. Eau Gallie Blvd., Unit H
Melbourne, FL 32935
321.253.1510
Fax: 321.253.0911

806 Delaware Avenue
Ft. Pierce, FL 34950
772.468.9055
Fax: 772.778.3617

This annexation meets the requirements outlined in the Florida Statutes. Additionally, as the site plan process moves forward and the Annexation is complete, the owner will file for Unity of Title. Should you have any questions regarding the above subject, please feel free to contact our office at any time (772) 569-0035.

Sincerely,

Rebecca Grohall

Rebecca Grohall, AICP
Project Manager

RG/jeh

**ORDINANCE NO. 24-XXX**

AN **ORDINANCE EXTENDING THE TERRITORIAL LIMITS OF THE CITY OF FORT PIERCE, FLORIDA, TO INCLUDE ONE (1) PARCEL AT OR NEAR WEST MIDWAY ROAD** AND SHOWN ON EXHIBIT A; DIRECTING THE ST. LUCIE COUNTY PROPERTY APPRAISER TO ASSESS SAID PROPERTY AND PLACE IT ON THE CITY TAX ROLLS AS OF JANUARY 1, 2024; DIRECTING THE ST. LUCIE COUNTY TAX COLLECTOR TO COLLECT TAXES ON THE HEREIN DESCRIBED PROPERTY; ESTABLISHING THE FORT PIERCE ZONING DESIGNATION OF HIGH DENSITY RESIDENTIAL (R-5); ESTABLISHING THE FORT PIERCE LAND USE DESIGNATION OF HIGH DENSITY RESIDENTIAL (RH); DIRECTING FILING OF THE ORDINANCE WITH THE CLERK OF THE CIRCUIT COURT AND CHIEF ADMINISTRATIVE OFFICER OF ST. LUCIE COUNTY; DIRECTING REVISION OF THE CHARTER BOUNDARY ARTICLE TO BE FILED WITH THE DEPARTMENT OF STATE AND SUBMITTED TO THE OFFICE OF ECONOMIC AND DEMOGRAPHIC RESEARCH; PROVIDING FOR A SEVERABILITY CLAUSE; REPEALING ALL ORDINANCES OR PARTS THEREOF IN CONFILICT HEREWITH; AND PROVIDING FOR AN EFFECTIVE DATE.

**WHEREAS,** Part I, Chapter 171, Florida Statutes, sets forth a procedure for Municipal Annexation; and;

**WHEREAS,** in accordance with Section 171.044 of the Florida Statutes, the owner or owners of real property in an unincorporated area of a county which is contiguous to a municipality and reasonably compact may petition the governing body of said municipality that said property be annexed to the municipality; and

**WHEREAS**, the property is located within an enclave and Section 171.046 of the Florida Statutes states that it is the policy of the state to eliminate enclaves.

**WHEREAS,** the property has a St. Lucie County Future Land Use category of Public Facility (P/F) which is hereby amended to a City Future Land Use of High Density Residential (RH), and

**WHEREAS,** the property has a St. Lucie County Zoning designation of Institutional (I) which is hereby amended to a City Zoning designation of High Density Residential (R-5), and

**WHEREAS**, the estimated population of the annexation is zero (0); and

**WHEREAS,** the owner(s) have petitioned for voluntary annexation to the municipality of the City of Fort Pierce; and

**WHEREAS,** the petition bears the signature(s) of current and/or former owner(s) of property in the area proposed to be annexed; and

**WHEREAS,** the City of Fort Pierce Planning Board, at their XXX, 2024, meeting voted to recommend approval of the annexation; and

**WHEREAS,** in accordance with Policy Section 4.1.1 of the Joint Planning Agreement between the City of Fort Pierce and St. Lucie County, the City Planning Department has provided notice of this annexation via certified mail to the St. Lucie County Administrator's Office on XXX,

2024, no fewer than thirty (30) days prior to the first reading of this annexation Ordinance by the City Commission of the City of Fort Pierce, Florida; and

**WHEREAS,** in accordance with Section 171.044(6) of the Florida Statutes, the City Planning Department has provided notice of this annexation, via certified mail, to the St. Lucie County Board of County Commissioners on XXX, 2024, no fewer than ten (10) days prior to publishing or posting the ordinance notice;

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

**SECTION 1.** The territorial limits of the City of Fort Pierce, Florida, are hereby extended, as depicted on Exhibit "A", attached hereto, and incorporated herein; and the following property is hereby annexed into the City:

Parcel ID: 3403-233-0002-000-6

LEGAL DESCRIPTION:
**A PARCEL OF LAND LYING IN THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4 OF SECTION 3, TOWNSHIP 36 SOUTH, RANGE 40 EAST.**

Said property containing approximately 1.95 acres.

**SECTION 2.** That the St. Lucie County Property Appraiser and the St. Lucie County Tax Collector are directed to place upon and add to the assessment roll, and to collect taxes on the land described in Exhibit "A" hereof as of January 1, 2024, and subsequent years, and to enter the same at such valuation that it will bear an equal and just proportion of taxes as of that date and subsequent years. The property tax classifications and exemptions currently in effect upon and applied to the land described in Exhibit "A" shall not be affected by this Ordinance, so long as the classifications and exemptions are consistent with the standards set forth by the Saint Lucie County Property Appraiser. Nothing in this Ordinance is intended to, or shall be construed as, a revocation of abrogation of the land's current Saint Lucie County Property Appraiser's tax classifications and exemptions.

**SECTION 3.** That upon this ordinance becoming effective, the land herein described on Exhibit "A" and annexed into the territorial limits of the City of Fort Pierce shall be zoned High Density Residential (R-5) and assigned a Future Land Use Designation of High Density Residential (RH), as depicted on Exhibit "B" attached hereto and incorporated herein.

**SECTION 4.** That in accordance with Section 171.044(3), this ordinance shall be filed with clerk of the circuit court, the chief administrative officer of St. Lucie County, and the Department of State within seven (7) days after adoption.

**SECTION 5.** That in accordance with Section 171.091, any change in the City boundaries through annexation shall revise the charter boundary article and shall be filed as a revision of the charter with the department of State within thirty (30) days; and a copy of such revision shall be submitted to the Office of Economic and Demographic Research along with a statement specifying the population census effect and the affected land area.

**SECTION 6**. The provisions of this Ordinance are declared to be severable and if any section, sentence, clause, or phrase of this Ordinance shall, for any reason, be held to be invalid or unconstitutional, such decision shall not affect the validity of the remaining sections, sentences, clauses, and phrases of this Ordinance, which shall remain in effect, it being the legislative intent that this Ordinance shall stand notwithstanding the invalidity of any part.

**SECTION 7.** All ordinances or parts thereof that may be determined to be in conflict

herewith are hereby repealed.

**SECTION 8.** This Ordinance shall be and become effective immediately upon final passage.

**APPROVED AS TO FORM & CORRECTNESS:**

_____
**Sara Hedges, Esq.**
**City Attorney**

STATE OF FLORIDA

COUNTY OF ST. LUCIE

**WE, THE UNDERSIGNED**, Mayor Commissioner and the City Clerk of the City of Fort Pierce, Florida, do hereby certify that the foregoing and above Ordinance No. **24-XXX** was duly advertised accordance with Section 171.044(2) of the Florida Statues by display advertising St. Lucie News Tribune on Sunday, XXX, 2024 and Sunday, XXX, 2024; copy of said Ordinance was made available at the office of the City Clerk to the public upon request; said Ordinance was duly introduced, read by title only, and passed on first reading by the City Commission of the City of Fort Pierce, Florida, on XXX, 2024; and was duly introduced, read by title only, and passed on second and final reading XXX, 2024, by the City Commission of the City of Fort Pierce, Florida.

**IN WITNESS HEREWITH**, we hereunto set our hands and affix the Official Seal of the City of Fort Pierce, Florida, this **XX** day of ____ 2024.

_____
**Linda Hudson**
**Mayor Commissioner**

ATTEST:

_____
**Linda W. Cox**
**City Clerk**

**(CITY SEAL)**

**EXHIBIT A**
Territorial Limits Extension

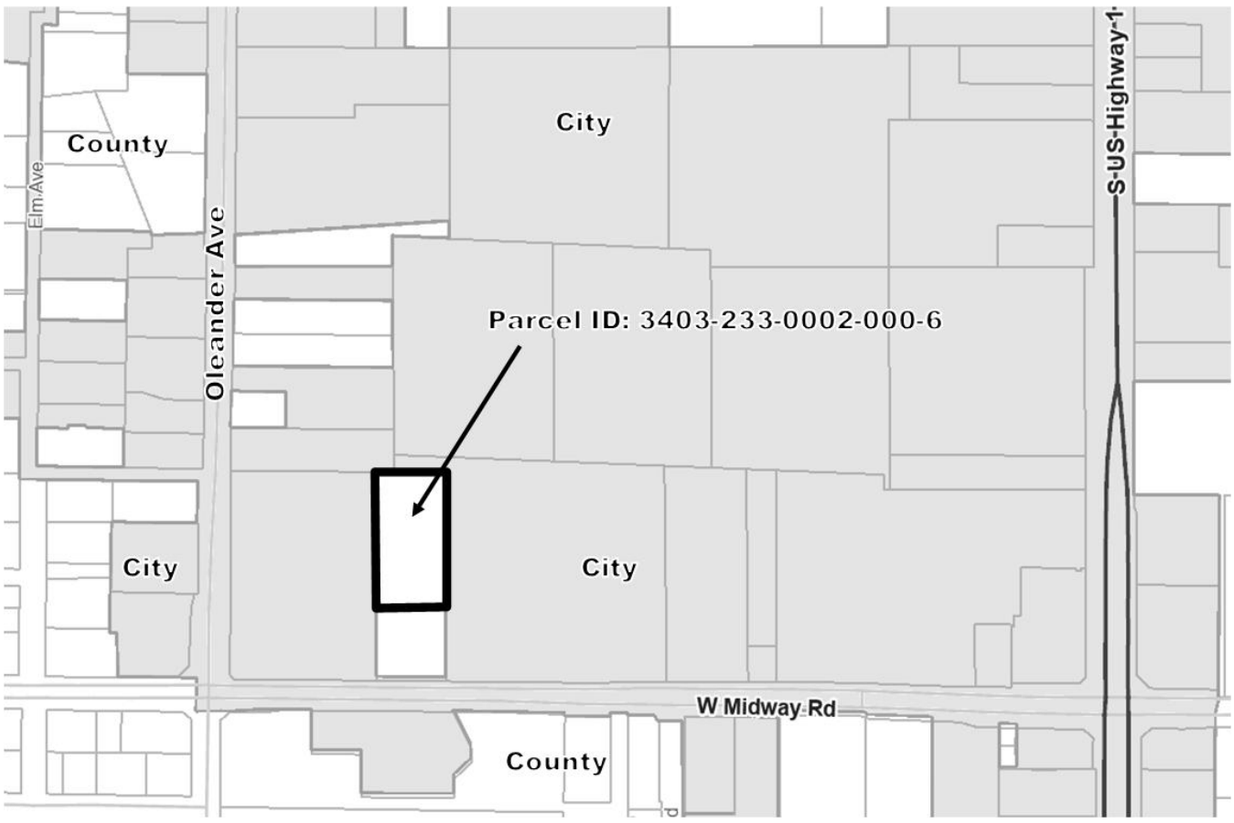
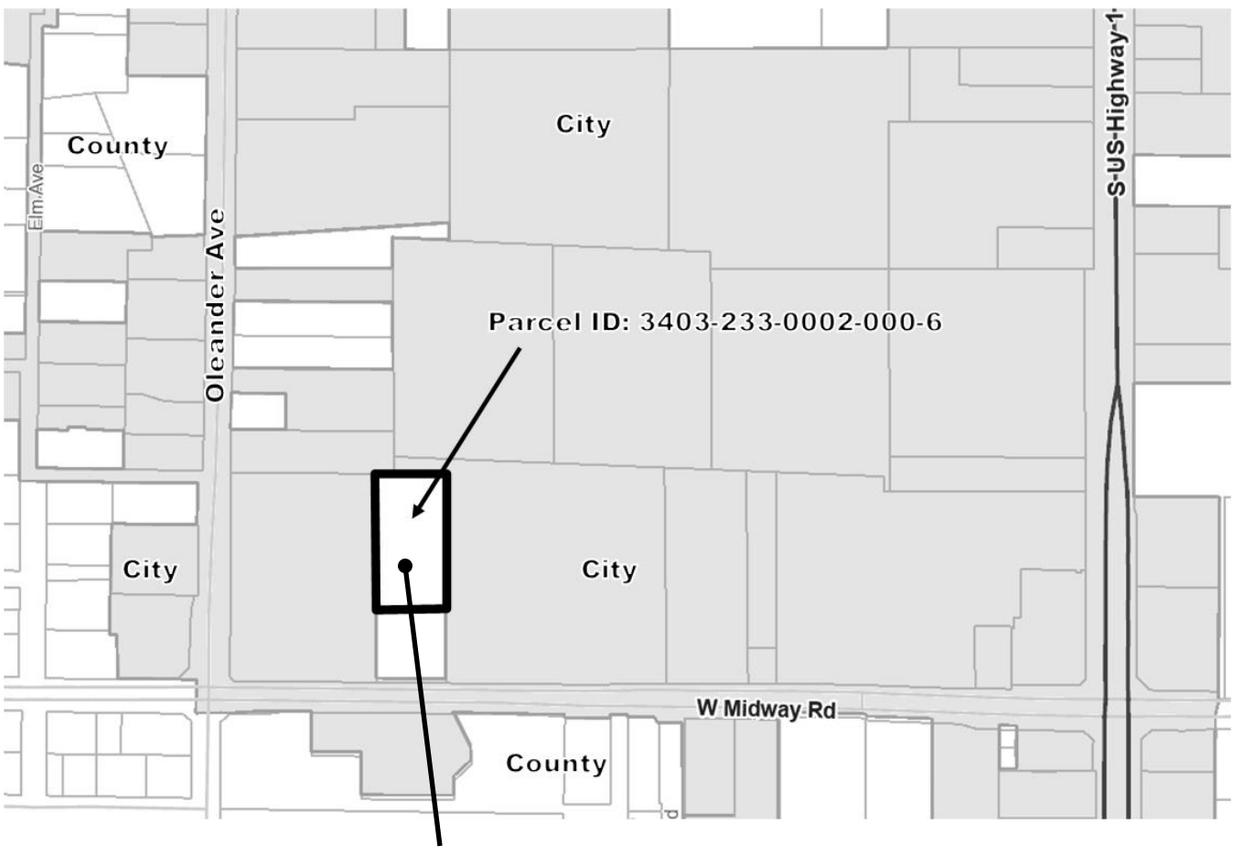


**EXHIBIT B**
Zoning & Future Land Use Designation Assignment




ZONING DESIGNATION OF **HIGH DENSITY RESIDENTIAL (R-5)** AND
LAND USE DESIGNATION OF **HIGH DENSITY RESIDENTIAL (RH)**

**Planning Board** **6. b.**

**Meeting Date:** 06/10/2024

**Re:** Rezoning Overlay of the Port of the City of Fort Pierce

**Submitted For:** Kev Freeman, Planning Director, Planning Department

## Information

**SUBJECT:**

Zoning Text Amendment - Establish Port of Fort Pierce Overlay Zoning District

**SUMMARY:**

The City Commission directed staff at its December 14, 2020, City Commission Conference meeting, to bring forward a rezoning of the area identified within the Port Master Plan in order to promote redevelopment of such.

Therefore, the proposed Port of Fort Pierce Overlay Zoning District is proposed to preserve deep-water access for port and maritime uses consistent with the development concepts outlined within the Port of Fort Pierce Master Plan (Port Master Plan), to facilitate appropriate uses, particularly port and marine-related operations, and other water-dependent or related uses.

The proposed development regulations provide for a wide variety of maritime related uses.

The existing zoning and future land use of the parcels within the Port of Fort Pierce Overlay Zoning District are proposed to remain in place at this time.

**RECOMMENDATION:**

Staff recommendation is for the Planning Board to discuss the proposed overlay and receive feedback to direct staff to move forward with a final version of the Overlay Code.

**ALTERNATIVES:**

None

**RESPONSIBLE STAFF:**

Kev Freeman, Planning Director

**COORDINATED WITH:**

Technical Review Committee, City Attorney, Property owners including St. Lucie County.

## Fiscal Impact

**Budgeted Y/N:** N

**OTHER INFORMATION:**

None

## Attachments

Draft Ordinance
County Comments

## Form Review

Form Started By: Kev Freeman
Started On: 06/05/2024 12:22 PM
Final Approval Date: 06/05/2024

**ORDINANCE NO. 24-004**

**AN ORDINANCE AMENDING THE CODE OF ORDINANCES OF THE CITY OF FORT PIERCE, FLORIDA, CHAPTER 125 – ZONING, ARTICLE III – ESTABLISHMENT OF ZONES, SECTION 125-157 – DESIGNATION OF OVERLAY DISTRICTS, CREATING SUBSECTION (3) – PORT OVERLAY DISTRICT, TO CREATE AND ESTABLISH THE PORT OVERLAY DISTRICT (POD); PROVIDING FOR A SEVERABILITY CLAUSE; REPEALING ALL ORDINANCES OR PARTS THEREOF IN CONFLICT; PROVIDING FOR AN EFFECTIVE DATE.**

**WHEREAS,** the City Commission directed staff at its December 14, 2020, City Commission Conference Agenda meeting to bring forward a rezoning of the area identified within the Port Masterplan in order to promote redevelopment of such; and

**WHEREAS,** the implementation of the Port Overlay District (POD) and Port Zone Overlay District Areas (PODA) will encourage the redevelopment of the Port of Fort Pierce by promoting the area defined within the Port of Fort Pierce Masterplan for maritime and marine related commercial and marine industrial uses; and

**WHEREAS,** the City of Fort Pierce Planning Board held a properly noticed hearing at a regularly scheduled meeting to consider the revisions, and at their _____, 2024, meeting, voted _____ to recommend _____ of the request.

NOW, THEREFORE, BE IT ORDAINED by the City Commission of the City of Fort Pierce, Florida:

**SECTION 1**. Chapter 125 – Zoning, Article IV, Basic Zoning Districts, Section 125-157, Designation of Overlay Districts, Subsection (c), Port Overlay District is hereby created and the same shall read as follows:

**Sec. 125-157 – Designation of overlay districts.**

(c) Port Overlay District

a. *Purpose.* The intent of the Port Overlay District (POD) and the designated Port Overlay District Areas (PODA) is to provide suitable locations within the Port of Fort Pierce (POFP) for port activities and compatible marine commercial, marine industrial, and supporting uses. In addition, certain non-industrial water-oriented uses and uses associated with them may be permitted. The requirements in this zone recognize that certain marine oriented activities can be compatible with other activities and when combined can create a unique environment.

b. *Port Overlay District. The area defined as the POD is based on the general boundary of the Port of Fort Pierce and further contains and defines two Port Overlay District Areas (PODA) and named North Port and South Port.*

c. *Port Overlay District Areas*. The PODA are designated in order to define the uses generally allowed within the POD which are based on the uses outlined within the approved POFP masterplan.

d. *Boundaries*. The boundaries of the POD and the PODA are illustrated in figure 157(3)(A) below.

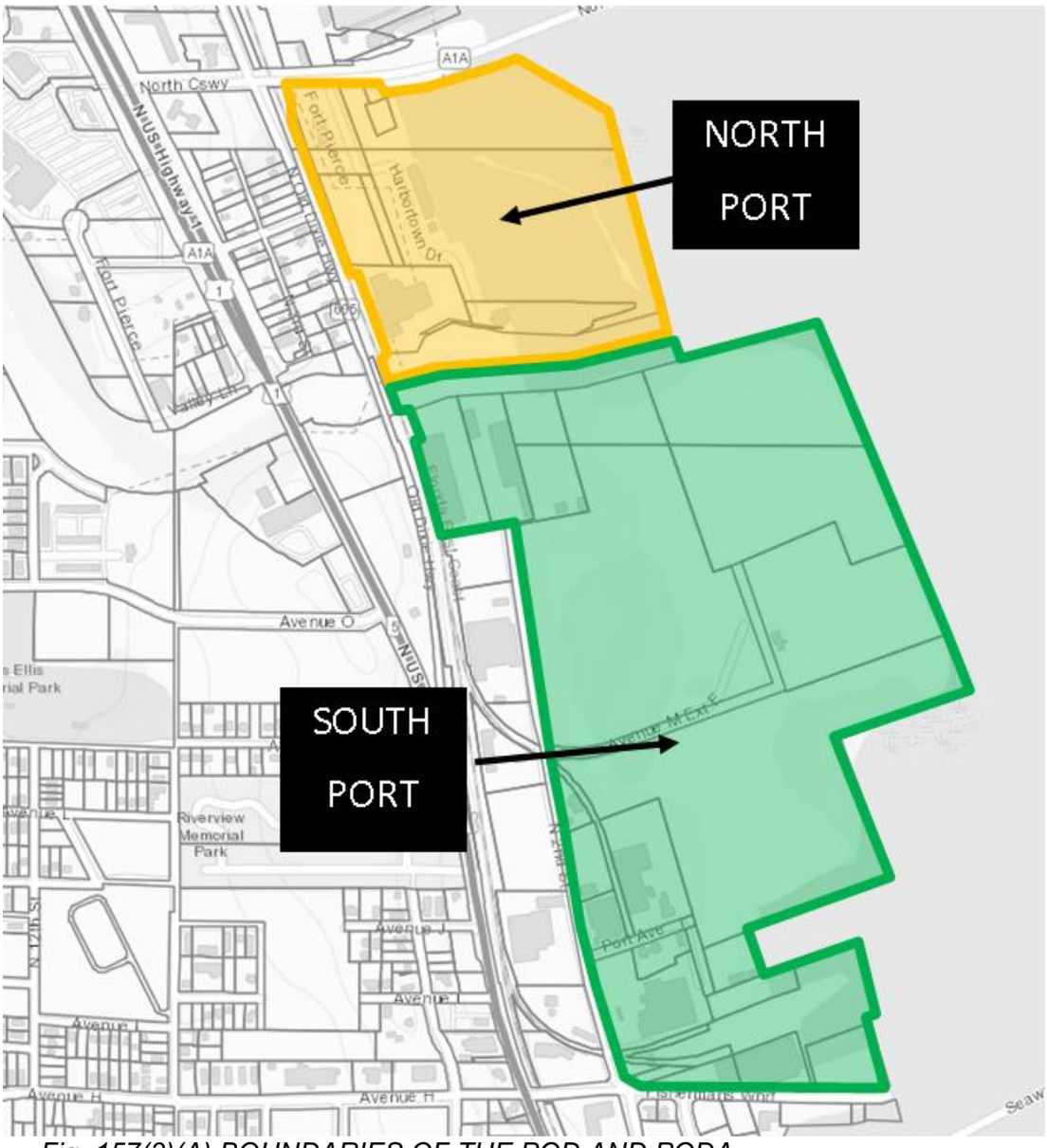



*Fig. 157(3)(A) BOUNDARIES OF THE POD AND PODA.*

e. *Definitions.* The following words, terms, and phrases, when used in this section, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning. The definitions also pertain to the uses allowed by right or by conditional use within the POD subject to the restrictions of the PODA and the underlying Future Land Use of the property.

*Coastwide shipping* means the movement of cargo and passengers by sea along a coast, without crossing an ocean.

*Corporate residential* means housing provided on-site to workers employed in connection with uses in and around the POFP and available to rent on a temporary and flexible basis. Such use shall be considered to be commercial for purposes of the POD.

*Education facility* means land, buildings, or structures used for providing academic, commercial, or curriculum-based educational services.

*Environmental and cultural resources* means *a* use which encompasses natural habitats, sensitive species, sensitive habitat lands, wetlands, floodplains, any product of human activity or any object or place given significance by human action or belief, including landforms and archaeological sites.

*Export operations* means an activity where resources, intermediate goods, or final goods or services that a buyer in one country purchases from a seller in another country.

*Fuel Storage and Distribution, Large Scale;* means activities and processes associated with storing greater than 30,000 gallons of combustible fuel, handling, and transporting fuel from the fuel production facility to and at the fueling station.

*Fuel Storage and Distribution, Small Scale;* means activities and processes associated with storing less than 30,000 gallons of combustible fuel to a single location, and the handling and transportation of fuel from the fuel production facility to and at the fueling station.

*Fueling* means that part of a property where flammable or combustible liquids or gases used as fuel are stored and dispensed from fixed equipment to fuel tanks of marine vessels.

*Import operations* means an activity where resources, goods, or services that producers in one country sell to buyers in another country.

*Helistop* means *a* designated land area "Helistop" means a designated land area or roof structure used for the pickup or discharge of passengers and cargo, which does not provide helicopter maintenance and repair facilities or fueling services.

*High and dry boat storage* means structures or racks located landward of the high watermark that provide dry places and easy access for removing and returning boats, kayaks, Jet Skis, etc., from the water via a lift or hoist.

*Hotel, Resort,* means a facility offering transient lodging accommodations to the general public and providing additional services, such as restaurants, meeting spaces, entertainment, and recreational facilities.

*Light Industrial* means an industrial use such as manufacturing, assembly, or repairs, and does not include uses which may be obnoxious by reason or emission of odors, dust, noise, smoke, or vibrations.

*Marinas* means facilities which provide moorage, launching, storage, supplies, and a variety of services for recreational, commercial fishing and charter fishing vessels. They are differentiated from docks/moorages by their larger scale, the provision of significant landside services and/or the use of a solid breakwater (rock, bulkheading, etc.).

*Marine industrial* means the assembly, production, warehousing, or storage of finished or semi-finished materials or components into a finished or semi-finished marine product and includes the production or sale of fishing equipment and supplies, boat construction and dry land boat storage, sales of fisheries products for human consumption, and commercial fishing operations.

*Marine related retail* means the sales of boats, boat rental, boat and marine accessories and parts and related supplies, fishing equipment, and fishing licenses.

*Passenger vessel* means a day trip or cabin vessel constructed and equipped to carry more than 12 passengers.

*Passive Park and Recreation* means passive recreation, greenway, and stormwater recharge uses, and public facilities necessary to support development on nearby buildable lands and water-related development.

*Rail*. The rails, ties, ballasts, spur and all related apparatus or appurtenances attached thereto which are necessary for the operation of a railroad.

*Resort hotel* means tourist-oriented destination resort facility offering transient lodging accommodations with sleeping units available to the general public in conjunction with marine, aquatic, golf or other recreational amenities, including, but not limited to, organized programs, activities, camps and excursions for both adults and/or children, fitness and spa facilities, as well as other services and amenities including restaurants, meeting, conference

and/or banquet facilities as well as entertainment where such sleeping units are intended for the exclusive use as transient lodging accommodations.
*Restaurant* means a use where food and beverages are offered for sale to the public for consumption at tables or counters either inside or outside the building on the lot.
*Shipyard*. A yard, place, or enclosure where ships are built, maintained, restored, or repaired.
*Terminal facilities* means one or more structures comprising a terminal unit, which include, but are not limited to, wharves, warehouses, covered and/ or open storage spaces, cold storage plants, cranes, grain elevators and/or bulk cargo loading and/or unloading structures, landings, and receiving stations, used for the transmission, care and convenience of cargo and/or passengers in the interchange of same between land and water carriers or between two water carriers.
*Vessel Repair* means the use for repair, maintenance, restoration, and construction of vessels, or work on the underwater bodies of vessels, and uses which are ancillary, accessory, or incidental to vessel repair or construction, including use of a drydock or ship lift.
*Water-dependent use* means the use or a portion of a use which cannot exist in any other location and is dependent on the water by reason of the intrinsic nature of its operations. Examples of water-dependent uses may include ship cargo terminal loading areas, ferry and passenger terminals, barge loading facilities, ship building and dry docking, marinas, or float plane facilities.
*Water-related use* means a use which provides goods and/or services that are directly associated with water-dependent uses (supplying materials to, using products of or offering commercial or personal services to water-dependent uses).

f. *District Uses.* Permitted and Conditional uses allowed within each PODA are identified in table 157(3)(B). Port Overlay District Permitted and Conditional Uses.

| PORT OVERLAY DISTRICT (POD) PERMITTED AND CONDITIONAL USES | NORTH PORT | | SOUTH PORT | |
|---|---|---|---|---|
| USE | P | C | P | C |
| Boat Slips | X | | X | |
| Boat Servicing | X | | X | |
| Coastwide shipping | X | | X | |
| Corporate residential | | X | X | |
| Education facility – Marine | X | | X | |
| Environmental and cultural resource - Marine | X | | X | |
| Export operations | X | | X | |
| Fueling | X | | X | |
| Fuel Storage and Distribution, large scale | | X | | X |
| Fuel Storage and Distribution, small scale | X | | X | |
| Greenway | X | | X | |
| Helistop | | X | | X |
| High and dry boat storage | X | | X | |
| Import operations | X | | X | |
| Light Industrial | X | | X | |
| Marina | X | | X | |
| Marine Industrial | X | | X | |
| Passenger Vessel | X | | X | |
| Passive Park, Recreation, Stormwater Recharge | | X | X | |
| Rail | X | | X | |
| Resort Hotel (100 Rooms or less) | | X | X | |
| Resort Hotel (more than 100 Rooms) | | X | | X |
| Restaurant | X | | X | |
| Retail - Marine Related | X | | X | |

| | | | | |
|---|---|---|---|---|
| Shipyard | X | | X | |
| Terminal Facilities | X | | X | |
| Vessel Repair | X | | X | |
| Other Water-dependent Use | | X | | X |
| Other Water-related Use | | X | | X |

Figure 157(3)(B): Permitted and Conditional Uses allowed within the Port Overlay District by PODA (P=permitted, C=conditional)

g. *Basic use standards.* Land development in the POD must meet the requirements of this section. More restrictive requirements, set forth in accordance with other provisions of this chapter, must be satisfied by the conditional use process.

(1) *Lot size.* There are no minimum lot area, width, or depth requirements.

(2) *Impervious coverage.* Maximum impervious lot coverage is regulated by the required on-site stormwater treatment.

(3) *Maximum Building height.* Is regulated by the Floor Area Ratio (FAR) of the Future Land Use.

(4) Stacking of cargo containers shall not exceed 60 feet.

h. *Special conditional use criteria.* No conditional use outside of the conditional uses set out in figure 157(3)(B) will be considered in the POD unless it meets one or more of the following criteria:

(1) *The use is a water-dependent use,* which means that it can only be carried out on, in, or adjacent to water and the location *or* access is needed for:

i. Waterborne transportation (such as navigation; mooring, fueling and servicing of ships or boats; terminal and transfer facilities; fish or other resource and material receiving and shipping), or

ii. Recreation (active recreation such as swimming, boating, or fishing; passive recreation such as viewing or walking), or

iii. A source of water (such as energy production, cooling of industrial equipment or wastewater or other industrial processes), or

iv. Marine research or education (such as viewing, sampling, recording information, conducting experiments or teaching).

(2) *The use is a water-related use,* which means that:

i. It provides goods and/or services that are directly associated with water-dependent uses (supplying materials to, using products of or offering commercial or personal services to water-dependent uses), or

ii. If it were not located near the water, it would experience a public loss of quality in the goods and services offered (evaluation of public loss of quality will include a subjective consideration of economic, social, and environmental consequences of the use), or

iii. The use, which is not the primary use of the structure, shares an existing structure with a water-dependent use or water-related use and the combination results in a multiple use facility, or

iv. The project provides significant public access or recreation uses through the provision of waterfront seating, walkways, piers, street furniture or similar facilities, or

v. The use is an accessory use important to the operations of the principal use, or

vi. The use is a temporary use which meets the requirements of section 125-320.

i. *Other applicable use standards.*

(1) A POD site plan review shall be required in conformance with the site plan review section of the City's Code of Ordinances.

(2) All development will comply with applicable access, parking and loading standards of the City's Code of Ordinances. Alternatively, projects may utilize the most current version of the ITE parking generation manual. For mixed use projects, shared parking is encouraged, and parking requirements shall be determined by a parking analysis prepared by a licensed (PE) Traffic Engineer and if considered appropriate shall be approved by the Planning Director or designee.

(3) All development will comply with applicable stormwater management standards of the City's Code of Ordinances. Innovative stormwater treatment solutions may be supported if accompanied by a licensed (PE) Engineer's signed and sealed analysis and drainage statement, as approved by the Planning Director or designee.

(4) All development will comply with applicable landscaping standards of the City's Code of Ordinances. Alternative landscape design proposed by a licensed Landscape Architect, shall be approved if considered appropriate by the Planning Director or designee.

(5) The standards contained within the City's Aquatic Conservation Zones (A-1) and (A-2) shall not apply when adjacent to the boundaries of the POD.

(6) Conditional uses will be reviewed and approved through the site plan review process.

(7) Signs will comply with the standards of the City's Code of Ordinances.

j. *Applicability of other code provisions not in conflict herein.* All regulations of the City's Code of Ordinances not directly in conflict herewith are applicable to a POD site plan.

k. *Easements.* Easements necessary for the orderly extension and maintenance of public utilities, roads and/or other special needs which may be required shall be provided as deemed appropriate by the City Commission.

l. *Phasing.* Each phase of development must be planned and related to previous and future development phasing, surrounding properties, and available public facilities and services, to ensure all phases of development will not adversely impact drainage, utilities, access, parking, or the traffic flow of the completed phases.

m. *Expiration of approval.* POD site plans shall specify expiration date as part of a timetable of development. If building permits are not received within the approved timetable, then the site plan is deemed expired, and a revised site plan and timetable will be required to be submitted and approved prior to the undertaking of development activity.

n. *Additional requirements.* The final approval of a POD site plan may establish additional requirements and/or conditions as necessary to ensure that a POD Site Plan conforms to the intent of this section.

o. *Variances are not necessary.* The specific development standards will be contained in the approved site plan for each development listed within the development order which normally considers those matters which might otherwise be the subject of variance review by the board of adjustment.

p. Unregulated activities. The provisions of this district will not be interpreted to prohibit or regulate the following activities, unless the prohibition or regulation is specifically stated as a condition of approval of a conditional use:

(1) Filling.

(2) Dredging.

(3) Dredged material disposal.

(4) Bankline/stream alteration.

(5) Construction and repair of shoreline stabilization structures, mosquito control structures and dikes.

(6) Installing types of navigational structures not previously listed in this subsection.

**SECTION 2.** The boundaries of the Port Overlay District (POD) and the Port Overlay District Areas (PODA) therein are depicted at **Exhibit A**, attached hereto, and adopted herewith.

**SECTION 3.** The legal descriptions of the parcels subject to the rezoning of the Port Overlay District (POD) are described at **Exhibit B**, attached hereto, and adopted herewith.

**SECTION 4.** All ordinances or parts thereof that may be determined to be in conflict herewith are hereby repealed.

**SECTION 5.** The provisions of this Ordinance are declared to be severable and if any section, sentence, clause, or phrase of this Ordinance shall, for any reason, be held to be invalid or unconstitutional, such decision shall not affect the validity of the remaining sections, sentences, clauses, and phrases of this Ordinance, which shall remain in effect, it being the legislative intent that this Ordinance shall stand notwithstanding the invalidity of any part.

**SECTION 6.** This Ordinance shall take effect immediately upon passage.

APPROVED AS TO
FORM AND CORRECTNESS:

_____
Sara Hedges, Esq.
City Attorney

STATE OF FLORIDA COUNTY OF ST. LUCIE

WE, THE UNDERSIGNED, Mayor Commissioner and the City Clerk of the City of Fort Pierce, Florida, do hereby certify that the foregoing and above Ordinance No. 24-NNN was duly advertised by title only in the St. Lucie News Tribune on _____, 2024; copy of said Ordinance was made available at the Office of the City Clerk to the public upon request; said Ordinance was duly introduced, read by title only, and passed on first reading by the City Commission of the City of Fort Pierce, Florida, on _____, 2024; and was duly introduced, read by title only, and passed on second and final reading on _____, 2024, by the City Commission of Pierce, Florida.

IN WITNESS HEREWITH, we hereunto set our hands and affix the Official Seal of the City of Fort Pierce, Florida, this _____ day of _____, 2024.

_____
Linda Hudson, Mayor

ATTEST:

_____

Linda W. Cox
City Clerk

(SEAL)

**EXHIBIT A**
BOUNDARY OF THE PORT OVERLAY DISTRICT (POD) AND PORT OVERLAY DISTRICT AREAS (PODA)

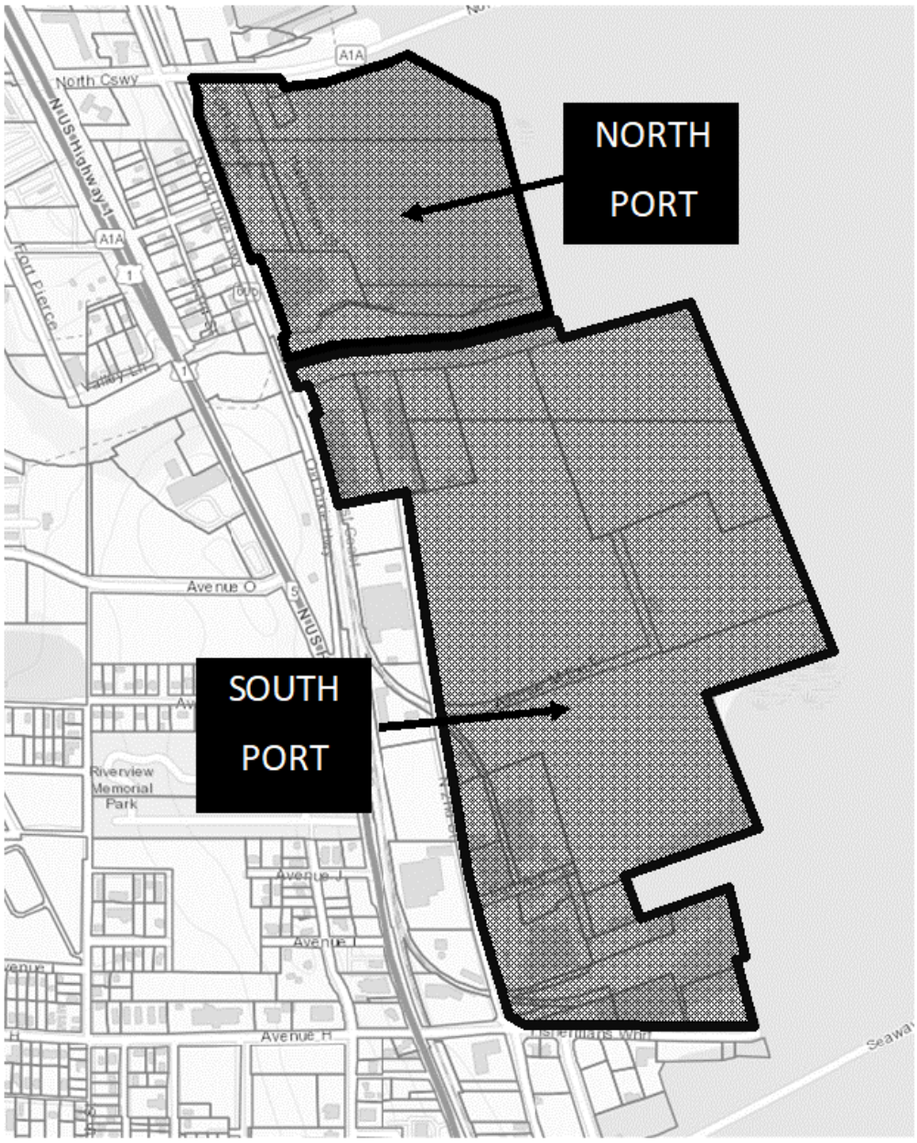


**EXHIBIT B**
LEGAL DESCRIPTIONS OF PARCELS LOCATED WITHIN THE PORT OVERLAY DISTRICT (POD)

| Parcel ID | PODA | Legal Description |
|---|---|---|
| 1434-330-0004-000-8 | NORTH | 34 34 40 FROM NW COR OF SEC 3-35-40, TH S 89 DEG 37 MIN 30 SEC E ALG TWP LI 628.90 FT TO ELY R/W OF FEC RR, TH NELY ALG SD E R/W 327.40 FT TO S R/W ST RD A-1-A, TH ELY ALG SD S R/W 249.55 FT TO POB, TH CONT ALG SD S R/W 112.04 FT, TH S 21 DEG 08 MIN 13 SEC E 97.23 FT, TH S 68 DEG 51 MIN 47 SEC W 20 FT, TH S 21 DEG 08 MIN 13 SEC E 150 FT, TH N 68 DEG 51 MIN 47 SEC E 100 FT, TH N 21 DEG 08 MIN 13 SEC W 150 FT, TH N 68 DEG 51 MIN 47 SEC E 71.06 FT TO A PT ON A CURVE CONC NWLY, R 1737.28 FT, CA 13 DEG 46 MIN 46 SEC, TH ELY ALG ARC 417.81 FT, TH N 68 DEC 51 MIN 47 SEC E ALG TANG OF SD CURVE 170.86 FT, TH S 60 DEG 47 MIN 30 SEC E 492.74 FT, TH S 15 DEG 47 MIN 30 SEC E 244.15 FT M/L TO S LI SD SEC 34, TH WLY ALG SD S LI 1222 FT M/L, TH N 20 DEG 24 MIN W 340 FT M/L TO SLY R/W ST RD A1A AND POB (9.18 AC) (OR 3792-2820) |
| 1434-330-0004-010-1 | NORTH | 34 34 40 FROM NW COR OF SEC 3-35-40, TH S 89 DEG 37 MIN 30 SEC E ALG TWP LI 628.90 FT TO ELY R/W OF FEC RR, TH NELY ALG SDE R/W 327.40 FT TO S R/W ST RD A-1-A, TH ELY ALG SD S R/W 361.59 FT TO POB, TH S 21 DEG 08 MIN 13 SEC E 97.23 FT, TH N 68 DEG 51 MIN 47 SEC E 151.06 FT TO PT ON A CURVE CONC TO NWLY, R 1737.28 FT, CA 13 DEG 46 MIN 46 SEC, TH WLY ALG ARC 78.64 FT, TH NLY ALG ST RD A1A R/W 48.32 FT, TH WLY ALG SD S R/W 96.28 FT TO POB (0.20 AC) (OR 3792-2820) |
| 1434-330-0004-020-4 | NORTH | 34 34 40 FROM NW COR OF SEC 3-35-40, TH S 89 DEG 37 MIN 30 SEC E ALG TWP LI 628.90 FT TO ELY R/W OF FEC RR, TH NELY ALG SD E R/W 327.40 FT TO S R/W ST RD A-1-A, TH ELY ALG SD S R/W 361.59 FT TO POB, TH S 21 DEG 08 MIN 13 SEC E 97.23 FT, TH S 68 DEG 51 MIN 47 SEC W 20 FT, TH S 21 DEG 08 MIN 13 SEC E 150 FT, TH N 68 DEG 51 MIN 47 SEC E 100 FT, TH N 21 DEG 08 MIN 13 SEC W 150 FT, TH S 68 DEG 51 MIN 47 SEC W 80 FT TO POB (0.34 AC) (OR 3792-2820) |
| 1434-330-0008-000-6 | NORTH | 34 34 40 FROM NW COR OF 3-35-40 RUN S 89 DEG 37 MIN 30 SEC E ALGTWP LI 628.9 FT TO ELY R/W FEC RR FOR POB, TH NWLY ALG SD ELY R/W 239.1 FT, TH S 89 DEG 44 MIN E 26.65 FT, TH N 20 DEG 24 MIN W 88.30 FT TO SLY R/W ST RD A1A, THELY ALG SD SLY R/W 222.90 FT, TH S 20 DEG 24 MIN E 340 FT M/L TO N LI SD SEC 3, TH WLY ALG SD N LITO ELY R/W FEC RR FOR POB (1.81 AC) (OR 203-2426: 1173-883) |
| 2403-211-0000-000-1 | NORTH | 3 35 40 FROM NW COR SEC 3, TH S 89 DEG 37 MIN 30 SEC E ALG TWP LI 882.10 FT M/L TO A PT LYG 237.13 FT AS MEAS AT RIGHT ANGLE TO ELY R/W FEC RR AND POB, TH S 20 DEG 24 MIN E 560.40 FT M/L TO A PT LYG 237.13 FT AS MEAS AT RIGHT ANGLE TO ELY R/W FEC RR, TH S 89 DEG 44 MIN E 221.58 FT M/L, TH S 20 DEG 24 MIN E 300.32 FT, TH S 79 DEG 13 MIN E 163.78 FT, TH S 87 DEG 55 MIN E 312.7 FT, TH N 74 DEG 12 MIN 30 SEC E 450 FT, TH N 15 DEG 47 MIN 30 SEC W 745 FT M/L TO SD TWP LI, TH WLY ALG SD TWP LI 1222 FT M/L TO POB-LESS THAT PART OF TAYLOR HARBOR FISHING PORT S/D LYG WITHIN THIS DESC- (18.43 AC) (OR 3792-2820) |
| 2403-212-0001-000-1 | NORTH | 03 35 40 A PARCEL OF LAND LYG E OF FEC RR R/W AND N OF TAYLOR CREEK INCL ALL LOT 1 AND PART OF LOT 2 TAYLOR HARBOR FISHING PORTS/D MPDAF: FROM NW COR SEC 3, TH S89 DEG 37 MIN 30 SEC E ALG TWP LI 628.90 FT TO ELY R/W FEC RR, TH SELY ALG SD R/W 107.5 FT, TH S 89 DEG 44 MIN E 200 FT, TH S 20 DEG 24 MIN E 453.50 FT TO POB, TH N 89 DEG 44 MIN W 200 FT TO ELY R/W FEC RR, TH S 20DEG 24 MIN E 48.9 FT, TH S 89 DEG44 MIN E 26.72 FT, TH S 29 DEG 24MIN E 387.65 FT TO N R/W TAYLOR CREEK, TH N 87 DEG 56 MIN 41 SEC E AKG SD R/W 137.24 FT, TH N 23 DEG 59 MIN 10 SEC E 76.68 FT, TH N 61 DEG 49 MIN 28 SEC E 149.09 FT, TH S 79 DEG 06 MIN 17 SEC E 102.76 FT, TH N 20 DEG 24 MIN W 299.94 FT, TH N 89 DEG 44 MIN W 274.20 FT M/L TO POB (3.50 AC) (OR 3792-2820) |
| 2403-221-0000-000-2 | NORTH | 3 35 40 FROM INT OF N LI OF SEC AND E R/W OF FEC RR RUN SELY ALG R/W 107.5 FT, TH E 19.77 FT TO POB, TH CONT E 180.23 FT, TH SELY // TO RR R/W 453.5 FT, TH W 200 FT TO RR R/W, TH NWLY ON R/W 225.5 FT, TH E TO PT 43.5 FT NELYOF C/L OF N BOUND MAIN TRACK, TH NWLY ON RR R/W 228 FT TO POB (1.85 AC) (OR 3792-2820) |
| 2403-221-0001-000-9 | NORTH | 03 35 40 FROM NW COR RUN S 89 DEG 37 MIN 30 SEC E ALG TWP LI 628.9 FT TO E R/W FEC RR AND POB, TH S 20 DEG 24 MIN E ALG SD ELY R/W 107.6 FT, TH S 89 DEG 44 MIN E 253.43 FT, TH N 20 DEG 24 MIN W 107.60 FT M/L TO A PT ON SD S TWP LI, TH N 89 DEG 37 MIN 30 SEC W 253.20 FT M/L TO ELY R/W FEC RR AND POB (0.50 AC) (OR 203-2426: 1173-883) |

**EXHIBIT B (CONTINUED)**
LEGAL DESCRIPTIONS OF PARCELS LOCATED WITHIN THE PORT OVERLAY DISTRICT (POD)

| | | |
|---|---|---|
| 2403-221-0002-000-6 | NORTH | 03 35 40 FROM NW COR RUN S 89 DEG 37 MIN 30 SEC E ALG TWP LI 628.90 FT TO E R/W FEC RR, TH S 20 DEG 24 MIN E ALG SD ELY R/W 107.6 FT, TH S 89 DEG 44 MIN E 200 FT TO POB, TH CONT S 89 DEG 44 MIN E 53.43 FT, TH S 20 DEG 24MIN E 453.50 FT, TH N 89 DEG 44 MIN W 53.20 FT M/L, TH N 20 DEG 24 MIN W 453.50 FT TO POB (0.55 AC) (OR 3792-2820) |
| 2403-601-0002-000-2 | NORTH | TAYLOR HARBOR FISHING PORT S/D LOTS 2 TO 12 INCL-LESS THAT PART OF LOT 2 AS IN OR 488-452 (2.18AC) (OR 3792-2820) |
| 2403-123-0000-000-1 | SOUTH | 3 35 40 THAT PART OF FOL DESC PARCEL LYG WITHIN GOVT LOT 1: FROM SW COR SEC RUN N 0 DEG 00 MIN 30 SEC W 1317.9 FT, TH S 89 DEG 49 MIN 30 SEC E 2585.7 FT TORR RAIL, TH N 15 DEG 47 MIN 30 SEC W 1098.88 FT, TH N 70 DEG 14 MIN 30 SEC E 739.62 FT, TH N 19 DEG 45 MIN 30 SEC W 970.92 FT FOR POB, TH S 70 DEG 14 MIN 30 SEC W 131.98 FT, TH N 19 DEG 45 MIN 30 SEC W 957.71 FT TO S R/W C-25 (TAYLOR CR) TH N 74 DEG 24 MIN E 850.04 FT, TH S 22 DEG 50 MIN E, 1118.74 FT, TH S 70 DEG 14MIN 30 SEC W 294.64 FT, TH N 19 DEG 45 MIN 30 SEC W 221.06 FT, THS 70 DEG 14 MIN 30 SEC W 481.2 FT TO POB (AS PER HB 4029 EFF 10/1/98) |
| 2403-123-0001-000-8 | SOUTH | 3 35 40 THAT PART OF THE FOL DESC PARCEL LYG WITHIN GOVT LOT 2: FROM SW COR OF SEC RUN N 0 DEG00 MIN 30 SEC W 1317.9 FT TH S 89 DEG 49 MIN E, 2585.7 FT TO RRRAIL TH N 15 DEG 47 MIN 30 SEC W1098.88 FT, TH N 70 DEG 14 MIN 30SEC E 739.62 FT, TH N 19 DEG 45 MIN 30 SEC W 970.92 FT FOR POB, TH S 70 DEG 14 MIN 30 SEC W 131.98 FT, TH N 19 DEG 45 MIN 30 SEC W 957.71 FT TO S R/W C-25 (TAYLOR CR) TH N 74 DEG 24 MIN E850.04 FT, TH S 22 DEG 50 MIN E, 1118.74 FT, TH S 70 DEG 14 MIN 30SEC W 294.64 FT, TH N 19 DEG 45 MIN 30 SEC W 221.06 FT, TH S 70 DEG 14 MIN 30 SEC W 481.2 FT TO POB (AS PER HB 4029 EFF 10/1/98) |
| 2403-131-0000-000-6 | SOUTH | 3 35 40 FROM SW COR OF SEC RUN N1317.9 FT TO SW COR OF GOVT LOT 3, TH S 89 DEG 49 MIN 30 SEC E 2585.7 FT TO RR RAIL REF, TH N 15 DEG 47 MIN 30 SEC W 1137.13 FT TO NE COR TUXEDO FRUIT CO PROP, TH SWLY ALG TUXEDO N LI 300.18 FT TO E LI OF SPUR TRACK #92, TH NWLY ALG CURVE OF E R/W OF SD SPUR TRACK 350 FT M/L TO S LI OF RD R/W, TH NELY ON CURVE, R 30 FT AND CA 106 DEG 50 MIN, ARC 55.94 FT TO PT OF REV CURVE CONC NLY, R 517.94 FT AND CA 26 DEG 12 MIN, ARC 236.84 FT TO PT, TH N 70 DEG 14 MIN 30 SEC E ALG S R/W LI OF RD 867.24 FT TO POB, TH N 19 DEG 45 MIN 30 SEC W ALG E LI OF RD 640.92 FT TO S LI GRUMMAN PROP, TH N 70 DEG 14 MIN 30 SEC E ALG SD S LI 481.20 FT, TH S 19 DEG 45 MIN 30 SEC E 221.06 FT, TH CONT N 70 DEG 14 MIN 30 SEC E ON S LI OF GRUMMAN PROP 294.64 FT TO `BULKHEAD LINE`, TH S 22 DEG 50 MIN E ALG B/L 450.51 FT M/L, TH S 70 DEG 14 MIN 30 SEC W 800 FT, TH N 19 DEG 45 MIN 30 SECW 30 FT TO POB AND THE E 1/2 OF ABANDONED AVE M EXT LYG W OF AND ADJ TO (10.947 AC - 476,862 SF) (OR 1289-493: 4088-1042 |
| 2403-213-0001-010-7 | SOUTH | 3 35 40 FROM E R/W FEC RR AND S R/W SFWMD C-25 RUN ELY ALG S R/W C-25 FOL: N 69 DEG 18 MIN 50 SEC E 198.67 FT, TH N 85 DEG 48 MIN 50 SEC E 507.95 FT TO NE COR OF PERRY PROP, TH S 15 DEG 11 MIN 40 SEC E ALG PERRY PROP E LI 301.73FT M/L TO S LI GOVT LOT 1 AND POB, TH ELY ALG SD S LI 470 FT M/L TO WLY LI GRUMMAN PROP, TH S 19 DEG 45 MIN 30 SEC E ALG GRUMMAN PROP W LI 562.71 FT M/L TO GRUMMAN SW COR, TH ELY ALG GRUMMAN PROP S LI 81.98 FT TO W LI OF RD R/W, TH S 19 DEG 45 MIN 30 SEC E ALG SD W LI 590.90 FT M/L, TH S 70 DEG 14 MIN 30 SEC W ALG N LI OF RD R/W 817.20 FT TO PC OF CURVE TO RIGHT, R 467.94 FT, CA 26 DEG 12 MIN, ARC 213.98 FT TO PT, TH NWLY ALG TANG 55.54 FT TO E LI OF N 2 ST, TH NWLY ALG SD E LI 1000 FT M/L, TH N 78 DEG 21 MIN 50 SEC E ALG S LI OF PERRY PROP AND ITS WLY EXT 347.80 FT, TH N 15 DEG 11 MIN 40 SEC W ALG PERRY PROP E LI 290 FT M/L TO N LI OF GOVT LOT 2 AND POB AND THE N 1/2 OF ABANDONED AVE M EXT LYG S OF AND ADJ TO AND THE W 1/2 OF ABANDONED AVE M EXT LYG E OF AND ADJ (26.563 AC - 1,157,089 SF) (OR 1289-493: 4088-1042) |

**EXHIBIT B (CONTINUED)**
LEGAL DESCRIPTIONS OF PARCELS LOCATED WITHIN THE PORT OVERLAY DISTRICT (POD)

| | | |
|---|---|---|
| 2403-213-0002-000-1 | SOUTH | 3 35 40 THAT PART OF FOL DESC PARCEL LYG WITHIN GOVT LOT 1: BEG AT IRON PIPE AT SE COR OF LANDS CONVEYED BY FT PIERCE PORT AND TERMINAL CO TO FT PIERCE DRYDOCKAND TERMINAL CO (OR 35-33) SD LANDS LYG S OF CANAL C-25 AND E OF FEC MAIN LI RUN N 15 DEG 11 MIN 40 SEC W ALONG E LI OF FT PIERCEDRYDOCK AND TERMINAL CO LANDS, 600.07 FT, TH N 85 DEG 48 MIN 50 SEC E 256.62 FT, TH S 15 DEG 11 MIN 40 SEC E 591.73 FT, THS 78 DEG 21 MIN 50 SEC W 347.80 FT TO E R/W N 2 ST, TH N 8 DEG 23MIN W 25.05 FT, TH N 78 DEG 21 MIN 50 SEC E 90 FT TO POB, WITH RIP RTS-SUBJECT TO R/W AND ESMT TO CITY OF FT PIERCE AS IN OR 171-2313 AND 256-2438 |
| 2403-213-0002-010-4 | SOUTH | 3 35 40 THAT PART OF FOL DESC PARCEL LYG WITHIN GOVT LOT 2: BEG AT IRON PIPE AT SE COR OF LANDS CONVEYED BY FT PIERCE PORT AND TERMINAL CO TO FT PIERCE DRYDOCK AND TERMINAL CO (OR 35-33) SD LANDS LYG S OF CANAL C-25 AND E OF FEC MAIN LI, RUN N 15 DEG 11 MIN 40 SEC W ALG E LI OF FT PIERCE DRYDOCK AND TERMINAL CO LANDS 600.07 FT, TH N 85 DEG 48 MIN 50 SEC E 256.62 FT, TH S 15 DEG 11 MIN 40 SEC E 591.73 FT, TH S 78 DEG 21 MIN 50 SEC W 347.80 FT TO E R/W N 2 ST, TH N 48 DEG 23 MIN W 25.05 FT, TH N 78 DEG 21 MIN 50SEC E 90 FT TO POB, WITH RIP RTS (OR 298-1270) |
| 2403-213-0004-000-5 | SOUTH | 3 35 40 FROM INT OF S R/W LI OF CANAL C-25 & E R/W LI OF FEC RR RUN N 69 18 08 E ALG S R/W LI 198.67 FT, TH N 85 48 41 E ALG S R/W LI 47.68 FT TO POB, TH CONT NELY ALG S R/W LI 203.72 FT, TH S 15 09 33 E 600.07 FT, TH S 78 21 50 W 200.38 FT, TH N 15 09 33 W 626.52 FT TO POB (2.816 AC) |
| 2403-213-0004-020-1 | SOUTH | 3 35 40 BEG AT INT OF S R/W LI OF CANAL C-25 & E R/W LI OF FEC RR, TH N 69 18 08 E ALG S R/W LI 198.67 FT, TH N 85 48 41 E ALG S R/W LI 47.68 FT, TH S 15 09 33 E 626.52 FT, TH S 78 21 50 W 249.62 FT TO E R/W LI OF FEC RR AND TO CURVE CONCAVE SW, TH NWLY ALG ARC & E R/W LI 464.18 FT, TH N 20 41 10 W 17.35 FT, TH N 69 18 50 E 25 FT, TH N 20 41 10 W 118.47 FT TO POB (3.557 AC) |
| 2403-213-0001-000-4 | SOUTH | 3 35 40 FROM INT E R/W FEC RR AND S R/W SFWMD C25 RUN ELY ALG S R/W LI OF C25 FOL: N 69 DEG 18 MIN 50 SEC E 198.67 FT, TH N 85 DEG 48 MIN 50 SEC E 507.95 FT TO POB, TH CONT N 85 DEG 48 MIN 50 SEC E 132.84 FT, TH N 74 DEG 05 MIN E 289.96 FT M/L, TH S 19 DEG 45 MIN 30 SEC E ALG W LI OF GRUMMAN PROP 395 FT M/L TO S LI OF GOVT LOT 1, TH WLY ALG SD S LI 470 FT M/L TO E LI PERRY PROP, TH N 15 DEG 11 MIN 40 SEC W ALG PERRY PROP E LI 301.73 FT M/L TO POB (OR 1289-493: 4088-1042) |
| 2403-313-0003-010-8 | SOUTH | 3 35 40 BEG SW INT PORT AV AND HARBOR ST, TH S 15 DEG 47 MIN 30 SEC E ALG WLY R/W HARBOR ST 99.71 FT, TH S 70 DEG 52 MIN 59 SEC W 87.21 FT, TH S 21 DEG 10 MIN 18 SEC E 33.58 FT, TH S 65 DEG 02 MIN 06 SEC W 71.67 FT, TH S 66 DEG 31 MIN 29 SEC W 92.54 FT, TH S 75 DEG 10 MIN 23 SEC W 34.62 FT, TH N 12 DEG 05 MIN 33 SEC W 142.87 FT, TH N 70 DEG 14 MIN 30 SEC E ALG SLY R/W PORT AV 272.42 FT TO POB (OR 3475-1985: 3504-831) |
| 2403-314-0001-000-4 | SOUTH | 3 35 40 FROM INT E R/W N 2 ST AND S R/W PORT AV RUN ELY ON S R/W PORT AV 460.8 FT FOR POB, TH CONT ELY 60.4 FT M/L, TH N 15 DEG 47.5 MIN W 50.03 FT, TH S 70 DEG 14.5 MIN W 60.4 FT, TH SELY 50.03 FT TO POB (OR 1289-493: 4088-1042) |
| 2403-314-0002-000-1 | SOUTH | 3 35 40 FROM SW COR OF SEC RUN N0 DEG 00.5 MIN W 1317.9 FT, TH RUN S 89 DEG 49.5 MIN E 2585.7 FT TO A RR RAIL, TH N 15 DEG 47.5MIN W 192.2 FT FOR POB, TH CONT N15 DEG 47.5 MIN W 325 FT, TH S 70DEG 14.5 MIN W 51.12 FT, TH S 15 DEG 47.5 MIN E 325 FT, TH N 70 DEG 14.5 MIN 51.12 FT TO POB (0.38 AC) |

**EXHIBIT B (CONTINUED)**
LEGAL DESCRIPTIONS OF PARCELS LOCATED WITHIN THE PORT OVERLAY DISTRICT (POD)

| | | |
|---|---|---|
| 2403-133-0001-000-9 | SOUTH | 03 35 40 FROM SW COR OF SEC RUN N 1317.9 FT TO SW COR GOVT LOT 3, TH S 89 DEG 49 MIN 30 SEC E 2585.7 FT TO RR RAIL REF, TH N 15DEG 47 MIN 30 SEC W 397.2 FT TO POB, TH CONT N 15 DEG 47 MIN 30 SEC W 739.93 FT TO NE COR TUXEDOFRUIT CO PROP, TH SWLY ALG TUXEDON LI 300.18 FT TO E LI SPUR TRACK 92, TH NWLY ALG CURVE OF E R/W SD SPUR TRACK 350 FT M/L TO S LI OF RD R/W, TH NELY ON CURVE, R 30 FT AND CA 106 DEG 50 MIN, ARC 55.94 FT TO PT OF REV CURVE CONC NLY, R 517.94 FT AND CA 26 DEG 12 MIN, ARC 236.84 FT TO PT, TH N 70 DEG 14 MIN 30 SEC E ALG S R/W LI OF RD 867.24 FT, TH S 19 DEG 45 MIN 30 SEC E ALG SLYEXT OF E LI OF RD 30 FT, TH N 70 DEG 14 MIN 30 SEC E 800 FT TO `BULKHEAD LI`, TH S 22 DEG 50 MINE ALG B/L 300.43 FT, TH SWLY ALG B/L 650 FT, TH SELY ALG B/L 700 FT, TH SWLY ALG B/L 953.08 FT TO POB AND THE S 1/2 OF ABANDONED AVE M EXT LYING N OF AND ADJ TO (29.125 AC - 1,268,706 SF) (OR 1289-493: 4088-1042) |
| 2403-311-0001-000-5 | SOUTH | 3 35 40 FROM SW COR OF SEC RUN N0 DEG 00 MIN 30 SEC W 1317.9 FT TO LI DIV GOVT LOTS 3 AND 4, TH S 89 DEG 49 MIN 30 SEC E 2585.7 FT TO RR RAIL, PT OF REF, FROM SD PT OF REF, RUN N 15 DEG 47 MIN 30 SEC W 567.23 FT TO POB, TH RUN S 70 DEG 14 MIN 30 SEC W ALG N LI OF PORT AV 289.4 FT TO ELY R/W FEC RR TRACK #92, TH N 15 DEG 47 MIN 30 SEC W ALG SD ELY R/W 399.87 FT TO P OF C, TH ALG CIR CURVE CONC TO SW, CHORD BRG N 19 DEG 50 MIN 30 SEC W RUN ALG SD R/W, CHORD DIST OF 169.55 FT, TH N 70 DEG 18 MIN 30 SEC E 300.18 FT, TH S 15 DEG 47 MIN 30 SEC E 570.1 FT TO POB |
| 2403-311-0002-000-2 | SOUTH | 3 35 40 FROM SW COR SEC 3 RUN N 1317.9 FT TO SW COR OF GOVT LOT 3, TH E ALG S LI OF GOV LOT 3, 2585.7 FT TO RR RAIL, TH N 15 DEG47.5 MIN W 567.23 FT, TH S 70 DEG14.5 MIN W 321.1 FT, TH N 15 DEG 47.5 MIN W 239.8 FT TO POB, TH CONT N 15 DEG 47.5 MIN W 260.5 FT TO PT ON WLY R/W OF FEC RR TRACK 92, TH NLY ALG SD WLY R/W 69.5 FT, TH S 70 DEG 16.5 MIN W 146.2 FT TO E R/W OF N 2 ST, TH SLY ALG SD E R/W 333.4 FT, TH N 70 DEG 16.5 MIN E 181.3 FT TO POB |
| 2403-312-0001-000-8 | SOUTH | 3 35 40 BEG AT INT OF E LI OF N 2 ST AND N LI OF TUXEDO FRUIT CO PROP, TH NLY ALG N 2 ST 314.8 FT TO FEC RR R/W FOR SPUR TRACT 92, TH SELY ALG SPUR TRACT R/W TO A PT 138.4 FT ELY OF POB, TH SWLY 138.4 FT TO POB (OR 1951-361) |
| 2403-313-0001-000-1 | SOUTH | 3 35 40 FROM SW COR OF SEC 3 RUN N 1317.9 FT TO SW COR OF GOV LOT 3, TH E ALG S LI OF GOV LOT 3 2585.7 FT TO RR RAIL, TH N 15 DEG47.5 MIN W 567.23 FT, TH S 70 DEG 14.5 MIN W 321.01 FT TO POB, TH N15 DEG 47.5 MIN W 239.8 FT, TH S 70 DEG 16.5 MIN W 181.3 FT TO E R/W N 2 ST, TH SLY ALG SD E R/W 242.2 FT TO N LI OF PORT AV, TH ELY ALG SD N LI 199.6 FT TO POB (OR 4150-1715) |
| 2403-313-0003-000-5 | SOUTH | 3 35 40 FROM SW COR OF SEC RUN N ALG W SEC LI 1317.9 FT, TH S 89 DEG 49.5 MIN E 2585.7 FT TO RR RAIL, TH N 15 DEG 47.5 MIN W 67.2FT, TH S 70 DEG 14.5 MIN W 51.12 FT, TH N 15 DEG 47.5 MIN W 2.17 FT TO POB, TH N 70 DEG 14 MIN 30 SEC E 5 FT, TH N 15 DEG 11 MIN 58 SEC W 122.59 FT, TH S 70 DEG 14 MIN 30 SEC W 6.27 FT, TH N 15 DEG 47.5 MIN W 325.33 FT TO S LI OF ST, TH WLY ALG S SIDE OF ST 470 FT TO E LI OF N 2 ST, TH SLY ALG E LI N 2 ST 417.8 FT TO N R/W OF FEC SPUR TRACK 3, TH ELY ALG SD N R/W 472.25 FT TO POB-LESS THAT PART MPD IN OR 597-228, 3577-727 (3.90 AC - 170,178 ) (OR 4088-994) |
| 2403-314-0003-000-8 | SOUTH | 3 35 40 FROM SW COR SEC 3 RUN N 0 DEG 00.5 MIN W 1317.9 FT, TH S 89 DEG 49.5 MIN E 2585.7 FT TO RR RAIL, TH N 15 DEG 47.5 MIN W 192.2 FT FOR POB AND SW COR OF TRACT HEREIN DESC: FROM POB CONT N 15 DEG 47.5 MIN W 205.0 FT, TH N 70 DEG 14.5 MIN E 253.08 FT TO PT ON WLY SHORE OF IND RIV, TH S 16 DEG 9.5 MIN E 204.9 FT, TH S 70 DEG 14.5 MIN W 254.43 FT TO POB |
| 2403-314-0004-000-5 | SOUTH | 3 35 40 FROM SW COR OF SEC RUN N0 DEG 00.5 MIN W 1317.9 FT TO LI DIV GOV LOTS 3 AND 4 OF SD SEC, TH RUN S 89 DEG 49.5 MIN E 2585.7 FT ALG SD LI TO RR RAIL, TH RUN N 15 DEG 47.5 MIN W 67.2 FT, TH S 70 DEG 14.5 MIN W 51.12 FT TO POB, TH RUN N 15 DEG 47.5 MIN W 2.17 FT, TH N 70 DEG 14.5 MIN E 5 FT, TH N 15 DEG 11 MIN 58 SEC W 122.59 FT, TH N 70 DEG 14.5 MIN E299.28 FT TO IND RIV, TH SELY ALG RIV 125 FT, TH S 70 DEG 14.5 MIN W 306.17 FT TO POB (OR 4088-994) |

**EXHIBIT B (CONTINUED)**
LEGAL DESCRIPTIONS OF PARCELS LOCATED WITHIN THE PORT OVERLAY DISTRICT (POD)

| | | |
|---|---|---|
| 2403-314-0005-000-2 | SOUTH | 3 35 40 FROM SW COR OF SEC RUN N 0 DEG 00.5 MIN W 1317.9 FT TO LI DIVIDING GOV LOTS 3 AND 4, TH RUN N 89 DEG 49.5 MIN E 2585.7 FT ALG SD LI TO RR RAIL, TH N 15 DEG 47.5 MIN W 67.2 FT TO POB, TH RUN N 70 DEG 14.5 MIN E 671.8 FT, TH S 15 DEG 45.5 MIN E 177.2 FT, TH S 70 DEG 26.5 MIN W 330 FT, TH S 15 DEG 52 MIN 30 SEC E 295 FT M/L TO N R/W FISHERMAN`S WHARF, TH WLY ALG SD N R/W 20.10 FT M/L, TH N 15 DEG 52 MIN 30 SEC W 288 FT M/L, TH S 70 DEG 26 MIN 30 SEC W 320.3 FT, TH S 72 DEG 9.5 MIN W 518.92 FT TO INT OF S LI OF TERMINAL DR WITH E LI OF N 2 ST, TH N 17 DEG 50.5 MIN W 50 FT, TH N 72 DEG 9.5 MIN E ALG N LI OF TERMINAL DR 183.80 FT TO SLY R/W OF FEC TRACK 100, TH FOL R/W OF TRACK 100 IN NWLY DIRECTION 273.1 FT TO INT WITH ELY R/W N 2ND ST, TH NWLY ALG SD R/W TO INT OF N R/W FEC RR TRACK 3, TH FOL R/W OF TRACK 3 IN ELY DIRECTION 472.05 FT TO NE COR OF SD R/W, TH N 70 DEG 14.5 MIN E 13.88 FT, TH S 15 DEG 47.5 MIN E 2.17 FT, TH RUN N 70 DEG 14.5 MINE 51.12 FT TO POB AND 90 FT X 330 FT SLIP ADJ REFRIGERATION PLANT ON S-LESS R/W OF FEC RR AND LESS AS IN DB 103-514 AT TERMINAL DR AND 2 ST FOR ST R/W (OR 4088-994) AND ALSO THE FOLLOWING PREVIOUSLY RR PROPERTY: 3 35 40 BEG AT A PT ON WLY R/W FEC RR, SD PT BEING 150 FT N OF C/L OF GRADE CROSSING AT STA 12674 + 71.9 (PLAN 242-62), TH CONT NLY ALG SD WLY R/W 150 FT M/L, TH ELY 25 FT, TH SLY // TO AND 25 FT WLY OF C/L OF MAIN TRACK 150 FT, TH WLY 20 FT TO POB LESS ABANDONED R/W SPUR TRACK 100 AND SPUR TRACK 3 E OF THE W R/W OF N SECOND STREET AS IN 4337-2817 (5.33 AC / 232,175 SF) (4088-994 / 4337-2817) |
| 2403-341-0001-000-8 | SOUTH | 3 35 40 FROM SW COR OF SEC RUN N0 DEG 00 MIN 30 SEC W 1317.9 FT TO LI DIVIDING GOVT LOTS 3 AND 4 IN SEC 3, TH S 89 DEG 00 MIN 30 SEC E ALG SD LI 2585.7 FT TO RAIL ON E SIDE OF TERMINAL DR, THS 15 DEG 47.5 MIN E 107.7 FT TO RAIL IN PAVEMENT AND POB, TH S 15 DEG 47.5 MIN E 168.6 FT TO CONCRETE MONU ON N SIDE OF FISHERMAN`S WHARF, TH N 88 DEG 45.5 MIN W // TO N BDRY OF FISHERMAN`S WHARF 494.7 FT TO 4 INCH PIPE, TH N 14 DEG 03.5 MIN W6.5 FT TO A 4 INCH PIPE, TH N 72 DEG 9.5 MIN E 473.5 FT TO POB, ALL SD LAND LYG IN SEC 3-35-40 (OR 4088-994) |
| 2403-341-0002-000-5 | SOUTH | 3 35 40 FROM PROJECTED INT OF E LI OF N 2 ST AND N LI OF TERMINAL DR RUN NLY ALG N 2 ST R/W 90.4 FT TO SLY R/W OF FEC RR TRACK 100, TH ELY ALG SD SLY R/W 202 FT TO N LI OF TERMINAL DR, TH WLY ALG SD N LI 183.8 FT TO POB-LESS TRIANGULAR SW COR IN ST R/W- (OR 1289-493) |
| 2403-431-0001-000-4 | SOUTH | 3 35 40 FROM SE COR OF FT PIERCE FIN AND CONSTR CO BLKHD LI ON W SHORE OF IND RIV RUN N ALG BLKHDLI 169 FT TO POB, TH CONT N 310 FT, TH W // TO PROJECTED LI OF S BRIDGE 330 FT, TH S TO N LI OF FISHERMAN`S WHARF, TH RUN ELY ALG SD N LI 350 FT M/L TO POB |
| 2403-432-0001-000-7 | SOUTH | 3 35 40 FROM SW COR OF SEC RUN N1317.9 FT TO SW COR OF GOVT LOT 3, TH E ALG S LI OF GOVT LOT 3 2585.7 FT TO RR RAIL, TH S 15 DEG47.5 MIN E 107.7 FT TO POB, TH CONT SLY 168.6 FT TO N LI OF FISHERMAN`S WHARF, TH ELY ALG SD N LI 334.9 FT M/L, TH N 15 DEG 52.5 MIN W 288 FT M/L, TH S 70 DEG 26.5 MIN W 320.30 FT TO POB-(1.68 AC) (EXCHANGE SITE) (OR 4088-994) |

ST. LUCIE COUNTY FLORIDA

ST. LUCIE WORKS


## Board of County Commissioners

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COUNTY ADMINISTRATOR

**Dan McIntyre**
COUNTY ATTORNEY


April 9, 2024

Kev Freeman
Planning Director
City of Fort Pierce

*Sent via email to: kfreeman@cityoffortpierce.com*

**RE: Port of Fort Pierce – DRAFT Zoning Overlay District**

Dear Kev,

Thank you again for the opportunity to provide comments on the Port of Fort Pierce – Draft Zoning Overlay District. The County is glad to participate in furthering the goals of the adopted Port Master Plan. With that, the County is providing comments outlined in the attached memorandum, as well as a mark up of the City's proposed Zoning Code, and Subdistrict Exhibits.

Sincerely,

Benjamin Balcer, AICP
Planning and Development Services Director

Cc: Mayté Santamaria, Deputy County Administrator II
Joshua Revord, P.E., Director of Port, Inlet & Beaches
Kori Benton, AICP, Planning Manager


PLANNING & DEVELOPMENT SERVICES DEPARTMENT

Balcerb@stlucieco.org 2300 Virginia Avenue | Fort Pierce, FL 34982 (772) 467 - 2822 (772) 462 - 1589 (772) 462 - 1581
www.stlucieco.gov

***City of Fort Pierce Planned Maritime Development Zone - Port Master Plan Consistency Review:***

The City of Fort Pierce Planning Department has continued efforts to advance a city-initiated proposal to create either a new Zoning Overlay or Zoning District, initially with intent to implement the Port of Fort Pierce Master Plan (2020) – with more recent renditions incorporating property owner requests for land use eligibility. The following analysis provides insight into 2021 draft proposals, and the most recent 2024 version relative to the adopted Port Master Plan and related Comprehensive Plan Goals, Objectives, & Policies (County & City).

***Original Amendment Scope - #1 (Early 2021):***

The original scope, detailed in the enclosed attachment, included only a new Zoning District with intent to ensure:

1. Compatibility with the adopted City of Fort Pierce Future Land Use at the Port of Fort Pierce; and
2. Streamline development in substantial conformance with the 2020 Port of Fort Pierce Master Plan (2020 Plan); and
3. Provide a path for property owners to propose development not aligned with the 2020 Plan with appropriate public notice, intergovernmental coordination, and comment.

The overarching goal was to incentivize stakeholder support and make it simple to develop in accordance with the Plan, while not making it any more difficult than it is now to propose something not currently contemplated.

***Modified Proposal - #2 (October 2021):***

The City's Planning staff has expanded the proposal scope to include:

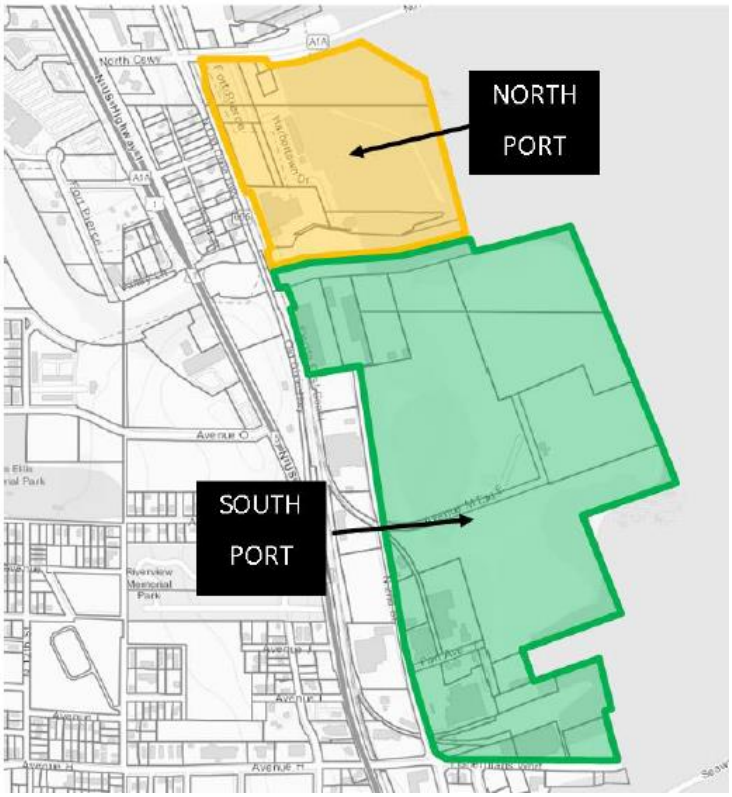
1. A Future Land Use Map Amendment for all property within the Port to the "Marine Commercial (MC)" Future Land Use category;
2. A Zoning Text Amendment to create the Planned Maritime Development Zoning District (PMD), with associated rezoning; and
3. A Zoning Text Amendment to define a "Corporate residential use" relating to on-site housing used by port related businesses on a temporary basis.

***Current Proposal - #3 (Early 2024):***

The City's refined proposal scope includes:

1. Creation and establishment of the Port Overlay District (POD) and two (2) Port Zone Overlay District Areas (PODA). Ordinance Section 3. Provides for "*rezoning* of the Port Overlay District (POD)", with Legal Descriptions for the affected area.
2. The new proposal brings lands north of Taylor Creek, east of Old Dixie, and south of North Causeway into the mix, within its own "North Port" PODA, while the remaining Port Planning Area is lumped into a single PODA.

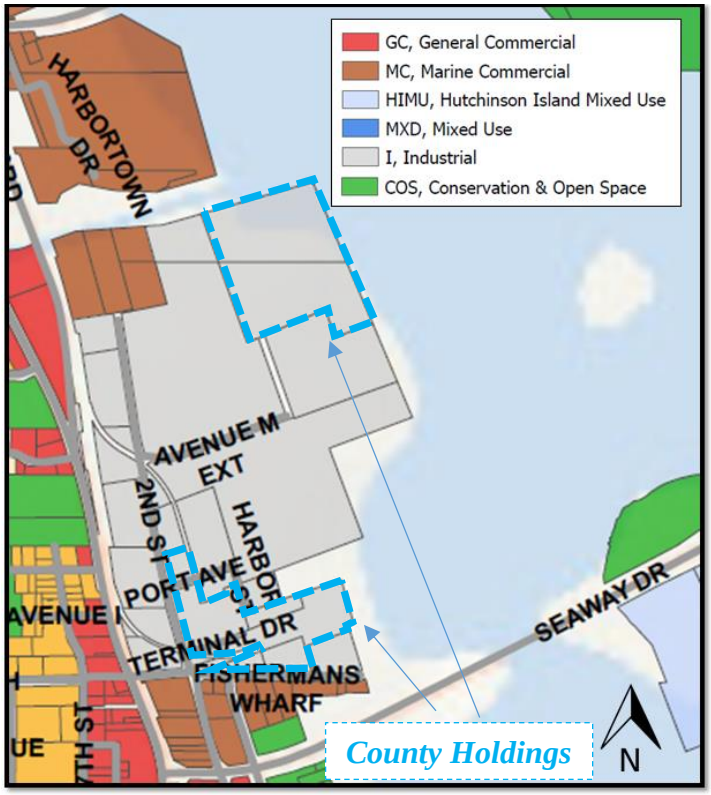
d. *Boundaries.* The boundaries of the POD and the PODA are illustrated in figure 157(3)(A) below.




*Port Planning Area Future Land Use - Background*

The Port Master Plan Study Area features two (2) City of Fort Pierce Future Land Use designations, the Industrial (I) which covers most of the Port, with a Marine Commercial (MC) category applied to the Harbortown and Taylor Creek Marinas.

**City of Fort Pierce Future Land Use Map Snapshot**



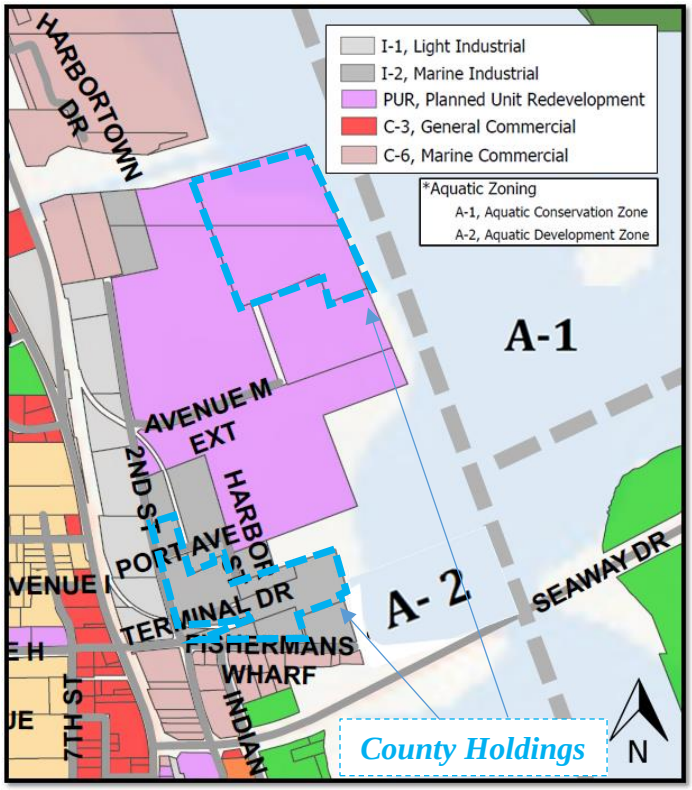

The Industrial designation is *intended for parcels suitable for industrial development and to promote the City's position as a major employment center. The uses allowed under this designation include light manufacturing and processing facilities; storage and distribution facilities; warehousing; general and intensive commercial uses; research corporate parks, large business parks and mixed use office parks; office, retail, and service uses that provide support to employees; and compatible public, quasi-public, and special uses. This land use designation allows a maximum FAR of 1.5.*

The Marine Commercial (MC) Future Land Use designation, currently proposed for the entirety of the Study Area, is *intended to promote commercial and industrial uses with a focus on marine related establishments along the waterfront.* Further, the category provides "Uses allowed within this designation include marine-related light industrial activities and tourist activities, marinas, boat stores/boat repair, restaurants, retail shops, hotels, and offices." Additionally, "*Multifamily residences are also allowed in this designation. Allow(*ing*) a maximum density of 15 dwelling units per acre and a maximum FAR of 1.0",* with Residential uses eligible to *"comprise up to 20 percent of the total building floor area of the Marine Commercial future land use designation. "*

*Current Port Zoning*

The undeveloped Port Study area, including Harbour Pointe, is largely located within the City's Planned Unit Redevelopment (PUR) Zone which has been the longstanding target of revision or replacement for the undeveloped portion of the Port Planning Area. The active Port terminals are within the I-2, Marine Industrial Zone.

**City of Fort Pierce Zoning Map Snapshot**




The exercise was intended to offer property owners a greatly simplified rezoning process *centered on implementing the Port Master Plan*, with prior drafts affirming a requirement that all "*Uses within a (Planned Maritime District (PMD) must be consistent with the adopted Port Master Plan."*

- Intermingling uses such as import and export operations, terminal and transfer facilities, rail, hotels, and corporate residential uses with no limitation of scale, intensity, height and placement could generate compatibility conflicts. Unencumbered authorization of uses, including many not contemplated by the Port Master Plan, could create conflicts among users and nuisance situations.

- The proposed District text does not identify any corresponding connection to use of the aquatic areas abutting the port uplands. The City has established Aquatic Zoning Districts which should be actively considered in this Zoning Text & Atlas Amendment exercise.

- A lead goal of this initiative is to provide an organized and compatible development pattern within the PMD zone, consistent with the Port Master Plan, which may be better achieved with restoration of three (3) distinct subdistricts, or the provision of subareas or subarea standards to support transitions between more consumer oriented commercial (Harbortown/Taylor Creek), Harbor Pointe Park, the primary Port Area, adjacent to the existing terminal and turning basin/deep water access, and Fisherman's Wharf.

**Recommendations:**

- Clarify whether the draft ordinance creates and establishes boundaries for an Overlay District or a new Zoning District (via "Rezoning").

- Verify the stated exclusion (Sec. 125-157 (c) i.(5) "*The standards contained within the City's Aquatic Conservation Zones (A-1) and (A-2) shall not apply to the boundaries of the POD"*), appropriately addresses the A-1 & A-2 Zoning Districts, as the POD "boundaries" do not extend much into the aquatic area or zone(s). Consider any corresponding adjustments to ensure this is addressed to help implement the Port Master Plan by supporting development that aligns with the Plan.

- The new proposal's consolidation of the Port Planning Area from Fisherman's Wharf Drive (Avenue H) north to Taylor Creek into a single PODA could group heterogeneous holdings into a policy group that may be too far ranging or open ended which could cause future concerns of intensity and incompatibility.

- Ensure that efforts to support streamlined and flexible development options remain aligned with the adopted Port Master Plan. Consider intended and unintended consequences of potentially incompatible uses in an unrestricted fashion, with attention to alleviating potential use conflicts. Where there's

support to introduce uses outside of the Port Master Plan, carefully consider transitional areas and associated standards.

Prior and current recommendations include the provision of Subdistricts or Subarea with Use Tiers which consider the unique dynamics of the land, north to south, each with a set of permitted (by-right) and *conditional uses* (requiring approval via Public Hearing(s)). Ensure these Subdistricts account for existing port operations, while identifying a streamlined process for new development aligned with the Port Master Plan. The previously recommended Subdistrict Map and corresponding use sets are enclosed for reference.

The Port Master Plan struck a cohesive balance, embracing core industries and compatible uses while not ruling out appropriate growth in other maritime sectors. The proposed policy should balance "by-right" uses aligned with the PMP, which will by default expand the certain use potential to property owners and their investments, while *allowing alternatives when an applicant demonstrates compatibility and appropriate design.*

Success of the City's proposal, to adoption through a public process, demands public support which was broadly secured by the Port Master Plan. Supporting the Plan's accepted use mix while offering property owners a clear process to act on further "flexibility" if there's a market, compatibility and policy-maker acceptance is pragmatic. Pooling too many, far reaching and potentially incompatible uses in a by-right fashion may be met with public opposition and delay the overall effort.

**Attachments**
Potential Alternative to Current Port Overlay Subdistricts - Mark-up of Port Master Plan
Prior Concept Exhibit - Potential Port Zoning Subdistricts
Draft Ordinance Comments

**ORDINANCE NO. 24-NNN**

**AN ORDINANCE AMENDING THE CODE OF ORDINANCES OF THE CITY OF FORT PIERCE, FLORIDA, CHAPTER 125 – ZONING, ARTICLE III – ESTABLISHMENT OF ZONES, SECTION 125-157 – DESIGNATION OF OVERLAY DISTRICTS, CREATING SUBSECTION (3) – PORT OVERLAY DISTRICT, TO CREATE AND ESTABLISH THE PORT OVERLAY DISTRICT (POD); PROVIDING FOR A SEVERABILITY CLAUSE; REPEALING ALL ORDINANCES OR PARTS THEREOF IN CONFLICT; PROVIDING FOR AN EFFECTIVE DATE.**

**WHEREAS,** the City Commission directed staff at its December 14, 2020, City Commission Conference Agenda meeting to bring forward a rezoning of the area identified within the Port Masterplan in order to promote redevelopment of such; and

**WHEREAS,** the implementation of the Port Overlay District (POD) and Port Zone Overlay District Areas (PODA) will encourage the redevelopment of the Port of Fort Pierce by promoting the area defined within the Port of Fort Pierce Masterplan for maritime and marine related commercial and marine industrial uses; and

**WHEREAS,** the City of Fort Pierce Planning Board held a properly noticed hearing at a regularly scheduled meeting to consider the revisions, and at their _____, 2024, meeting, voted _____ to recommend _____ of the request.

NOW, THEREFORE, BE IT ORDAINED by the City Commission of the City of Fort Pierce, Florida:

**SECTION 1**. Chapter 125 – Zoning, Article IV, Basic Zoning Districts, Section 125-157, Designation of Overlay Districts, Subsection (c), Port Overlay District is hereby created and the same shall read as follows:

**Sec. 125-157 – Designation of overlay districts.**

(c) Port Overlay District

a. *Purpose.* The intent of the Port Overlay District (POD) and the designated Port Overlay District Areas (PODA) is to provide suitable locations within the Port of Fort Pierce (POFP) for port activities and compatible marine commercial, marine industrial, and supporting uses. In addition, certain non-industrial water-oriented uses and uses associated with them may be permitted. The requirements in this zone recognize that certain marine oriented activities can be compatible with other activities and when combined can create a unique environment.

b. *Port Overlay District. The area defined as the POD is based on the general boundary of the Port of Fort Pierce and further contains and defines two Port Overlay District Areas (PODA) and named North Port and South Port.*

c. *Port Overlay District Areas*. The PODA are designated in order to define the uses generally allowed within the POD which are based on the uses outlined within the approved POFP masterplan.

d. *Boundaries*. The boundaries of the POD and the PODA are illustrated in figure 157(3)(A) below.

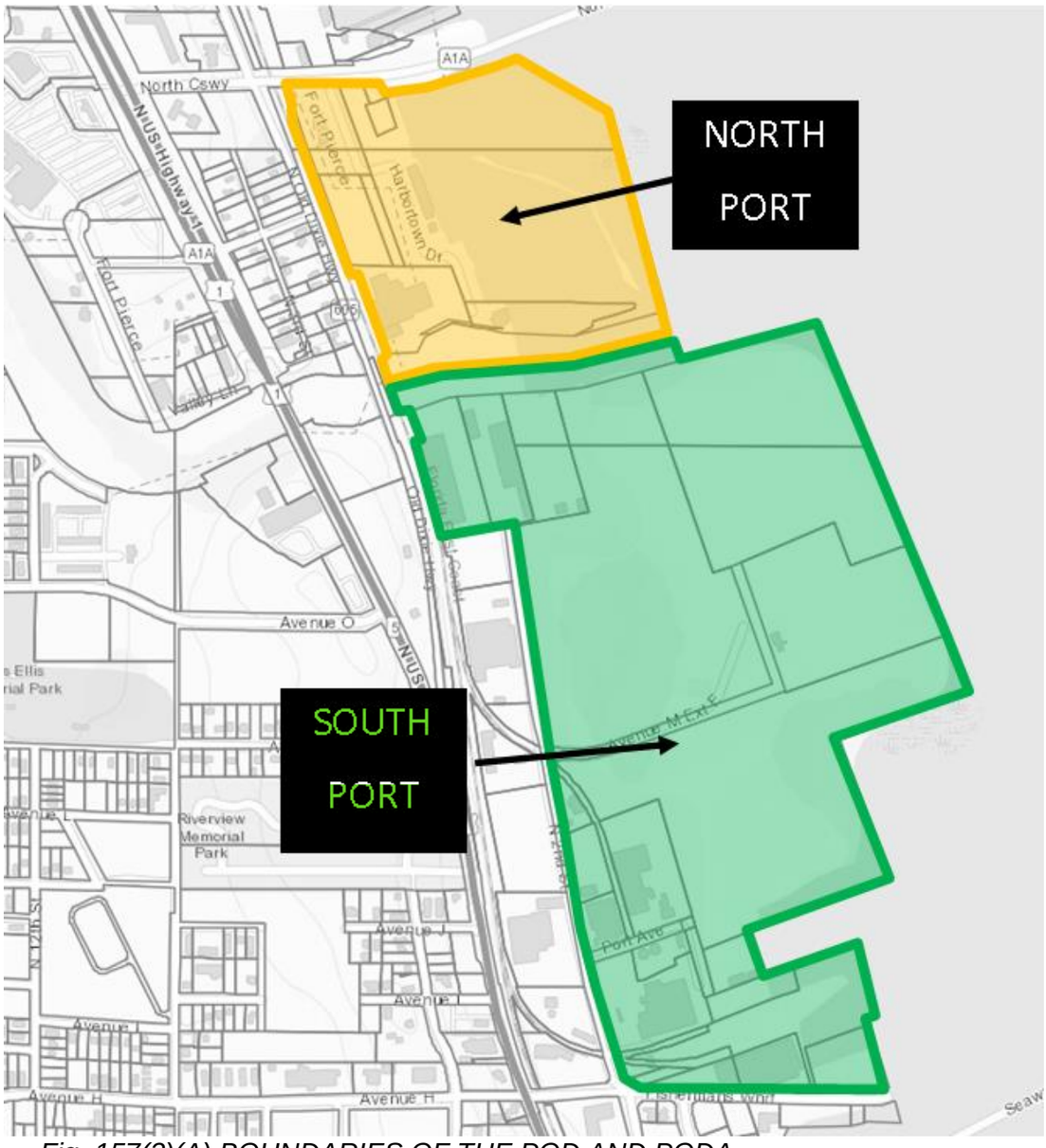



*Fig. 157(3)(A) BOUNDARIES OF THE POD AND PODA.*

e. *Definitions.* The following words, terms, and phrases, when used in this section, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning. The definitions also pertain to the uses allowed by right or by conditional use within the POD subject to the restrictions of the PODA and the underlying Future Land Use of the property.

*Coastwide shipping* means the movement of cargo and passengers by sea along a coast, without crossing an ocean.

*Corporate residential* means housing provided on-site to workers employed in connection with uses in and around the POFP and available to rent on a temporary and flexible basis. Such use shall be considered to be commercial for purposes of the POD.

*Education facility* means land, buildings, or structures used for providing academic, commercial, or curriculum-based educational services.

*Environmental and cultural resources* means a use which encompasses natural habitats, sensitive species, sensitive habitat lands, wetlands, floodplains, any product of human activity or any object or place given significance by human action or belief, including landforms and archaeological sites.

*Export operations* means an activity where resources, intermediate goods, or final goods or services that a buyer in one country purchases from a seller in another country.

*Fuel Storage and Distribution* means activities and processes associated with storing, handling, and transporting fuel from the fuel production facility to and at the fueling station.

*Fueling* means that part of a property where flammable or combustible liquids or gases used as fuel are stored and dispensed from fixed equipment to fuel tanks of marine vessels.

*Import operations* means an activity where resources, goods, or services that producers in one country sell to buyers in another country.

*Helistop* means *a* designated land area "Helistop" means a designated land area or roof structure used for the pickup or discharge of passengers and cargo, which does not provide helicopter maintenance and repair facilities or fueling services.

*High and dry boat storage* means structures or racks located landward of the high watermark that provide dry places and easy access for removing and returning boats, kayaks, Jet Skis, etc., from the water via a lift or hoist.

*Hotel* means a facility offering transient lodging accommodations to the general public and providing additional services, such as restaurants, meeting spaces, entertainment, and recreational facilities.

*Light Industrial* means an industrial use such as manufacturing, assembly, or repairs, and does not include uses which may be obnoxious by reason or emission of odors, dust, noise, smoke, or vibrations.

*Marinas* means facilities which provide moorage, launching, storage, supplies, and a variety of services for recreational, commercial fishing and charter fishing vessels. They are differentiated from docks/moorages by their larger scale, the provision of significant landside services and/or the use of a solid breakwater (rock, bulkheading, etc.).

*Marine industrial* means the assembly, production, warehousing, or storage of finished or semi- finished materials or components into a finished or semi-finished marine product and includes the production or sale of fishing equipment and supplies, boat construction and dry land boat storage, sales of fisheries products for human consumption, and commercial fishing operations.

*Marine related retail* means the sales of boats, boat rental, boat and marine accessories and parts and related supplies, fishing equipment, and fishing licenses.

*Passenger vessel* means a day trip or cabin vessel constructed and equipped to carry more than 12 passengers.

*Passive Park and Recreation* means passive recreation, greenway, and stormwater recharge uses, and public facilities necessary to support development on nearby buildable lands and water-related development.

*Rail*. The rails, ties, ballasts, spur and all related apparatus or appurtenances attached thereto which are necessary for the operation of a railroad.

*Resort hotel* means tourist-oriented destination resort facility offering transient lodging accommodations with sleeping units available to the general public in conjunction with marine, aquatic, golf or other recreational amenities, including, but not limited to, organized programs, activities, camps and excursions for both adults and/or children, fitness and spa facilities, as well as other services and amenities including restaurants, meeting, conference and/or banquet facilities as well as entertainment where such sleeping units are intended for the exclusive use as transient lodging accommodations.

*Restaurant* means a use where food and beverages are offered for sale to the public for consumption at tables or counters either inside or outside the building on the lot.

*Shipyard*. A yard, place, or enclosure where ships are built, maintained, restored, or repaired.

*Terminal facilities* means one or more structures comprising a terminal unit, which include, but are not limited to, wharves, warehouses, covered and/ or open storage spaces, cold storage plants, cranes, grain elevators and/or bulk cargo loading and/or unloading structures, landings, and receiving stations, used for the transmission, care and convenience of cargo and/or passengers in the interchange of same between land and water carriers or between two water carriers.

*Vessel Repair* means the use for repair, maintenance, restoration, and construction of vessels, or work on the underwater bodies of vessels, and uses which are ancillary, accessory, or incidental to vessel repair or construction, including use of a drydock or ship lift.

*Water-dependent use* means the use or a portion of a use which cannot exist in any other location and is dependent on the water by reason of the intrinsic nature of its operations. Examples of water-dependent uses may include ship cargo terminal loading areas, ferry and passenger terminals, barge loading facilities, ship building and dry docking, marinas, or float plane facilities.

*Water-related use* means a use which provides goods and/or services that are directly associated with water-dependent uses (supplying materials to, using products of or offering commercial or personal services to water-dependent uses).

f. *District Uses.* Permitted and Conditional uses allowed within each PODA are identified in table 157(3)(B). Port Overlay District Permitted and Conditional Uses.

| PORT OVERLAY DISTRICT (POD) PERMITTED AND CONDITIONAL USES | NORTH PORT | | SOUTH PORT | |
|---|---|---|---|---|
| USE | P | C | P | C |
| Boat Slips | X | | X | |
| Boat Servicing | X | | X | |
| Coastwide shipping | X | | X | |
| Corporate residential | | X | X | |
| Education facility – Marine | X | | X | |
| Environmental and cultural resource - Marine | X | | X | |
| Export operations | X | | X | |
| Fueling | X | | X | |
| Fuel Storage and Distribution | | X | | X |
| Greenway | X | | X | |
| Helistop | | X | | X |
| High and dry boat storage | X | | X | |
| Import operations | X | | X | |
| Light Industrial | X | | X | |
| Marina | X | | X | |
| Marine Industrial | X | | X | |
| Passenger Vessel | X | | X | |
| Passive Park, Recreation, Stormwater Recharge | | X | X | |
| Rail | | X | | X |
| Resort Hotel (100 Rooms or less) | | X | X | |
| Resort Hotel (more than 100 Rooms) | | X | | X |
| Restaurant | X | | X | |
| Retail - Marine Related | X | | X | |
| Shipyard | X | | X | |
| Terminal Facilities | | X | | X |
| Vessel Repair | X | | X | |
| Other Water-dependent Use | | X | | X |
| Other Water-related Use | | X | | X |

Figure 157(3)(B): Permitted and Conditional Uses allowed within the Port Overlay District by PODA (P=permitted, C=conditional)

g. *Basic use standards.* Land development in the POD must meet the requirements of this section. More restrictive requirements, set forth in accordance with other provisions of this chapter, must be satisfied by the conditional use process.

(1) *Lot size.* There are no minimum lot area, width, or depth requirements.

(2) *Impervious coverage.* Maximum impervious lot coverage is regulated by the required on-site stormwater treatment.

(3) *Maximum Building height.* Is regulated by the Floor Area Ratio (FAR) of the Future Land Use.

(4) Stacking of cargo containers shall not exceed 60 feet.

h. *Special conditional use criteria.* No conditional use outside of the conditional uses set out in figure 157(3)(B) will be considered in the POD unless it meets one or more of the following criteria:

(1) *The use is a water-dependent use,* which means that it can only be carried out on, in, or adjacent to water and the location *or* access is needed for:

i. Waterborne transportation (such as navigation; mooring, fueling and servicing of ships or boats; terminal and transfer facilities; fish or other resource and material receiving and shipping), or

ii. Recreation (active recreation such as swimming, boating, or fishing; passive recreation such as viewing or walking), or

iii. A source of water (such as energy production, cooling of industrial equipment or wastewater or other industrial processes), or

iv. Marine research or education (such as viewing, sampling, recording information, conducting experiments or teaching).

(2) *The use is a water-related use,* which means that:

i. It provides goods and/or services that are directly associated with water-dependent uses (supplying materials to, using products of or offering commercial or personal services to water-dependent uses), or

ii. If it were not located near the water, it would experience a public loss of quality in the goods and services offered (evaluation of public loss of quality will include a subjective consideration of economic, social, and environmental consequences of the use), or

iii. The use, which is not the primary use of the structure, shares an existing structure with a water-dependent use or water-related use and the combination results in a multiple use facility, or

iv. The project provides significant public access or recreation uses through the provision of waterfront seating, walkways, piers, street furniture or similar facilities, or

v. The use is an accessory use important to the operations of the principal use, or

vi. The use is a temporary use which meets the requirements of section 125-320.

i. *Other applicable use standards.*

(1) A POD site plan review shall be required in conformance with the site plan review section of the City's Code of Ordinances.

(2) All development will comply with applicable access, parking and loading standards of the City's Code of Ordinances. Alternatively, projects may utilize the most current version of the ITE parking generation manual. For mixed use projects, shared parking is encouraged, and parking requirements shall be determined by a parking analysis prepared by a

licensed (PE) Traffic Engineer and if considered appropriate shall be approved by the Planning Director or designee.

(3) All development will comply with applicable stormwater management standards of the City's Code of Ordinances. Innovative stormwater treatment solutions may be supported if accompanied by a licensed (PE) Engineer's signed and sealed analysis and drainage statement, as approved by the Planning Director or designee.

(4) All development will comply with applicable landscaping standards of the City's Code of Ordinances. Alternative landscape design proposed by a licensed Landscape Architect, shall be approved if considered appropriate by the Planning Director or designee.

(5) The standards contained within the City's Aquatic Conservation Zones (A-1) and (A-2) shall not apply to the boundaries of the POD.

(6) Conditional uses will be reviewed and approved through the site plan review process.

(7) Signs will comply with the standards of the City's Code of Ordinances.

j. *Applicability of other code provisions not in conflict herein.* All regulations of the City's Code of Ordinances not directly in conflict herewith are applicable to a POD site plan.

k. *Easements.* Easements necessary for the orderly extension and maintenance of public utilities, roads and/or other special needs which may be required shall be provided as deemed appropriate by the City Commission.

l. *Phasing.* Each phase of development must be planned and related to previous and future development phasing, surrounding properties, and available public facilities and services, to ensure all phases of development will not adversely impact drainage, utilities, access, parking, or the traffic flow of the completed phases.

m. *Expiration of approval.* POD site plans shall specify expiration date as part of a timetable of development. If building permits are not received within the approved timetable, then the site plan is deemed expired, and a revised site plan and timetable will be required to be submitted and approved prior to the undertaking of development activity.

n. *Additional requirements.* The final approval of a POD site plan may establish additional requirements and/or conditions as necessary to ensure that a POD Site Plan conforms to the intent of this section.

o. *Variances are not necessary.* The specific development standards will be contained in the approved site plan for each development listed within the development order which normally considers those matters which might otherwise be the subject of variance review by the board of adjustment.

p. Unregulated activities. The provisions of this district will not be interpreted to prohibit or regulate the following activities, unless the prohibition or regulation is specifically stated as a condition of approval of a conditional use:

(1) Filling.

(2) Dredging.

(3) Dredged material disposal.

(4) Bankline/stream alteration.

(5) Construction and repair of shoreline stabilization structures, mosquito control structures and dikes.

(6) Installing types of navigational structures not previously listed in this subsection.

**SECTION 2.** The boundaries of the Port Overlay District (POD) and the Port Overlay District Areas (PODA) therein are depicted at **Exhibit A**, attached hereto, and adopted herewith.

**SECTION 3.** The legal descriptions of the parcels subject to the rezoning of the Port Overlay District (POD) are described at **Exhibit B**, attached hereto, and adopted herewith.

**SECTION 4.** All ordinances or parts thereof that may be determined to be in conflict herewith are hereby repealed.

**SECTION 5.** The provisions of this Ordinance are declared to be severable and if any section, sentence, clause, or phrase of this Ordinance shall, for any reason, be held to be invalid or unconstitutional, such decision shall not affect the validity of the remaining sections, sentences, clauses, and phrases of this Ordinance, which shall remain in effect, it being the legislative intent that this Ordinance shall stand notwithstanding the invalidity of any part.

**SECTION 6.** This Ordinance shall take effect immediately upon passage.

APPROVED AS TO
FORM AND CORRECTNESS:

_____
Sara Hedges, Esq.
City Attorney

STATE OF FLORIDA COUNTY OF ST. LUCIE

WE, THE UNDERSIGNED, Mayor Commissioner and the City Clerk of the City of Fort Pierce, Florida, do hereby certify that the foregoing and above Ordinance No. 24-NNN was duly advertised by title only in the St. Lucie News Tribune on _____, 2024; copy of said Ordinance was made available at the Office of the City Clerk to the public upon request; said Ordinance was duly introduced, read by title only, and passed on first reading by the City Commission of the City of Fort Pierce, Florida, on _____, 2024; and was duly introduced, read by title only, and passed on second and final reading on _____, 2024, by the City Commission of Pierce, Florida.

IN WITNESS HEREWITH, we hereunto set our hands and affix the Official Seal of the City of Fort Pierce, Florida, this _____ day of _____, 2024.

_____
Linda Hudson, Mayor

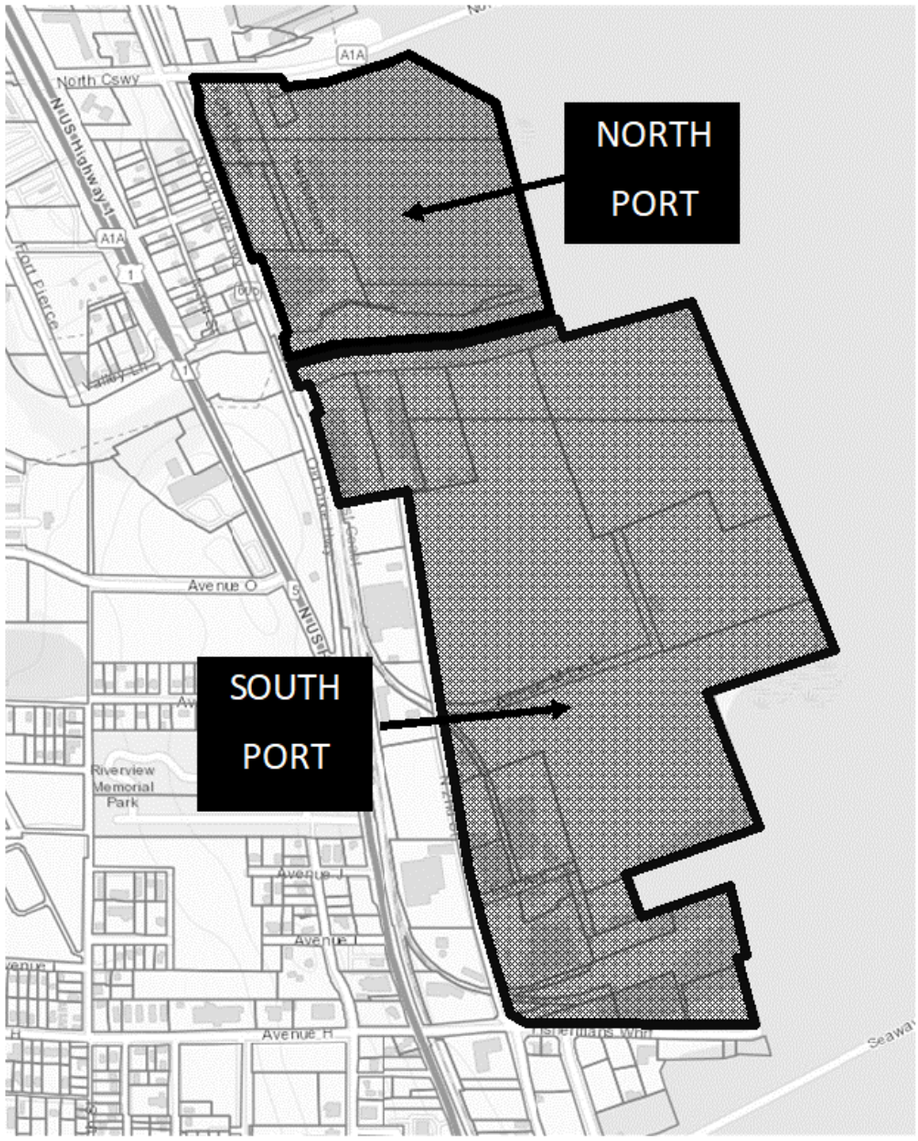
ATTEST:

_____
Linda W. Cox
City Clerk

(SEAL)

**EXHIBIT A**

BOUNDARY OF THE PORT OVERLAY DISTRICT (POD) AND PORT OVERLAY DISTRICT AREAS (PODA)



# EXHIBIT B

LEGAL DESCRIPTIONS OF PARCELS LOCATED WITHIN THE PORT OVERLAY DISTRICT (POD)

| Parcel ID | PODA | Legal Description |
|---|---|---|
| 1434-330-0004-000-8 | NORTH | 34 34 40 FROM NW COR OF SEC 3-35-40, TH S 89 DEG 37 MIN 30 SEC E ALG TWP LI 628.90 FT TO ELY R/W OF FEC RR, TH NELY ALG SD E R/W 327.40 FT TO S R/W ST RD A-1-A, TH ELY ALG SD S R/W 249.55 FT TO POB, TH CONT ALG SD S R/W 112.04 FT, TH S 21 DEG 08 MIN 13 SEC E 97.23 FT, TH S 68 DEG 51 MIN 47 SEC W 20 FT, TH S 21 DEG 08 MIN 13 SEC E 150 FT, TH N 68 DEG 51 MIN 47 SEC E 100 FT, TH N 21 DEG 08 MIN 13 SEC W 150 FT, TH N 68 DEG 51 MIN 47 SEC E 71.06 FT TO A PT ON A CURVE CONC NWLY, R 1737.28 FT, CA 13 DEG 46 MIN 46 SEC, TH ELY ALG ARC 417.81 FT, TH N 68 DEC 51 MIN 47 SEC E ALG TANG OF SD CURVE 170.86 FT, TH S 60 DEG 47 MIN 30 SEC E 492.74 FT, TH S 15 DEG 47 MIN 30 SEC E 244.15 FT M/L TO S LI SD SEC 34, TH WLY ALG SD S LI 1222 FT M/L, TH N 20 DEG 24 MIN W 340 FT M/L TO SLY R/W ST RD A1A AND POB (9.18 AC) (OR 3792-2820) |
| 1434-330-0004-010-1 | NORTH | 34 34 40 FROM NW COR OF SEC 3-35-40, TH S 89 DEG 37 MIN 30 SEC E ALG TWP LI 628.90 FT TO ELY R/W OF FEC RR, TH NELY ALG SDE R/W 327.40 FT TO S R/W ST RD A-1-A, TH ELY ALG SD S R/W 361.59 FT TO POB, TH S 21 DEG 08 MIN 13 SEC E 97.23 FT, TH N 68 DEG 51 MIN 47 SEC E 151.06 FT TO PT ON A CURVE CONC TO NWLY, R 1737.28 FT, CA 13 DEG 46 MIN 46 SEC, TH WLY ALG ARC 78.64 FT, TH NLY ALG ST RD A1A R/W 48.32 FT, TH WLY ALG SD S R/W 96.28 FT TO POB (0.20 AC) (OR 3792-2820) |
| 1434-330-0004-020-4 | NORTH | 34 34 40 FROM NW COR OF SEC 3-35-40, TH S 89 DEG 37 MIN 30 SEC E ALG TWP LI 628.90 FT TO ELY R/W OF FEC RR, TH NELY ALG SD E R/W 327.40 FT TO S R/W ST RD A-1-A, TH ELY ALG SD S R/W 361.59FT TO POB, TH S 21 DEG 08 MIN 13 SEC E 97.23 FT, TH S 68 DEG 51 MIN 47 SEC W 20 FT, TH S 21 DEG 08 MIN 13 SEC E 150 FT, TH N 68 DEG 51 MIN 47 SEC E 100 FT, TH N 21 DEG 08 MIN 13 SEC W 150 FT, TH S 68 DEG 51 MIN 47 SEC W 80 FT TO POB (0.34 AC) (OR 3792-2820) |
| 1434-330-0008-000-6 | NORTH | 34 34 40 FROM NW COR OF 3-35-40 RUN S 89 DEG 37 MIN 30 SEC E ALGTWP LI 628.9 FT TO ELY R/W FEC RR FOR POB, TH NWLY ALG SD ELY R/W 239.1 FT, TH S 89 DEG 44 MIN E 26.65 FT, TH N 20 DEG 24 MIN W 88.30 FT TO SLY R/W ST RD A1A, THELY ALG SD SLY R/W 222.90 FT, TH S 20 DEG 24 MIN E 340 FT M/L TO N LI SD SEC 3, TH WLY ALG SD N LITO ELY R/W FEC RR FOR POB (1.81 AC) (OR 203-2426: 1173-883) |
| 2403-211-0000-000-1 | NORTH | 3 35 40 FROM NW COR SEC 3, TH S 89 DEG 37 MIN 30 SEC E ALG TWP LI 882.10 FT M/L TO A PT LYG 237.13 FT AS MEAS AT RIGHT ANGLE TO ELY R/W FEC RR AND POB, TH S 20 DEG 24 MIN E 560.40 FT M/L TO A PT LYG 237.13 FT AS MEAS AT RIGHT ANGLE TO ELY R/W FEC RR, TH S 89 DEG 44 MIN E 221.58 FT M/L, TH S 20 DEG 24 MIN E 300.32 FT, TH S 79 DEG 13 MIN E 163.78 FT, TH S 87 DEG 55 MIN E 312.7 FT, TH N 74 DEG 12 MIN 30 SEC E 450 FT, TH N 15 DEG 47 MIN 30 SEC W 745 FT M/L TO SD TWP LI, TH WLY ALG SD TWP LI 1222 FT M/L TO POB-LESS THAT PART OF TAYLOR HARBOR FISHING PORT S/D LYG WITHIN THIS DESC- (18.43 AC) (OR 3792-2820) |
| 2403-212-0001-000-1 | NORTH | 03 35 40 A PARCEL OF LAND LYG E OF FEC RR R/W AND N OF TAYLOR CREEK INCL ALL LOT 1 AND PART OF LOT 2 TAYLOR HARBOR FISHING PORTS/D MPDAF: FROM NW COR SEC 3, TH S89 DEG 37 MIN 30 SEC E ALG TWP LI 628.90 FT TO ELY R/W FEC RR, TH SELY ALG SD R/W 107.5 FT, TH S 89 DEG 44 MIN E 200 FT, TH S 20 DEG 24 MIN E 453.50 FT TO POB, TH N 89 DEG 44 MIN W 200 FT TO ELY R/W FEC RR, TH S 20DEG 24 MIN E 48.9 FT, TH S 89 DEG44 MIN E 26.72 FT, TH S 29 DEG 24MIN E 387.65 FT TO N R/W TAYLOR CREEK, TH N 87 DEG 56 MIN 41 SEC E AKG SD R/W 137.24 FT, TH N 23 DEG 59 MIN 10 SEC E 76.68 FT, TH N 61 DEG 49 MIN 28 SEC E 149.09 FT, TH S 79 DEG 06 MIN 17 SEC E 102.76 FT, TH N 20 DEG 24 MIN W 299.94 FT, TH N 89 DEG 44 MIN W 274.20 FT M/L TO POB (3.50 AC) (OR 3792-2820) |
| 2403-221-0000-000-2 | NORTH | 3 35 40 FROM INT OF N LI OF SEC AND E R/W OF FEC RR RUN SELY ALG R/W 107.5 FT, TH E 19.77 FT TO POB, TH CONT E 180.23 FT, TH SELY // TO RR R/W 453.5 FT, TH W 200 FT TO RR R/W, TH NWLY ON R/W 225.5 FT, TH E TO PT 43.5 FT NELYOF C/L OF N BOUND MAIN TRACK, TH NWLY ON RR R/W 228 FT TO POB (1.85 AC) (OR 3792-2820) |
| 2403-221-0001-000-9 | NORTH | 03 35 40 FROM NW COR RUN S 89 DEG 37 MIN 30 SEC E ALG TWP LI 628.9 FT TO E R/W FEC RR AND POB, TH S 20 DEG 24 MIN E ALG SD ELY R/W 107.6 FT, TH S 89 DEG 44 MIN E 253.43 FT, TH N 20 DEG 24 MIN W 107.60 FT M/L TO A PT ON SD S TWP LI, TH N 89 DEG 37 MIN 30 SEC W 253.20 FT M/L TO ELY R/W FEC RR AND POB (0.50 AC) (OR 203-2426: 1173-883) |

**EXHIBIT B (CONTINUED)**
LEGAL DESCRIPTIONS OF PARCELS LOCATED WITHIN THE PORT OVERLAY DISTRICT (POD)

| | | |
|---|---|---|
| 2403-221-0002-000-6 | NORTH | 03 35 40 FROM NW COR RUN S 89 DEG 37 MIN 30 SEC E ALG TWP LI 628.90 FT TO E R/W FEC RR, TH S 20 DEG 24 MIN E ALG SD ELY R/W 107.6 FT, TH S 89 DEG 44 MIN E 200 FT TO POB, TH CONT S 89 DEG 44 MIN E 53.43 FT, TH S 20 DEG 24MIN E 453.50 FT, TH N 89 DEG 44 MIN W 53.20 FT M/L, TH N 20 DEG 24 MIN W 453.50 FT TO POB (0.55 AC) (OR 3792-2820) |
| 2403-601-0002-000-2 | NORTH | TAYLOR HARBOR FISHING PORT S/D LOTS 2 TO 12 INCL-LESS THAT PART OF LOT 2 AS IN OR 488-452 (2.18AC) (OR 3792-2820) |
| 2403-123-0000-000-1 | SOUTH | 3 35 40 THAT PART OF FOL DESC PARCEL LYG WITHIN GOVT LOT 1: FROM SW COR SEC RUN N 0 DEG 00 MIN 30 SEC W 1317.9 FT, TH S 89 DEG 49 MIN 30 SEC E 2585.7 FT TORR RAIL, TH N 15 DEG 47 MIN 30 SEC W 1098.88 FT, TH N 70 DEG 14 MIN 30 SEC E 739.62 FT, TH N 19 DEG 45 MIN 30 SEC W 970.92 FT FOR POB, TH S 70 DEG 14 MIN 30 SEC W 131.98 FT, TH N 19 DEG 45 MIN 30 SEC W 957.71 FT TO S R/W C-25 (TAYLOR CR) TH N 74 DEG 24 MIN E 850.04 FT, TH S 22 DEG 50 MIN E, 1118.74 FT, TH S 70 DEG 14MIN 30 SEC W 294.64 FT, TH N 19 DEG 45 MIN 30 SEC W 221.06 FT, THS 70 DEG 14 MIN 30 SEC W 481.2 FT TO POB (AS PER HB 4029 EFF 10/1/98) |
| 2403-123-0001-000-8 | SOUTH | 3 35 40 THAT PART OF THE FOL DESC PARCEL LYG WITHIN GOVT LOT 2: FROM SW COR OF SEC RUN N 0 DEG00 MIN 30 SEC W 1317.9 FT TH S 89 DEG 49 MIN E, 2585.7 FT TO RRRAIL TH N 15 DEG 47 MIN 30 SEC W1098.88 FT, TH N 70 DEG 14 MIN 30SEC E 739.62 FT, TH N 19 DEG 45 MIN 30 SEC W 970.92 FT FOR POB, TH S 70 DEG 14 MIN 30 SEC W 131.98 FT, TH N 19 DEG 45 MIN 30 SEC W 957.71 FT TO S R/W C-25 (TAYLOR CR) TH N 74 DEG 24 MIN E850.04 FT, TH S 22 DEG 50 MIN E, 1118.74 FT, TH S 70 DEG 14 MIN 30SEC W 294.64 FT, TH N 19 DEG 45 MIN 30 SEC W 221.06 FT, TH S 70 DEG 14 MIN 30 SEC W 481.2 FT TO POB (AS PER HB 4029 EFF 10/1/98) |
| 2403-131-0000-000-6 | SOUTH | 3 35 40 FROM SW COR OF SEC RUN N1317.9 FT TO SW COR OF GOVT LOT 3, TH S 89 DEG 49 MIN 30 SEC E 2585.7 FT TO RR RAIL REF, TH N 15 DEG 47 MIN 30 SEC W 1137.13 FT TO NE COR TUXEDO FRUIT CO PROP, TH SWLY ALG TUXEDO N LI 300.18 FT TO E LI OF SPUR TRACK #92, TH NWLY ALG CURVE OF E R/W OF SD SPUR TRACK 350 FT M/L TO S LI OF RD R/W, TH NELY ON CURVE, R 30 FT AND CA 106 DEG 50 MIN, ARC 55.94 FT TO PT OF REV CURVE CONC NLY, R 517.94 FT AND CA 26 DEG 12 MIN, ARC 236.84 FT TO PT, TH N 70 DEG 14 MIN 30 SEC E ALG S R/W LI OF RD 867.24 FT TO POB, TH N 19 DEG 45 MIN 30 SEC W ALG E LI OF RD 640.92 FT TO S LI GRUMMAN PROP, TH N 70 DEG 14 MIN 30 SEC E ALG SD S LI 481.20 FT, TH S 19 DEG 45 MIN 30 SEC E 221.06 FT, TH CONT N 70 DEG 14 MIN 30 SEC E ON S LI OF GRUMMAN PROP 294.64 FT TO `BULKHEAD LINE`, TH S 22 DEG 50 MIN E ALG B/L 450.51 FT M/L, TH S 70 DEG 14 MIN 30 SEC W 800 FT, TH N 19 DEG 45 MIN 30 SECW 30 FT TO POB AND THE E 1/2 OF ABANDONED AVE M EXT LYG W OF AND ADJ TO (10.947 AC - 476,862 SF) (OR 1289-493: 4088-1042 |
| 2403-213-0001-010-7 | SOUTH | 3 35 40 FROM E R/W FEC RR AND S R/W SFWMD C-25 RUN ELY ALG S R/W C-25 FOL: N 69 DEG 18 MIN 50 SEC E 198.67 FT, TH N 85 DEG 48 MIN 50 SEC E 507.95 FT TO NE COR OF PERRY PROP, TH S 15 DEG 11 MIN 40 SEC E ALG PERRY PROP E LI 301.73FT M/L TO S LI GOVT LOT 1 AND POB, TH ELY ALG SD S LI 470 FT M/L TO WLY LI GRUMMAN PROP, TH S 19 DEG 45 MIN 30 SEC E ALG GRUMMAN PROP W LI 562.71 FT M/L TO GRUMMAN SW COR, TH ELY ALG GRUMMAN PROP S LI 81.98 FT TO W LI OF RD R/W, TH S 19 DEG 45 MIN 30 SEC E ALG SD W LI 590.90 FT M/L, TH S 70 DEG 14 MIN 30 SEC W ALG N LI OF RD R/W 817.20 FT TO PC OF CURVE TO RIGHT, R 467.94 FT, CA 26 DEG 12 MIN, ARC 213.98 FT TO PT, TH NWLY ALG TANG 55.54 FT TO E LI OF N 2 ST, TH NWLY ALG SD E LI 1000 FT M/L, TH N 78 DEG 21 MIN 50 SEC E ALG S LI OF PERRY PROP AND ITS WLY EXT 347.80 FT, TH N 15 DEG 11 MIN 40 SEC W ALG PERRY PROP E LI 290 FT M/L TO N LI OF GOVT LOT 2 AND POB AND THE N 1/2 OF ABANDONED AVE M EXT LYG S OF AND ADJ TO AND THE W 1/2 OF ABANDONED AVE M EXT LYG E OF AND ADJ (26.563 AC - 1,157,089 SF) (OR 1289-493: 4088-1042) |

**EXHIBIT B (CONTINUED)**
LEGAL DESCRIPTIONS OF PARCELS LOCATED WITHIN THE PORT OVERLAY DISTRICT (POD)

| | | |
|---|---|---|
| 2403-213-0002-000-1 | SOUTH | 3 35 40 THAT PART OF FOL DESC PARCEL LYG WITHIN GOVT LOT 1: BEG AT IRON PIPE AT SE COR OF LANDS CONVEYED BY FT PIERCE PORT AND TERMINAL CO TO FT PIERCE DRYDOCKAND TERMINAL CO (OR 35-33) SD LANDS LYG S OF CANAL C-25 AND E OF FEC MAIN LI RUN N 15 DEG 11 MIN 40 SEC W ALONG E LI OF FT PIERCEDRYDOCK AND TERMINAL CO LANDS, 600.07 FT, TH N 85 DEG 48 MIN 50 SEC E 256.62 FT, TH S 15 DEG 11 MIN 40 SEC E 591.73 FT, THS 78 DEG 21 MIN 50 SEC W 347.80 FT TO E R/W N 2 ST, TH N 8 DEG 23MIN W 25.05 FT, TH N 78 DEG 21 MIN 50 SEC E 90 FT TO POB, WITH RIP RTS-SUBJECT TO R/W AND ESMT TO CITY OF FT PIERCE AS IN OR 171-2313 AND 256-2438 |
| 2403-213-0002-010-4 | SOUTH | 3 35 40 THAT PART OF FOL DESC PARCEL LYG WITHIN GOVT LOT 2: BEG AT IRON PIPE AT SE COR OF LANDS CONVEYED BY FT PIERCE PORT AND TERMINAL CO TO FT PIERCE DRYDOCK AND TERMINAL CO (OR 35-33) SD LANDS LYG S OF CANAL C-25 AND E OF FEC MAIN LI, RUN N 15 DEG 11 MIN 40 SEC W ALG E LI OF FT PIERCE DRYDOCK AND TERMINAL CO LANDS 600.07 FT, TH N 85 DEG 48 MIN 50 SEC E 256.62 FT, TH S 15 DEG 11 MIN 40 SEC E 591.73 FT, TH S 78 DEG 21 MIN 50 SEC W 347.80 FT TO E R/W N 2 ST, TH N 48 DEG 23 MIN W 25.05 FT, TH N 78 DEG 21 MIN 50SEC E 90 FT TO POB, WITH RIP RTS (OR 298-1270) |
| 2403-213-0004-000-5 | SOUTH | 3 35 40 FROM INT OF S R/W LI OF CANAL C-25 & E R/W LI OF FEC RR RUN N 69 18 08 E ALG S R/W LI 198.67 FT, TH N 85 48 41 E ALG S R/W LI 47.68 FT TO POB, TH CONT NELY ALG S R/W LI 203.72 FT, TH S 15 09 33 E 600.07 FT, TH S 78 21 50 W 200.38 FT, TH N 15 09 33 W 626.52 FT TO POB (2.816 AC) |
| 2403-213-0004-020-1 | SOUTH | 3 35 40 BEG AT INT OF S R/W LI OF CANAL C-25 & E R/W LI OF FEC RR, TH N 69 18 08 E ALG S R/W LI 198.67 FT, TH N 85 48 41 E ALG S R/W LI 47.68 FT, TH S 15 09 33 E 626.52 FT, TH S 78 21 50 W 249.62 FT TO E R/W LI OF FEC RR AND TO CURVE CONCAVE SW, TH NWLY ALG ARC & E R/W LI 464.18 FT, TH N 20 41 10 W 17.35 FT, TH N 69 18 50 E 25 FT, TH N 20 41 10 W 118.47 FT TO POB (3.557 AC) |
| 2403-213-0001-000-4 | SOUTH | 3 35 40 FROM INT E R/W FEC RR AND S R/W SFWMD C25 RUN ELY ALG S R/W LI OF C25 FOL: N 69 DEG 18 MIN 50 SEC E 198.67 FT, TH N 85 DEG 48 MIN 50 SEC E 507.95 FT TO POB, TH CONT N 85 DEG 48 MIN 50 SEC E 132.84 FT, TH N 74 DEG 05 MIN E 289.96 FT M/L, TH S 19 DEG 45 MIN 30 SEC E ALG W LI OF GRUMMAN PROP 395 FT M/L TO S LI OF GOVT LOT 1, TH WLY ALG SD S LI 470 FT M/L TO E LI PERRY PROP, TH N 15 DEG 11 MIN 40 SEC W ALG PERRY PROP E LI 301.73 FT M/L TO POB (OR 1289-493: 4088-1042) |
| 2403-313-0003-010-8 | SOUTH | 3 35 40 BEG SW INT PORT AV AND HARBOR ST, TH S 15 DEG 47 MIN 30 SEC E ALG WLY R/W HARBOR ST 99.71 FT, TH S 70 DEG 52 MIN 59 SEC W 87.21 FT, TH S 21 DEG 10 MIN 18 SEC E 33.58 FT, TH S 65 DEG 02 MIN 06 SEC W 71.67 FT, TH S 66 DEG 31 MIN 29 SEC W 92.54 FT, TH S 75 DEG 10 MIN 23 SEC W 34.62 FT, TH N 12 DEG 05 MIN 33 SEC W 142.87 FT, TH N 70 DEG 14 MIN 30 SEC E ALG SLY R/W PORT AV272.42 FT TO POB (OR 3475-1985: 3504-831) |
| 2403-314-0001-000-4 | SOUTH | 3 35 40 FROM INT E R/W N 2 ST AND S R/W PORT AV RUN ELY ON S R/W PORT AV 460.8 FT FOR POB, TH CONT ELY 60.4 FT M/L, TH N 15 DEG 47.5 MIN W 50.03 FT, TH S 70 DEG 14.5 MIN W 60.4 FT, TH SELY 50.03 FT TO POB (OR 1289-493: 4088-1042) |
| 2403-314-0002-000-1 | SOUTH | 3 35 40 FROM SW COR OF SEC RUN N0 DEG 00.5 MIN W 1317.9 FT, TH RUN S 89 DEG 49.5 MIN E 2585.7 FT TO A RR RAIL, TH N 15 DEG 47.5MIN W 192.2 FT FOR POB, TH CONT N15 DEG 47.5 MIN W 325 FT, TH S 70DEG 14.5 MIN W 51.12 FT, TH S 15 DEG 47.5 MIN E 325 FT, TH N 70 DEG 14.5 MIN 51.12 FT TO POB (0.38 AC) |

**EXHIBIT B (CONTINUED)**
LEGAL DESCRIPTIONS OF PARCELS LOCATED WITHIN THE PORT OVERLAY DISTRICT (POD)

| | | |
|---|---|---|
| 2403-133-0001-000-9 | SOUTH | 03 35 40 FROM SW COR OF SEC RUN N 1317.9 FT TO SW COR GOVT LOT 3, TH S 89 DEG 49 MIN 30 SEC E 2585.7 FT TO RR RAIL REF, TH N 15DEG 47 MIN 30 SEC W 397.2 FT TO POB, TH CONT N 15 DEG 47 MIN 30 SEC W 739.93 FT TO NE COR TUXEDOFRUIT CO PROP, TH SWLY ALG TUXEDON LI 300.18 FT TO E LI SPUR TRACK 92, TH NWLY ALG CURVE OF E R/W SD SPUR TRACK 350 FT M/L TO S LI OF RD R/W, TH NELY ON CURVE, R 30 FT AND CA 106 DEG 50 MIN, ARC 55.94 FT TO PT OF REV CURVE CONC NLY, R 517.94 FT AND CA 26 DEG 12 MIN, ARC 236.84 FT TO PT, TH N 70 DEG 14 MIN 30 SEC E ALG S R/W LI OF RD 867.24 FT, TH S 19 DEG 45 MIN 30 SEC E ALG SLYEXT OF E LI OF RD 30 FT, TH N 70 DEG 14 MIN 30 SEC E 800 FT TO `BULKHEAD LI`, TH S 22 DEG 50 MINE ALG B/L 300.43 FT, TH SWLY ALG B/L 650 FT, TH SELY ALG B/L 700 FT, TH SWLY ALG B/L 953.08 FT TO POB AND THE S 1/2 OF ABANDONED AVE M EXT LYING N OF AND ADJ TO (29.125 AC - 1,268,706 SF) (OR 1289-493: 4088-1042) |
| 2403-311-0001-000-5 | SOUTH | 3 35 40 FROM SW COR OF SEC RUN N0 DEG 00 MIN 30 SEC W 1317.9 FT TO LI DIV GOVT LOTS 3 AND 4, TH S 89 DEG 49 MIN 30 SEC E 2585.7 FT TO RR RAIL, PT OF REF, FROM SD PT OF REF, RUN N 15 DEG 47 MIN 30 SEC W 567.23 FT TO POB, TH RUN S 70 DEG 14 MIN 30 SEC W ALG N LI OF PORT AV 289.4 FT TO ELY R/W FEC RR TRACK #92, TH N 15 DEG 47 MIN 30 SEC W ALG SD ELY R/W 399.87 FT TO P OF C, TH ALG CIR CURVE CONC TO SW, CHORD BRG N 19 DEG 50 MIN 30 SEC W RUN ALG SD R/W, CHORD DIST OF 169.55 FT, TH N 70 DEG 18 MIN 30 SEC E 300.18 FT, TH S 15 DEG 47 MIN 30 SEC E 570.1 FT TO POB |
| 2403-311-0002-000-2 | SOUTH | 3 35 40 FROM SW COR SEC 3 RUN N 1317.9 FT TO SW COR OF GOVT LOT 3, TH E ALG S LI OF GOV LOT 3, 2585.7 FT TO RR RAIL, TH N 15 DEG47.5 MIN W 567.23 FT, TH S 70 DEG14.5 MIN W 321.1 FT, TH N 15 DEG 47.5 MIN W 239.8 FT TO POB, TH CONT N 15 DEG 47.5 MIN W 260.5 FT TO PT ON WLY R/W OF FEC RR TRACK 92, TH NLY ALG SD WLY R/W 69.5 FT, TH S 70 DEG 16.5 MIN W 146.2 FT TO E R/W OF N 2 ST, TH SLY ALG SD E R/W 333.4 FT, TH N 70 DEG 16.5 MIN E 181.3 FT TO POB |
| 2403-312-0001-000-8 | SOUTH | 3 35 40 BEG AT INT OF E LI OF N 2 ST AND N LI OF TUXEDO FRUIT CO PROP, TH NLY ALG N 2 ST 314.8 FT TO FEC RR R/W FOR SPUR TRACT 92, TH SELY ALG SPUR TRACT R/W TO A PT 138.4 FT ELY OF POB, TH SWLY 138.4 FT TO POB (OR 1951-361) |
| 2403-313-0001-000-1 | SOUTH | 3 35 40 FROM SW COR OF SEC 3 RUN N 1317.9 FT TO SW COR OF GOV LOT 3, TH E ALG S LI OF GOV LOT 3 2585.7 FT TO RR RAIL, TH N 15 DEG47.5 MIN W 567.23 FT, TH S 70 DEG 14.5 MIN W 321.01 FT TO POB, TH N15 DEG 47.5 MIN W 239.8 FT, TH S 70 DEG 16.5 MIN W 181.3 FT TO E R/W N 2 ST, TH SLY ALG SD E R/W 242.2 FT TO N LI OF PORT AV, TH ELY ALG SD N LI 199.6 FT TO POB (OR 4150-1715) |
| 2403-313-0003-000-5 | SOUTH | 3 35 40 FROM SW COR OF SEC RUN N ALG W SEC LI 1317.9 FT, TH S 89 DEG 49.5 MIN E 2585.7 FT TO RR RAIL, TH N 15 DEG 47.5 MIN W 67.2FT, TH S 70 DEG 14.5 MIN W 51.12 FT, TH N 15 DEG 47.5 MIN W 2.17 FT TO POB, TH N 70 DEG 14 MIN 30 SEC E 5 FT, TH N 15 DEG 11 MIN 58 SEC W 122.59 FT, TH S 70 DEG 14 MIN 30 SEC W 6.27 FT, TH N 15 DEG 47.5 MIN W 325.33 FT TO S LI OF ST, TH WLY ALG S SIDE OF ST 470 FT TO E LI OF N 2 ST, TH SLY ALG E LI N 2 ST 417.8 FT TO N R/W OF FEC SPUR TRACK 3, TH ELY ALG SD N R/W 472.25 FT TO POB-LESS THAT PART MPD IN OR 597-228, 3577-727 (3.90 AC - 170,178 )(OR 4088-994) |
| 2403-314-0003-000-8 | SOUTH | 3 35 40 FROM SW COR SEC 3 RUN N 0 DEG 00.5 MIN W 1317.9 FT, TH S 89 DEG 49.5 MIN E 2585.7 FT TO RR RAIL, TH N 15 DEG 47.5 MIN W 192.2 FT FOR POB AND SW COR OF TRACT HEREIN DESC: FROM POB CONT N 15 DEG 47.5 MIN W 205.0 FT, TH N 70 DEG 14.5 MIN E 253.08 FT TO PT ON WLY SHORE OF IND RIV, TH S 16 DEG 9.5 MIN E 204.9 FT, TH S 70 DEG 14.5 MIN W 254.43 FT TO POB |
| 2403-314-0004-000-5 | SOUTH | 3 35 40 FROM SW COR OF SEC RUN N0 DEG 00.5 MIN W 1317.9 FT TO LI DIV GOV LOTS 3 AND 4 OF SD SEC, TH RUN S 89 DEG 49.5 MIN E 2585.7 FT ALG SD LI TO RR RAIL, TH RUN N 15 DEG 47.5 MIN W 67.2 FT, TH S 70 DEG 14.5 MIN W 51.12 FT TO POB, TH RUN N 15 DEG 47.5 MIN W 2.17 FT, TH N 70 DEG 14.5 MIN E 5 FT, TH N 15 DEG 11 MIN 58 SEC W 122.59 FT, TH N 70 DEG 14.5 MIN E299.28 FT TO IND RIV, TH SELY ALG RIV 125 FT, TH S 70 DEG 14.5 MIN W 306.17 FT TO POB (OR 4088-994) |

**EXHIBIT B (CONTINUED)**
LEGAL DESCRIPTIONS OF PARCELS LOCATED WITHIN THE PORT OVERLAY DISTRICT (POD)

| | | |
|---|---|---|
| 2403-314-0005-000-2 | SOUTH | 3 35 40 FROM SW COR OF SEC RUN N 0 DEG 00.5 MIN W 1317.9 FT TO LI DIVIDING GOV LOTS 3 AND 4, TH RUN N 89 DEG 49.5 MIN E 2585.7 FT ALG SD LI TO RR RAIL, TH N 15 DEG 47.5 MIN W 67.2 FT TO POB, TH RUN N 70 DEG 14.5 MIN E 671.8 FT, TH S 15 DEG 45.5 MIN E 177.2 FT, TH S 70 DEG 26.5 MIN W 330 FT, TH S 15 DEG 52 MIN 30 SEC E 295 FT M/L TO N R/W FISHERMAN`S WHARF, TH WLY ALG SD N R/W 20.10 FT M/L, TH N 15 DEG 52 MIN 30 SEC W 288 FT M/L, TH S 70 DEG 26 MIN 30 SEC W 320.3 FT, TH S 72 DEG 9.5 MIN W 518.92 FT TO INT OF S LI OF TERMINAL DR WITH E LI OF N 2 ST, TH N 17 DEG 50.5 MIN W 50 FT, TH N 72 DEG 9.5 MIN E ALG N LI OF TERMINAL DR 183.80 FT TO SLY R/W OF FEC TRACK 100, TH FOL R/W OF TRACK 100 IN NWLY DIRECTION 273.1 FT TO INT WITH ELY R/W N 2ND ST, TH NWLY ALG SD R/W TO INT OF N R/W FEC RR TRACK 3, TH FOL R/W OF TRACK 3 IN ELY DIRECTION 472.05 FT TO NE COR OF SD R/W, TH N 70 DEG 14.5 MIN E 13.88 FT, TH S 15 DEG 47.5 MIN E 2.17 FT, TH RUN N 70 DEG 14.5 MINE 51.12 FT TO POB AND 90 FT X 330 FT SLIP ADJ REFRIGERATION PLANT ON S-LESS R/W OF FEC RR AND LESS AS IN DB 103-514 AT TERMINAL DR AND 2 ST FOR ST R/W (OR 4088-994) AND ALSO THE FOLLOWING PREVIOUSLY RR PROPERTY: 3 35 40 BEG AT A PT ON WLY R/W FEC RR, SD PT BEING 150 FT N OF C/L OF GRADE CROSSING AT STA 12674 + 71.9 (PLAN 242-62), TH CONT NLY ALG SD WLY R/W 150 FT M/L, TH ELY 25 FT, TH SLY // TO AND 25 FT WLY OF C/L OF MAIN TRACK 150 FT, TH WLY 20 FT TO POB LESS ABANDONED R/W SPUR TRACK 100 AND SPUR TRACK 3 E OF THE W R/W OF N SECOND STREET AS IN 4337-2817 (5.33 AC / 232,175 SF) (4088-994 / 4337-2817) |
| 2403-341-0001-000-8 | SOUTH | 3 35 40 FROM SW COR OF SEC RUN N0 DEG 00 MIN 30 SEC W 1317.9 FT TO LI DIVIDING GOVT LOTS 3 AND 4 IN SEC 3, TH S 89 DEG 00 MIN 30 SEC E ALG SD LI 2585.7 FT TO RAIL ON E SIDE OF TERMINAL DR, THS 15 DEG 47.5 MIN E 107.7 FT TO RAIL IN PAVEMENT AND POB, TH S 15 DEG 47.5 MIN E 168.6 FT TO CONCRETE MONU ON N SIDE OF FISHERMAN`S WHARF, TH N 88 DEG 45.5 MIN W // TO N BDRY OF FISHERMAN`S WHARF 494.7 FT TO 4 INCH PIPE, TH N 14 DEG 03.5 MIN W6.5 FT TO A 4 INCH PIPE, TH N 72 DEG 9.5 MIN E 473.5 FT TO POB, ALL SD LAND LYG IN SEC 3-35-40 (OR 4088-994) |
| 2403-341-0002-000-5 | SOUTH | 3 35 40 FROM PROJECTED INT OF E LI OF N 2 ST AND N LI OF TERMINAL DR RUN NLY ALG N 2 ST R/W 90.4 FT TO SLY R/W OF FEC RR TRACK 100, TH ELY ALG SD SLY R/W 202 FT TO N LI OF TERMINAL DR, TH WLY ALG SD N LI 183.8 FT TO POB-LESS TRIANGULAR SW COR IN ST R/W- (OR 1289-493) |
| 2403-431-0001-000-4 | SOUTH | 3 35 40 FROM SE COR OF FT PIERCE FIN AND CONSTR CO BLKHD LI ON W SHORE OF IND RIV RUN N ALG BLKHDLI 169 FT TO POB, TH CONT N 310 FT, TH W // TO PROJECTED LI OF S BRIDGE 330 FT, TH S TO N LI OF FISHERMAN`S WHARF, TH RUN ELY ALG SD N LI 350 FT M/L TO POB |
| 2403-432-0001-000-7 | SOUTH | 3 35 40 FROM SW COR OF SEC RUN N1317.9 FT TO SW COR OF GOVT LOT 3, TH E ALG S LI OF GOVT LOT 3 2585.7 FT TO RR RAIL, TH S 15 DEG47.5 MIN E 107.7 FT TO POB, TH CONT SLY 168.6 FT TO N LI OF FISHERMAN`S WHARF, TH ELY ALG SD N LI 334.9 FT M/L, TH N 15 DEG 52.5 MIN W 288 FT M/L, TH S 70 DEG 26.5 MIN W 320.30 FT TO POB-(1.68 AC) (EXCHANGE SITE) (OR 4088-994) |

# Port Master Plan - Illustrative Plan

Prior (2021/2022 Concept)




## KEY FEATURES

| | |
|---|---|
| Port Planning Area (+/- 1,545 AC) | |
| Project Study Area (+/- 255 AC) | |
| Anticipated Storm Water Requirement Zones | |
| Fisherman's Wharf Redevelopment Zone | |
| Fisherman's Wharf Publicly Held Land | |
| Fort Pierce Inlet Navigation Channel | |
| Intracoastal Waterway | |
| **EXISTING** | |
| Safe Harbor Harbortown | 1 |
| Taylor Creek Marina | 2 |
| Cracker Boy Boat Works | 3 |
| Light Industrial Uses | 4 |
| (Woods Properties and Inlet Fisheries) | |
| Derecktor Shipyard | 5 |
| Fort Pierce Marine Terminal (Beyel Brothers) | 6 |
| Lincoln Park Community Park | 7 |
| **PROPOSED** | |
| Harbour Pointe and Tenant Access Road | 8 |
| Dry Stack Boat Storage | 9 |
| Taylor Creek Public Boat Ramp and Trailer Parking | 10 |
| Harbour Pointe Waterfront Esplanade | 11 |
| Harbour Pointe Public Marina | 12 |
| Reef Restoration Center, Wharf and Dock | 13 |
| East Wharf Berth and Marine Industries Yard(s) | 14 |
| Marine Industries Vessel Slip (Optional) | 15 |
| Yacht MRO and Shipbuilding Areas | 16 |
| Wet Slip Yacht MRO Operational Areas | 17 |
| Shiplift (Syncrolift) and Transfer System | 18 |
| FEC Rail Spur and Related Operations (Optional) | 19 |
| Urban Greenway System Linked to Proposed SUNTrail | 20 |
| Urban Greenway Pedestrian Overpass | 21 |

*(2) Code of ordinance consistency.*

*Note, simply example use sets - to be refined if this concept advances.

The following uses are eligible in the PMD zone:

District A

***Permitted Uses:***

Environmental and cultural resource uses
Park, passive recreation, greenway, and stormwater recharge uses
High and dry boat storage
Restaurant, sundries
Marinas and boat slips
Marine-related retail
Marine research/education facilities (such as viewing, sampling, recording information, conducting experiments or teaching)
Hotels (up to 100 guest rooms) Water-dependent uses that can only be carried out on, in or adjacent to water
Water-related uses that provide goods and/or services that are directly associated with water-dependent uses (supplying materials to, using products of or offering commercial or personal services to water-dependent uses)
Fueling and servicing of boats (up to 100')

***Conditional Uses:***

Hotels (exceeding 100 guest rooms)
Corporate residential uses
Fueling and servicing of ships
Vessel construction and repair
Light Industrial uses

District B

***Permitted Uses:***

Environmental and cultural resource uses
High and dry boat storage
Marine-related Industrial & Retail
Marine research/education facilities (such as viewing, sampling, recording information, conducting experiments or teaching)
Water-dependent uses that can only be carried out on, in or adjacent to water
Water-related uses that provide goods and/or services that are directly associated with water-dependent uses (supplying materials to, using products of or offering commercial or personal services to water-dependent uses)
Fueling and servicing of vessels
Corporate residential uses
Light Industrial uses
Passenger vessels
Shipyards

***Conditional Uses****:*

Environmental and cultural resource uses
Park, passive recreation, greenway, and stormwater recharge uses
High and dry boat storage
Restaurant, sundries
Marinas and boat slips
Hotels
Import and export operations
Coastwide shipping
Rail

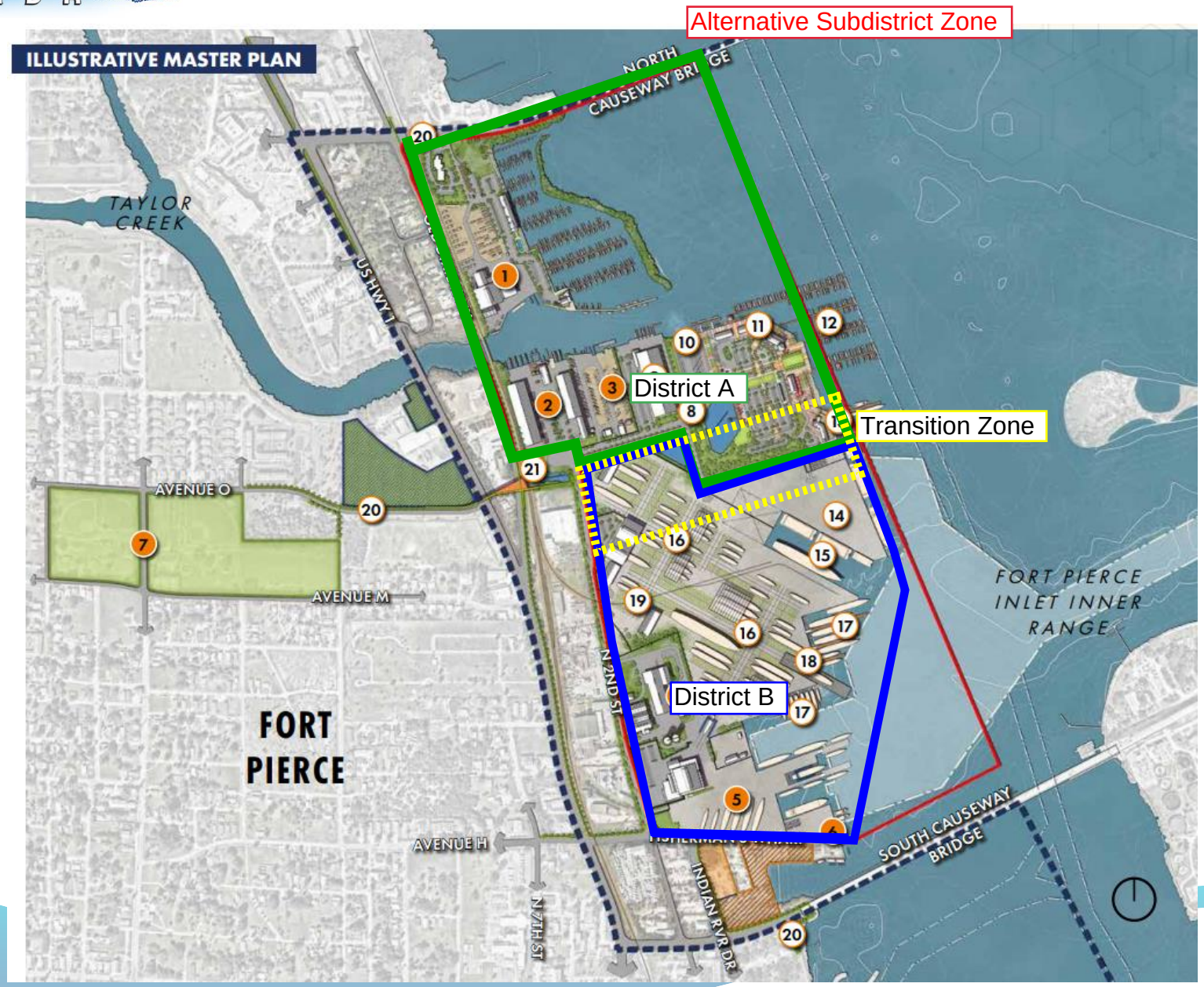
DRAFT

District C

**Permitted Uses:**
Environmental and cultural resource uses
High and dry boat storage
Marine-related Industrial & Retail
Marine research/education facilities (such as viewing, sampling, recording information, conducting experiments or teaching)
Water-dependent uses that can only be carried out on, in or adjacent to water
Water-related uses that provide goods and/or services that are directly associated with water-dependent uses (supplying materials to, using products of or offering commercial or personal services to water-dependent uses)
Fueling and servicing of vessels
Light Industrial uses
Passenger vessels
Shipyards
Import and export operations
Coastwide shipping

**Conditional Uses:**
Rail
Environmental and cultural resource uses
Park, passive recreation, greenway, and stormwater recharge uses
Corporate residential uses
High and dry boat storage
Restaurant, sundries
Marinas and boat slips
Hotels

# Port Master Plan - Illustrative Plan




## KEY FEATURES

| | |
|---|---|
| Port Planning Area (+/- 1,545 AC) | |
| Project Study Area (+/- 255 AC) | |
| Anticipated Storm Water Requirement Zones | |
| Fisherman's Wharf Redevelopment Zone | |
| Fisherman's Wharf Publicly Held Land | |
| Fort Pierce Inlet Navigation Channel | |
| Intracoastal Waterway | |
| **EXISTING** | |
| Safe Harbor Harbortown | 1 |
| Taylor Creek Marina | 2 |
| Cracker Boy Boat Works | 3 |
| Light Industrial Uses (Woods Properties and Inlet Fisheries) | 4 |
| Derecktor Shipyard | 5 |
| Fort Pierce Marine Terminal (Beyel Brothers) | 6 |
| Lincoln Park Community Park | 7 |
| **PROPOSED** | |
| Harbour Pointe and Tenant Access Road | 8 |
| Dry Stack Boat Storage | 9 |
| Taylor Creek Public Boat Ramp and Trailer Parking | 10 |
| Harbour Pointe Waterfront Esplanade | 11 |
| Harbour Pointe Public Marina | 12 |
| Reef Restoration Center, Wharf and Dock | 13 |
| East Wharf Berth and Marine Industries Yard(s) | 14 |
| Marine Industries Vessel Slip (Optional) | 15 |
| Yacht MRO and Shipbuilding Areas | 16 |
| Wet Slip Yacht MRO Operational Areas | 17 |
| Shiplift (Syncrolift) and Transfer System | 18 |
| FEC Rail Spur and Related Operations (Optional) | 19 |
| Urban Greenway System Linked to Proposed SUNTrail | 20 |
| Urban Greenway Pedestrian Overpass | 21 |

**Planning Board** **6. c.**

**Meeting Date:** 06/10/2024

**Re:** Conditional Use: No New Construction - Play Money Family Fun Center - 2765 Peters Rd. Bay #22-28

**Submitted For:** Kev Freeman, Planning Director, Planning Department

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## Information

**SUBJECT:**

Conditional Use with No New Construction - Play Money Family Fun Center
2765 Peters Road

**SUMMARY:**

A 'conditional use - no new construction' application has been submitted for review to operate **Play Money Family Fun Center**. The proposed location is 2765 Peters Rd., Bay #'s22-28, in the Crossroads Plaza. The property's zoning is C-3, General Commercial with a future land use designation of GC, General Commerical. Per the City's Allowable Use Table Sec. 125-187, Indoor Entertainment: Arcade Amusement Center/Amusement Arcade is conditionally based under the current C-3 zoning.

**RECOMMENDATION:**

Staff recommends Approval of the conditional use and that the following conditions be applied to the approval of this use:

1. No game shall be played by persons who are under 18 years of age unless "exception" is granted by City Commission.
2. Alcohol sales or consumption shall be prohibited in amusement arcades and arcade amusement centers unless "exception" is granted by City Commission.
3. Amusement arcades or arcade amusement centers shall not exceed 9,000 square feet unless "exception" is granted by City Commission.

**ALTERNATIVES:**

- Recommend Approval with Conditions
- Recommend Disapproval

**RESPONSIBLE STAFF:**

Maria Lewicka - Historic Preservation Planner
Kerry C. Driver - Planner

**COORDINATED WITH:**

Technical Review Committee

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## Fiscal Impact

**OTHER INFORMATION:**

N/A

## Attachments

Staff Presentation
Applicant File
Staff Supporting Documents

## Form Review

Form Started By: Kerry Driver
Started On: 05/21/2024 03:18 PM
Final Approval Date: 06/05/2024

# CITY OF FORT PIERCE

## PLANNING BOARD

June 10th 2024

Play Money Family Fun Center
2765 Peters Road

**APPLICANT**

Bryan Arruda

**PROPERTY OWNER(S)**

Crossroads Plaza FP I LLC

**PARCEL ID #(S):**

2324-311-0005-000-1

## SUMMARY

A ‘conditional use: no new construction’ application has been submitted for review, proposing to operate Play Money Family Fun Center at 2765 Peters Rd., bay #’s 22-28.

The property is in the C-3, General Commercial zoning district and has a future land use designation of GC, General Commercial.

All games are set on free play: no coins or cards. A wristband format for unlimited play access to games such as pinball and skee ball.

# CONDITIONAL USE

## Article V: Section 125-325

The purpose of the conditional use process is to allow, when desirable, uses that would not be appropriate generally or without restriction throughout the particular zoning district, but which, if controlled as to number, area, location or relation to the neighborhood, would not adversely affect the public health, safety, comfort, good order, appearance, convenience and the general welfare.

# SITE LOCATION

Zoning: C-3, General Commercial

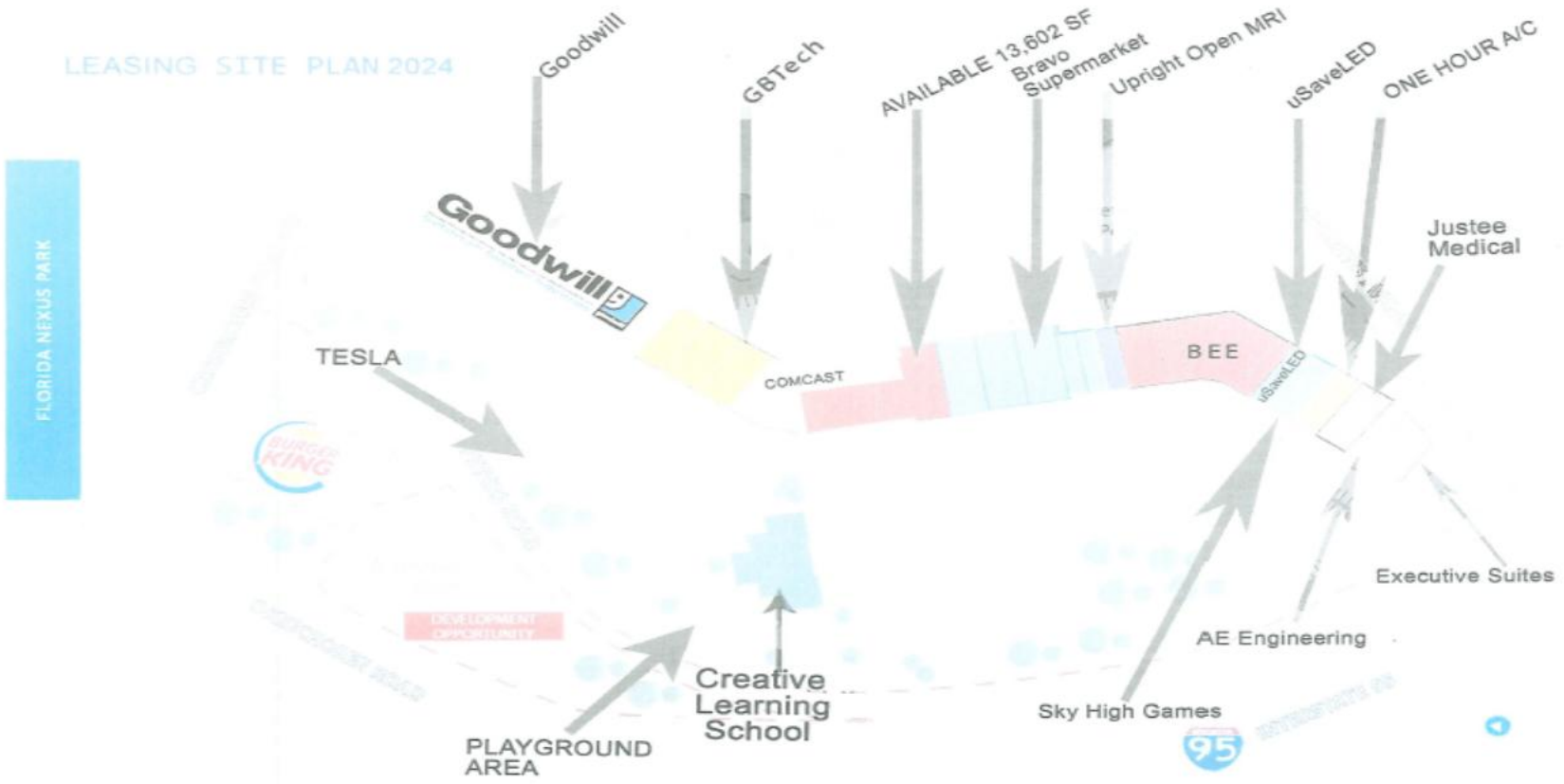
FLU: GC, General Commercial




SITE AREA= 18.61+/- Acres

PLAY MONEY FAMILY FUN CENTER: Conditional Use, No New Construction

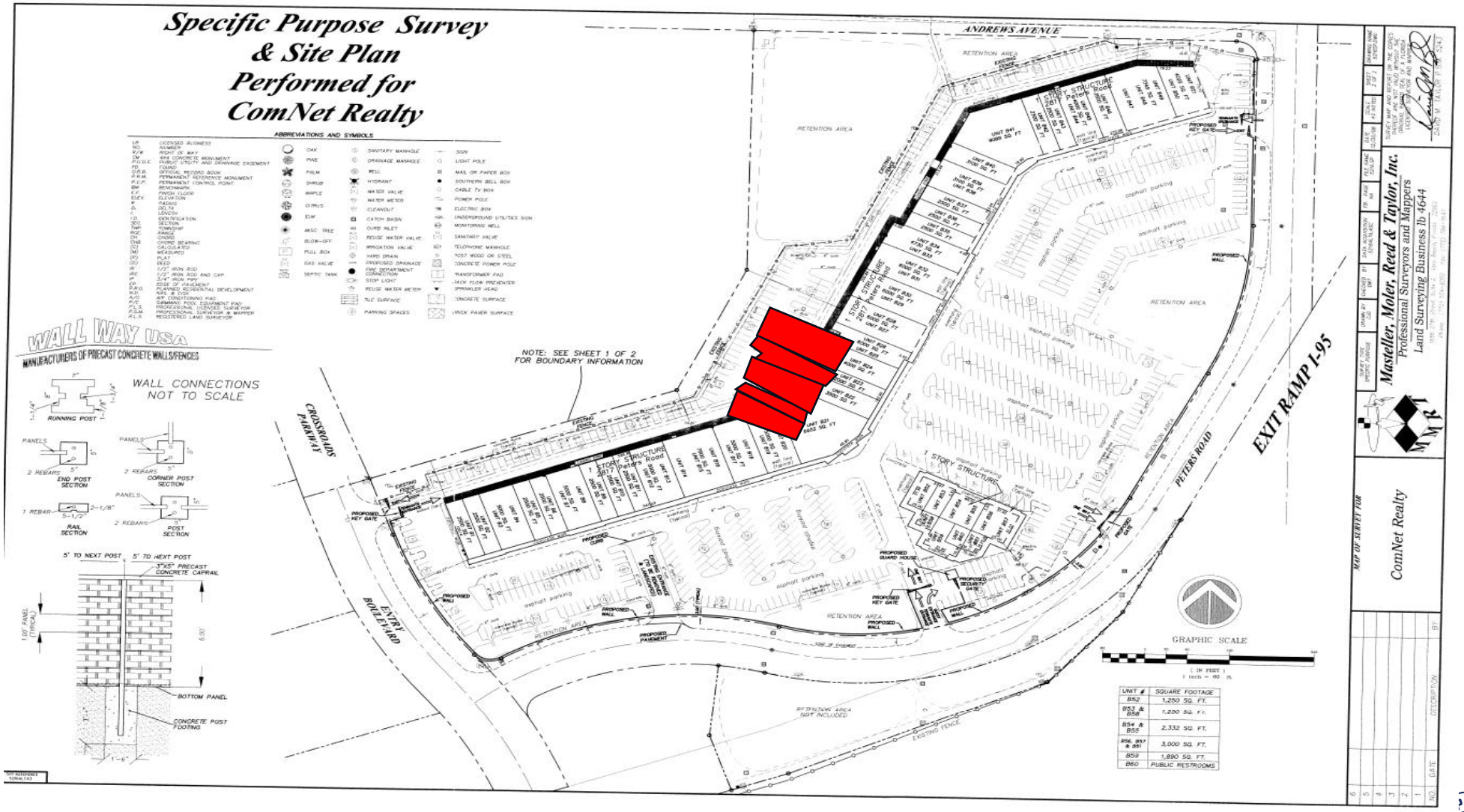
# EXISTING BUSINESSES IN PLAZA




PLAY MONEY FAMILY FUN CENTER: Conditional Use, No New Construction

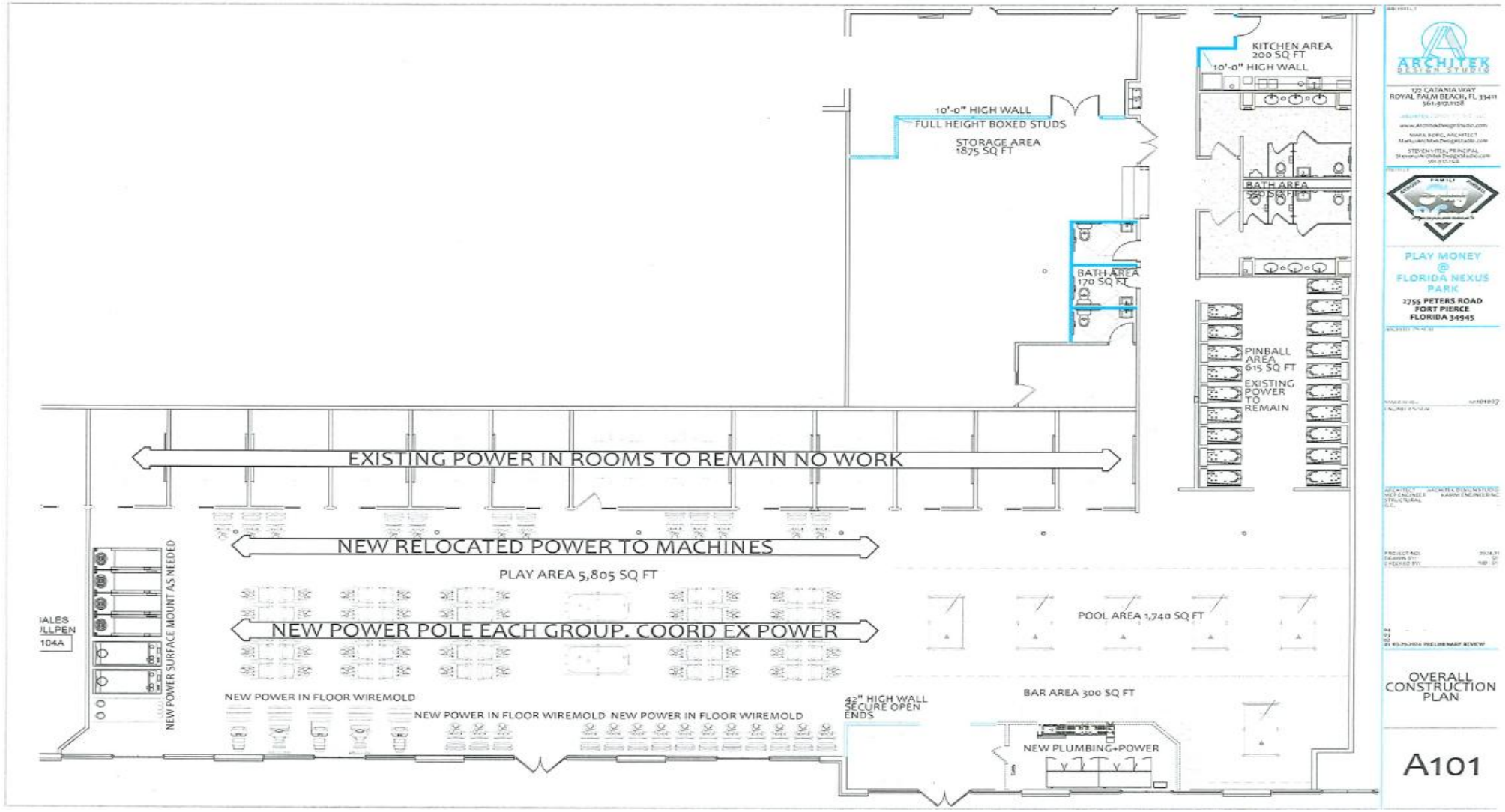
# LOCATION OF BUSINESS IN PLAZA

**Bay#'s 22-28; 13,600 sq. ft**




PLAY MONEY FAMILY FUN CENTER: Conditional Use, No New Construction

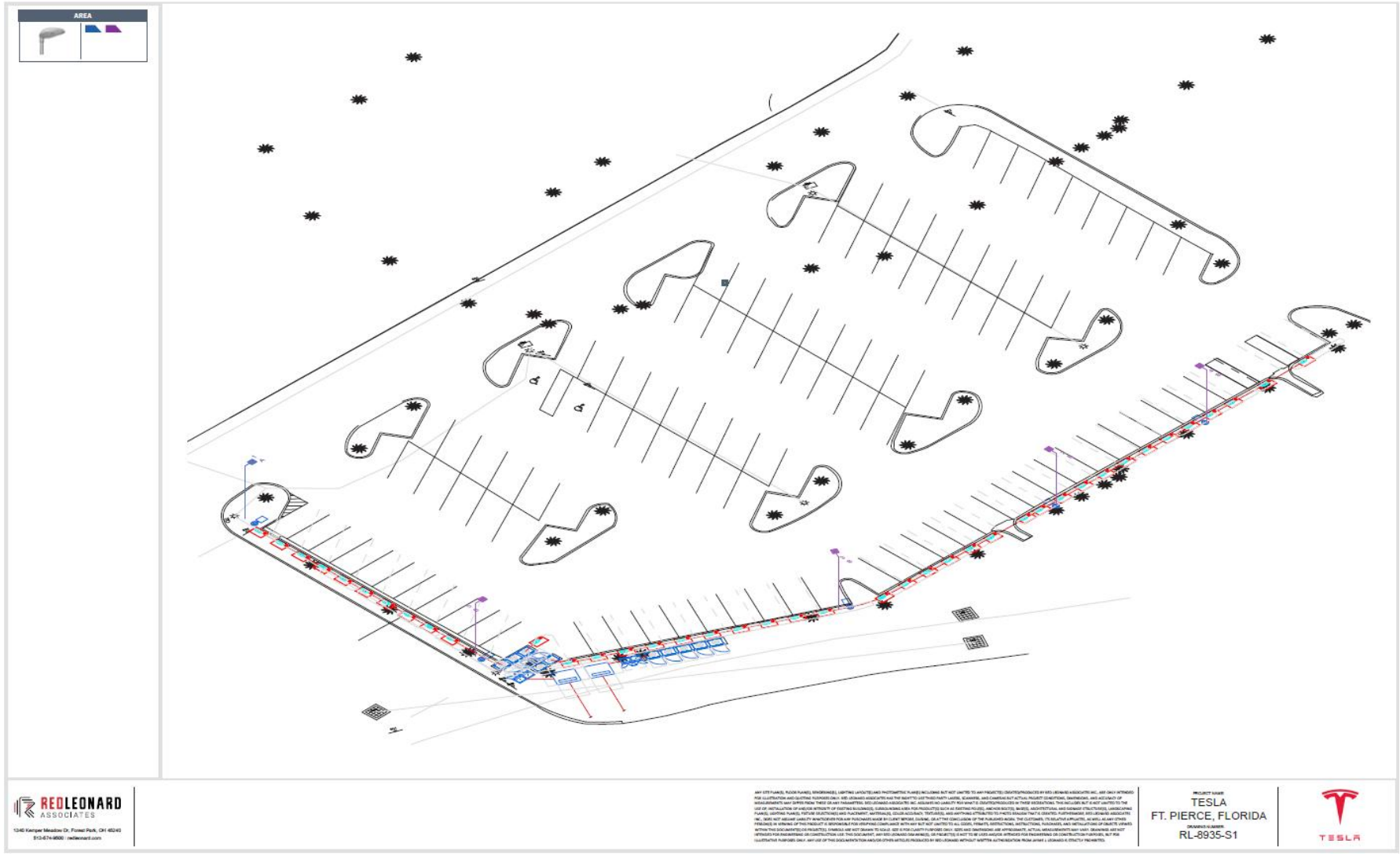
# SITE PLAN




PLAY MONEY FAMILY FUN CENTER: Conditional Use, No New Construction

# EXISTING LIGHTING PLAN

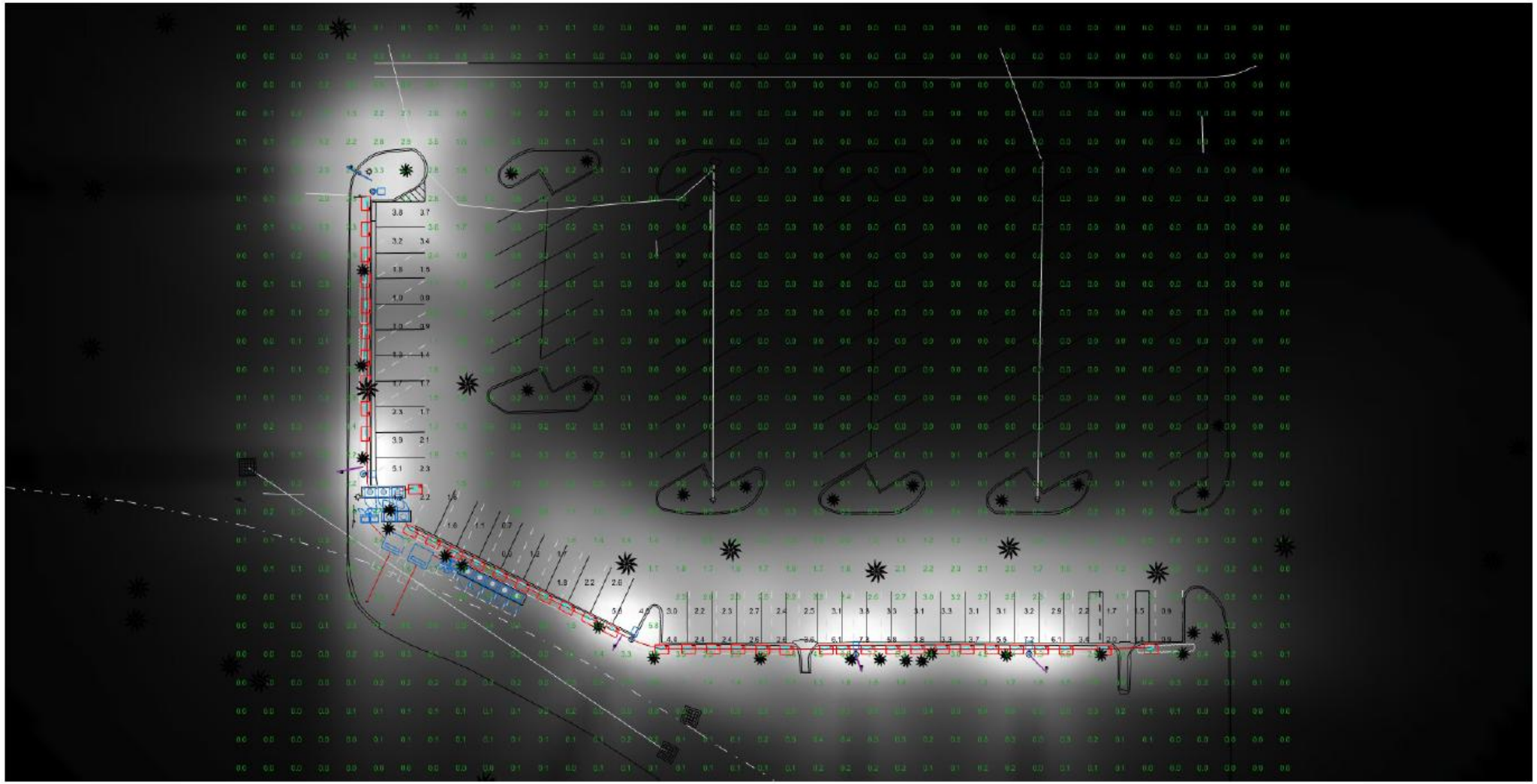
5 FOOT CANDLES



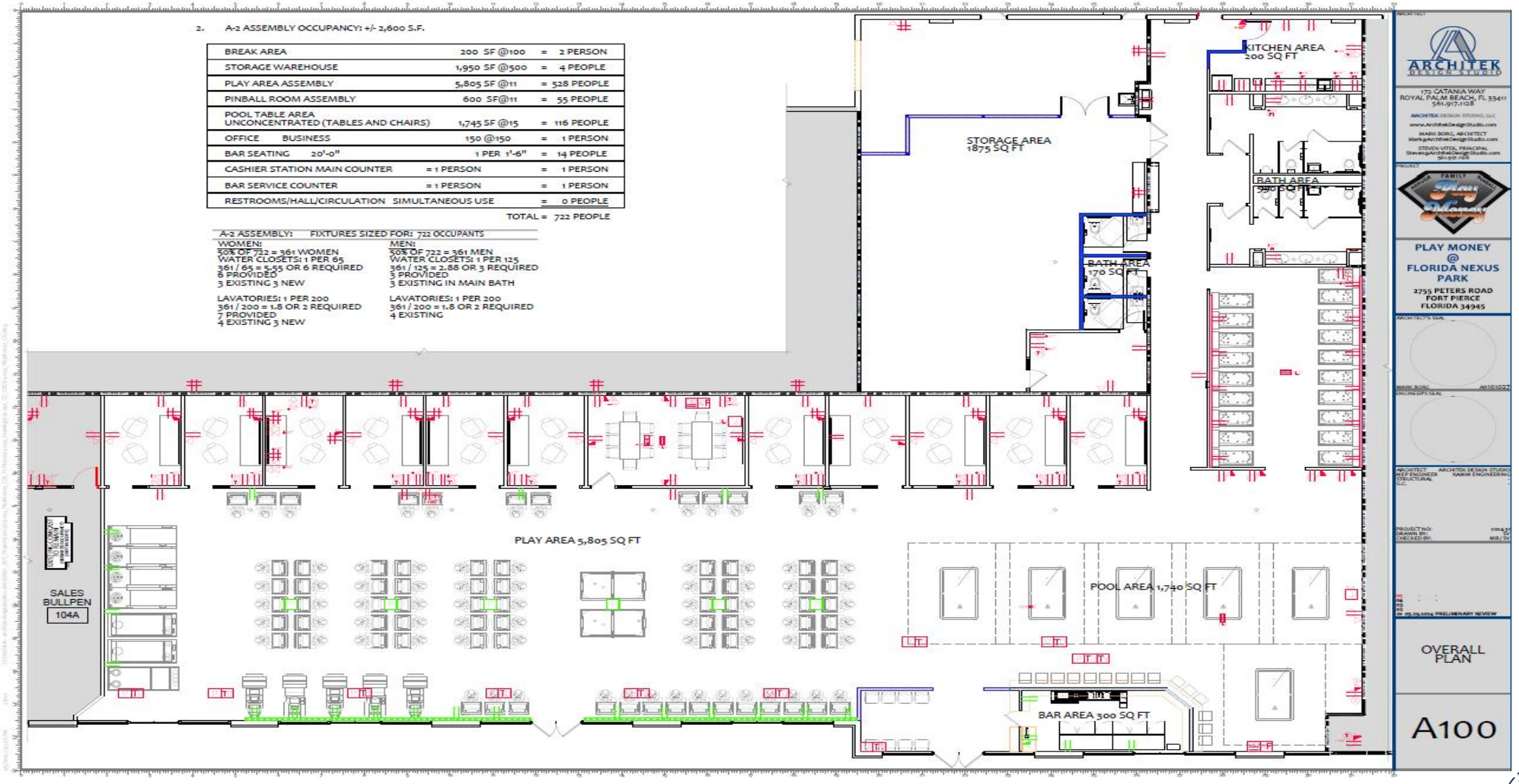

NAME OF PROJECT

# EXISTING LIGHTING PLAN cont'd

5 FOOT CANDLES

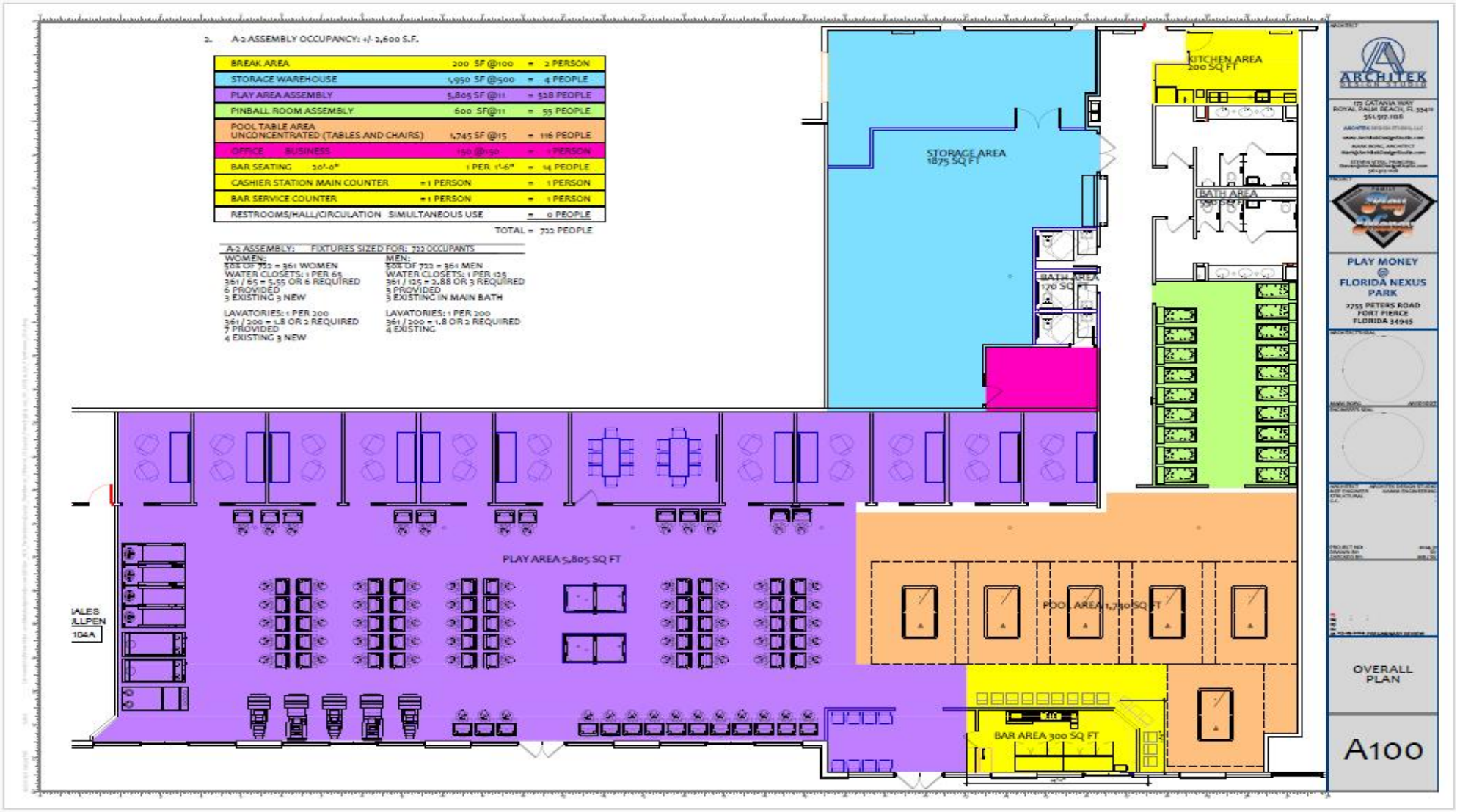


# FLOOR PLAN




PLAY MONEY FAMILY FUN CENTER: Conditional Use, No New Construction

# FLOOR PLAN cont'd




PLAY MONEY FAMILY FUN CENTER: Conditional Use, No New Construction

# EXISTING LOCATION IN NEIGHBORING COUNTY




PLAY MONEY FAMILY FUN CENTER: Conditional Use, No New Construction

# CONDITIONS OF APPROVAL

1. No game shall be played by persons who are under 18 years of age unless “exception” is granted by City Commission.
2. Alcohol sales or consumption shall be prohibited in amusement arcades and arcade centers unless “exception” is granted by City Commission.
3. Amusement arcades or arcade amusement centers shall not exceed 9,000 square feet unless “exception” is granted by City Commission.

## RECOMMENDATION

Staff recommendation is for the Planning Board to move the proposed application type for approval to City Commission with the 3 previous listed conditions.

## ALTERNATIVE RECOMMENDATION

1. Recommend Approval with conditions.

2. Recommend Disapproval.

# CITY OF FORT PIERCE

## PLANNING BOARD

June 10th, 2024

Play Money Family Fun Center
2765 Peters Road, #s22-28

THE SUNRISE CITY
FORT PIERCE
PLANNING DEPARTMENT Florida

# CONDITIONAL USE – NO NEW CONSTRUCTION

**Property Information**

Property address or Location: 2755 Peters Road, Fort Pierce, FL 34945

Parcel ID #(s):

Project description: Family Fun Center

**Site Information**

Building Size: 13,600 Parking Spaces:

Crossroads Plaza FP I, LLC
Property Owner(s)

5850 W Atlantic Ave #101
Street Address

Delray Beach FL 33484
City State Zip

561-999-0006 x102
Phone Number

hzuker@connectrealty.com
Email Address

same
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**

FORT PIERCE
PLANNING DEPARTMENT

# CONDITIONAL USE – NO NEW CONSTRUCTION

**Property Information**

Property address or Location: 2765 Peters Road, Fort Pierce, FL 34945

Parcel ID #(s):

Project description: Family Fun Center

**Site Information**

Building Size: 13,600 Parking Spaces:

| | |
|---|---|
| Crossroads Plaza FP I, LLC | Bryan Arruda |
| Property Owner(s) | Applicant/Representative, Title, Company |
| 5850 W. Atlantic Ave #101 | 2602 SW Racquet Club Dr |
| Street Address | Street Address |
| Delray Beach, FL 33484 | Port St Lucie FL 34990 |
| City State Zip | City State Zip |
| 561-999-0006 x 102 | 772-349-9349 |
| Phone Number | Phone Number |
| hzuker@commelrealty.com | BArruda23@gmail.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 on 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.*

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Bay #22-28

THE SUNRISE CITY
FORT PIERCE
Florida
CITY CLERK'S OFFICE

December 4, 2018

Henry Zuker, Manager
Crossroads Plaza FPI, LLC
4800 N Federal Highway #B-205
Boca Raton, FL 33431

Dear Mr. Zuker:

The City Commission of the City of Fort Pierce, Florida, at their meeting on Monday, December 3, 2018, approved your application for a Conditional Use with No New Construction submitted by the property owner, Crossroads Parkway FPI, LLC and the applicant, Harry Zuker, to allow the uses of Artisan, Cabinet Shops/Woodworking, Light Industrial Service, Catering Facility (Large Scale), Contractor/Others Performing Services Off-Site, Microbrewery, Research Service, and Wholesale Trade to be permitted at the Nexus Business Park located at 2765 Peters Road in Fort Pierce, Florida with the following conditions: 1) Please ensure separation of uses; particularly the Police Athletic League from the other uses; and 2) No outdoor storage, other than moving vehicles.

If you have any questions, please contact the planning department.

Very truly yours,

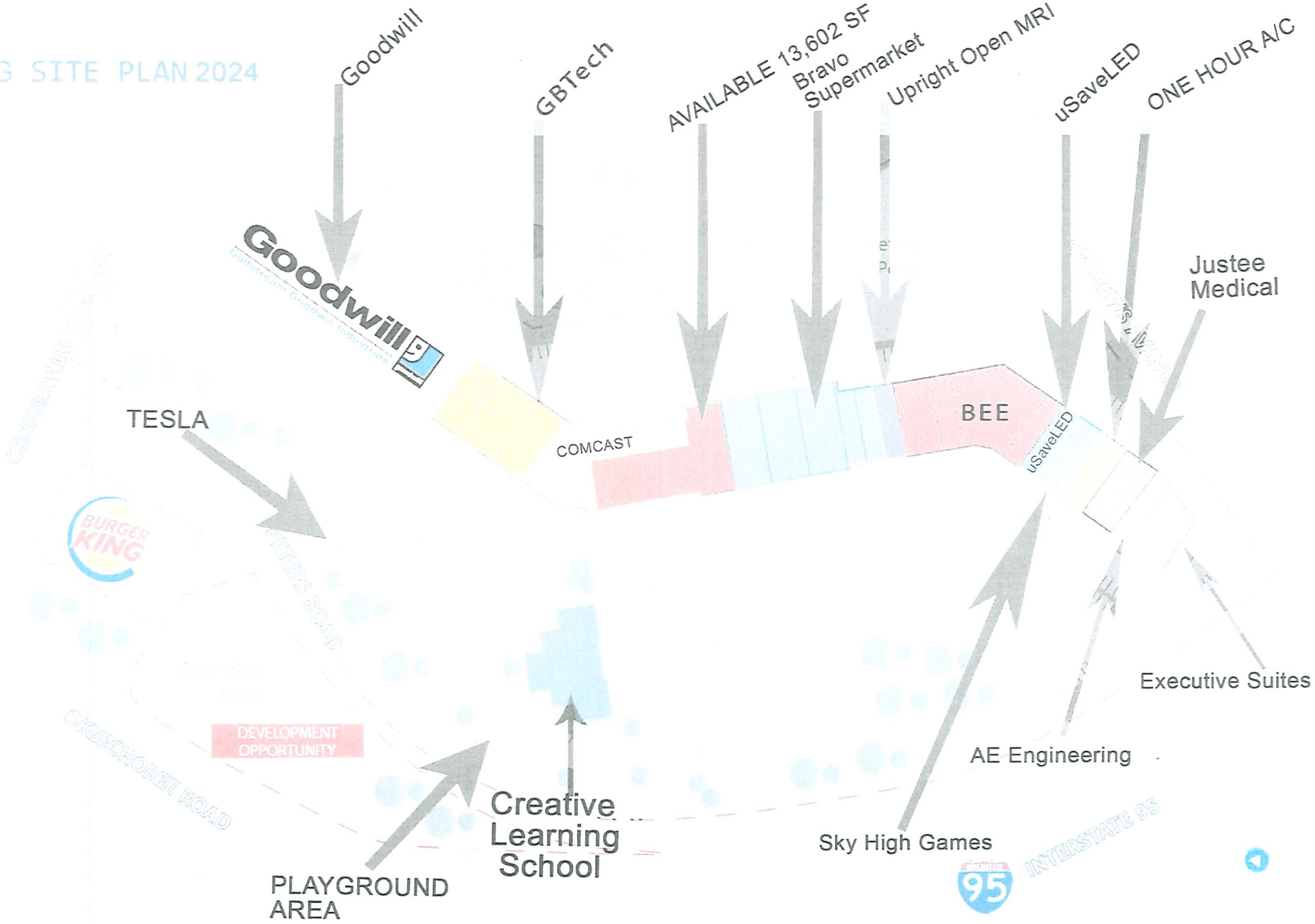
Linda W. Cox
City Clerk

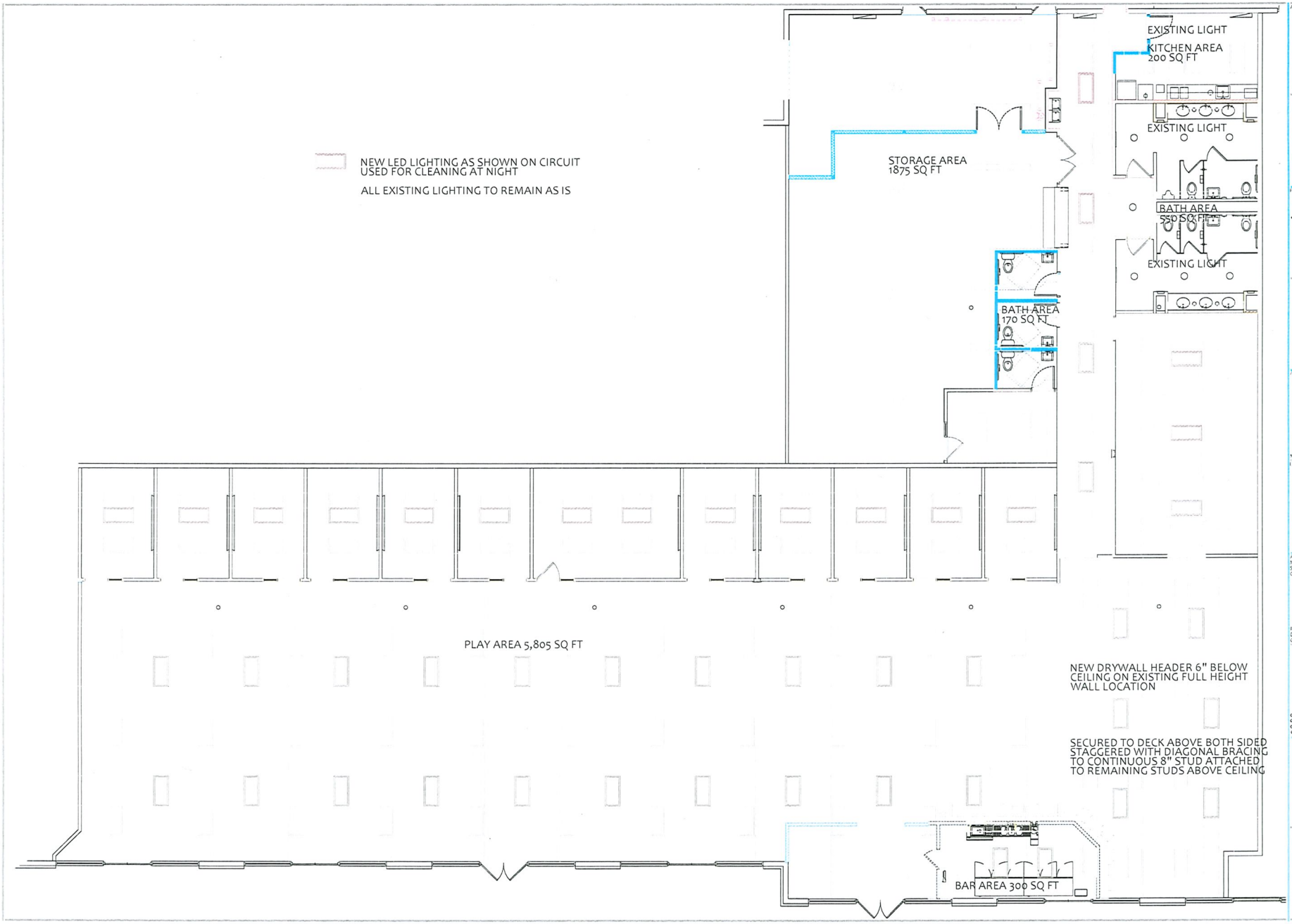
cc: Rebecca Grohall, Planning Director

| TENANT | BAY # | STREET ADDRESS |
|---|---|---|
| Goodwill Store | 1 | 2807 9 |
| | 2 | 2805 |
| | 3 | 2803 |
| | 4 | 2801 |
| | 5 | 2799 |
| | 6 | 2797 |
| *Front Door* | 7 | 2795 |
| Goodwill Training Center | 8 | 2793 |
| | 9 | 2791 |
| | 10 | 2789 |
| | 12 | 2787 |
| | 13 | 2785 |
| *Front Door* | 14 | 2783 |
| | 15 | 2781 |
| | 16 | 2779 |
| GB Tech | 17 | 2777 |
| *Front Door* | 18 | 2775 |
| | 19 | 2773 |
| | 20 | 2771 |
| Comcast *Front Door* | 21 | 2769 |
| Play Money | 22 | 2767 |
| | 23 | 2765 |
| | 24 | 2763 |
| | 25 | 2761 |
| | 26 | 2759 |
| | 27 | 2757 |
| | 28 | 2755 |
| Bravo Supermarket | 29 | 2753 |
| | 30 | 2751 |
| | 31 | 2749 |
| *Front Door* | 32 | 2747 |
| | 33 | 2745 |
| | 34 | 2743 |
| | 35 | 2741 |
| | 36 | 2739 |
| Broader MRI | 37 | 2737 |
| Bee Electronics | 38 | 2735 |
| *Front Door* | 39 | 2733 |
| | 40 | 2725 |
| | 41 | 2723 |
| | 42 | 2721 |
| LaVenture / uSave LED storage | 43 | 2719 |
| Cloud 9 Comics | 44 | 2717 |
| | 45 | 2715 |
| One Hour AC | 46 | 2713 |
| Justec College | 47 | 2711 |
| *Front Door* | 48 | 2709 |
| AE Engineering | 49 | 2707 |
| Executive Suites / Management | 50 | 2705 |
| | 51 | 2703 |
| Outparcel Building | 52 | 2817 |
| Vacant | 53 | 2819 |
| Vacant | 54 | 2821 |
| Vacant | 55 | 2823 |
| Vacant | 56 | 2825 |
| Vacant | 57 | 2827 |
| Vacant | 58 | 2829 |
| Vacant | 59 | 2831 |
| Vacant | 60 | 2833 |

# LEASING SITE PLAN 2024

FLORIDA NEXUS PARK



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www.ArchitekDesignStudio.com
MARK BORG, ARCHITECT
Mark@ArchitekDesignStudio.com
STEVEN VITEK, PRINCIPAL
Steven@ArchitekDesignStudio.com
561.917.1128

PROJECT

PLAY MONEY @ FLORIDA NEXUS PARK
2755 PETERS ROAD
FORT PIERCE
FLORIDA 34945

ARCHITECT'S SEAL

MARK BORG, AR101027
ENGINEER'S SEAL

| | |
|---|---|
| ARCHITECT | ARCHITEK DESIGN STUDIO |
| MEP ENGINEER | |
| STRUCTURAL | KAMM ENGINEERING |
| G.C. | |

| | |
|---|---|
| PROJECT NO: | 2024.31 |
| DRAWN BY: | SV |
| CHECKED BY: | MB / SV |

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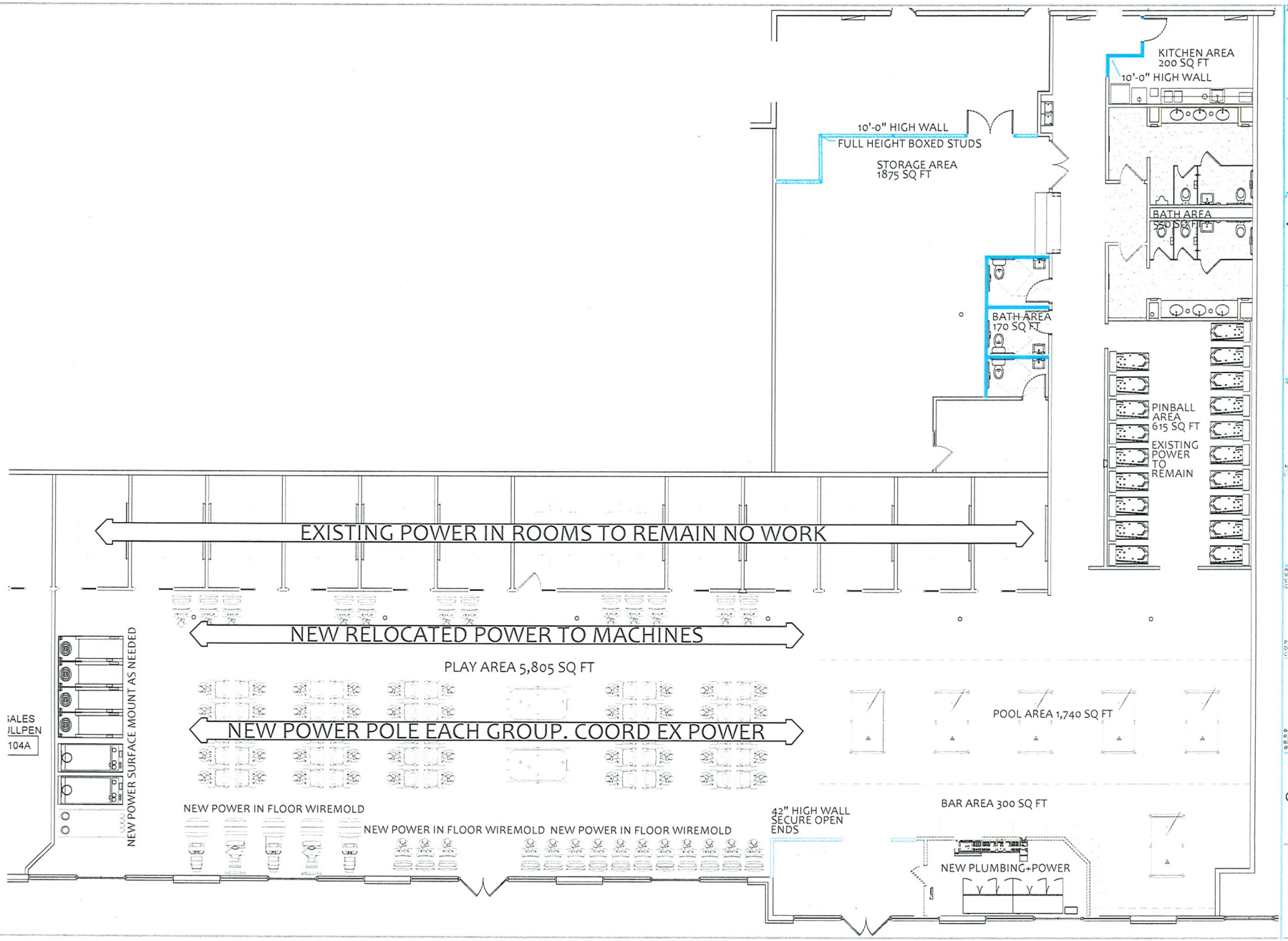
CEILING PLAN

A110

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STEVEN VITEK, PRINCIPAL
Steven@ArchitekDesignStudio.com
561.917.1128

PROJECT

PLAY MONEY
@
FLORIDA NEXUS
PARK

2755 PETERS ROAD
FORT PIERCE
FLORIDA 34945

ARCHITECT SEAL

MARC BORG, AR101027
ENGINEER'S SEAL

ARCHITECT ARCHITEK DESIGN STUDIO
MEP ENGINEER KAMM ENGINEERING
STRUCTURAL
G.C.

PROJECT NO: 2024.31
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01 03.29.2024 PRELIMINARY REVIEW

# OVERALL CONSTRUCTION PLAN

A101

2. A-2 ASSEMBLY OCCUPANCY: +/- 2,600 S.F.

| | | | |
|---|---|---|---|
| BREAK AREA | 200 SF @100 | = | 2 PERSON |
| STORAGE WAREHOUSE | 1,950 SF @500 | = | 4 PEOPLE |
| PLAY AREA ASSEMBLY | 5,805 SF @11 | = | 528 PEOPLE |
| PINBALL ROOM ASSEMBLY | 600 SF@11 | = | 55 PEOPLE |
| POOL TABLE AREA UNCONCENTRATED (TABLES AND CHAIRS) | 1,745 SF @15 | = | 116 PEOPLE |
| OFFICE BUSINESS | 150 @150 | = | 1 PERSON |
| BAR SEATING 20'-0" | 1 PER 1'-6" | = | 14 PEOPLE |
| CASHIER STATION MAIN COUNTER | = 1 PERSON | = | 1 PERSON |
| BAR SERVICE COUNTER | = 1 PERSON | = | 1 PERSON |
| RESTROOMS/HALL/CIRCULATION | SIMULTANEOUS USE | = | 0 PEOPLE |

TOTAL = 722 PEOPLE

A-2 ASSEMBLY: FIXTURES SIZED FOR: 722 OCCUPANTS

WOMEN:
50% OF 722 = 361 WOMEN
WATER CLOSETS: 1 PER 65
361 / 65 = 5.55 OR 6 REQUIRED
6 PROVIDED
3 EXISTING 3 NEW

LAVATORIES: 1 PER 200
361 / 200 = 1.8 OR 2 REQUIRED
7 PROVIDED
4 EXISTING 3 NEW

MEN:
50% OF 722 = 361 MEN
WATER CLOSETS: 1 PER 125
361 / 125 = 2.88 OR 3 REQUIRED
3 PROVIDED
3 EXISTING IN MAIN BATH

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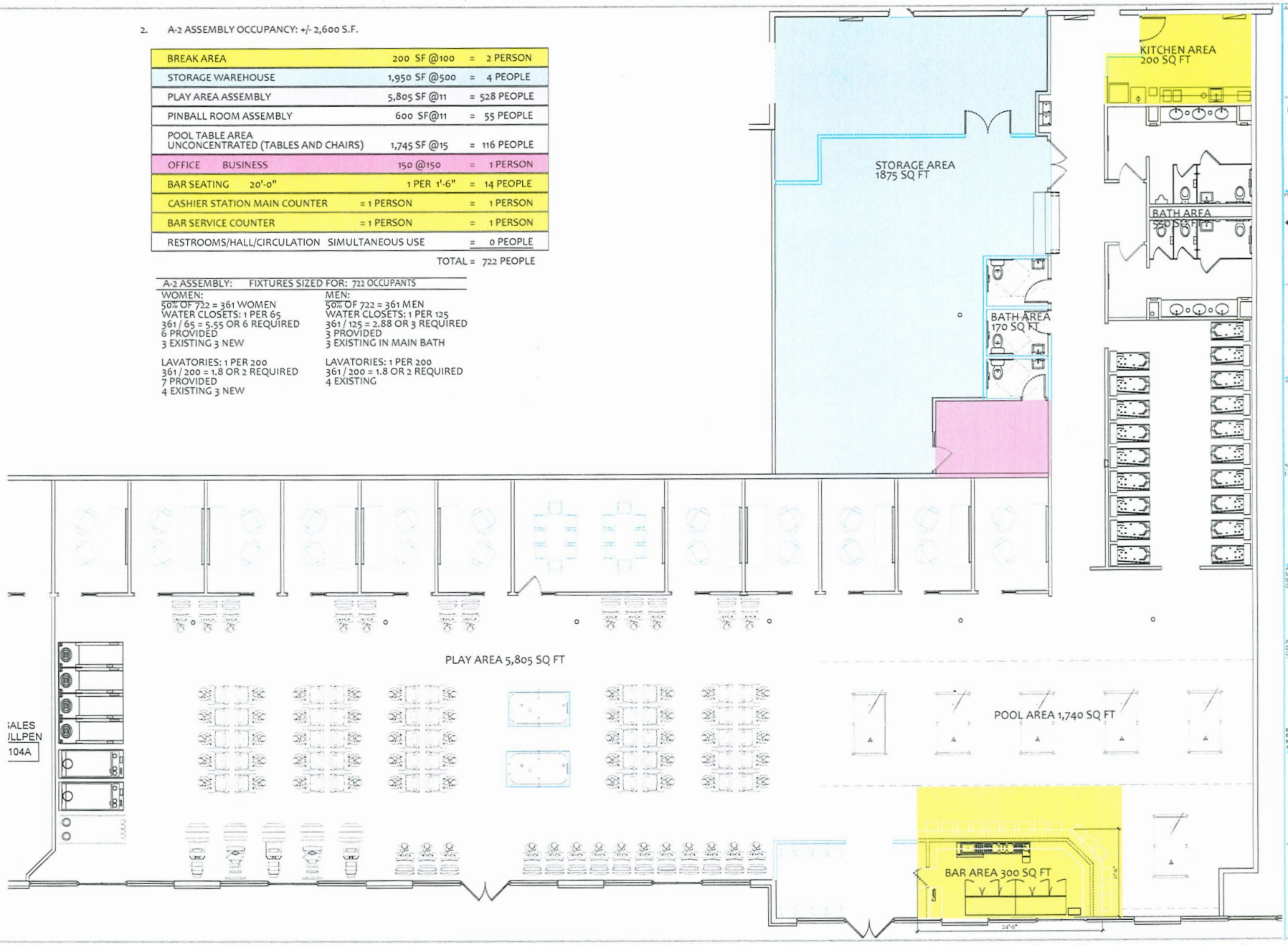


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PROJECT

PLAY MONEY @ FLORIDA NEXUS PARK
2755 PETERS ROAD
FORT PIERCE
FLORIDA 34945

ARCHITECTS SEAL

MARK BORG, AR101027

ENGINEERS SEAL

ARCHITECT ARCHITEK DESIGN STUDIO
MEP ENGINEER KAMM ENGINEERING
STRUCTURAL
G.C.

PROJECT NO: 2024.31
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OVERALL PLAN

A100

NEW LED LIGHTING AS SHOWN ON CIRCUIT USED FOR CLEANING AT NIGHT

ALL EXISTING LIGHTING TO REMAIN AS IS

EXISTING LIGHT

KITCHEN AREA
200 SQ FT

EXISTING LIGHT

STORAGE AREA
1875 SQ FT

BATH AREA
550 SQ FT

EXISTING LIGHT

BATH AREA
170 SQ FT

PLAY AREA 5,805 SQ FT

NEW DRYWALL HEADER 6" BELOW CEILING ON EXISTING FULL HEIGHT WALL LOCATION

SECURED TO DECK ABOVE BOTH SIDED STAGGERED WITH DIAGONAL BRACING TO CONTINUOUS 8" STUD ATTACHED TO REMAINING STUDS ABOVE CEILING

BAR AREA 300 SQ FT


ARCHITECT

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Mark@ArchitekDesignStudio.com

STEVEN VITEK, PRINCIPAL
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561.917.1128


PROJECT

**PLAY MONEY @ FLORIDA NEXUS PARK**

**2755 PETERS ROAD**
**FORT PIERCE**
**FLORIDA 34945**

ARCHITECT'S SEAL

MARK BORG AR101027

ENGINEER'S SEAL

| | |
|---|---|
| ARCHITECT | ARCHITEK DESIGN STUDIO |
| MEP ENGINEER | KAMM ENGINEERING |
| STRUCTURAL | - |
| G.C. | - |

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CEILING PLAN

A110


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KITCHEN AREA
200 SQ FT

BATH AREA
550 SQ FT


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561.917.1128


PROJECT

ABRUDA FAMILY PINBALL
Play Money

# PLAY MONEY @ FLORIDA NEXUS PARK

**2755 PETERS ROAD**
**FORT PIERCE**
**FLORIDA 34945**

ARCHITECT'S SEAL

MARK BORG AR101027

ENGINEER'S SEAL

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| G.C. | - |

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## DEMOLITION PLAN

# D100


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KITCHEN AREA
200 SQ FT
10'-0" HIGH WALL

10'-0" HIGH WALL
FULL HEIGHT BOXED STUDS

STORAGE AREA
1875 SQ FT

BATH AREA
550 SQ FT

BATH AREA
170 SQ FT

PINBALL
AREA
615 SQ FT

EXISTING
POWER
TO
REMAIN

EXISTING POWER IN ROOMS TO REMAIN NO WORK

NEW RELOCATED POWER TO MACHINES

PLAY AREA 5,805 SQ FT

NEW POWER POLE EACH GROUP. COORD EX POWER

POOL AREA 1,740 SQ FT

SALES
ULLPEN
104A

NEW POWER SURFACE MOUNT AS NEEDED

NEW POWER IN FLOOR WIREMOLD

NEW POWER IN FLOOR WIREMOLD

NEW POWER IN FLOOR WIREMOLD

42" HIGH WALL
SECURE OPEN
ENDS

BAR AREA 300 SQ FT

NEW PLUMBING+POWER


ARCHITECT

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PROJECT

ABRUDA FAMILY PINBALL
Play Money

**PLAY MONEY @ FLORIDA NEXUS PARK**

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OVERALL CONSTRUCTION PLAN

A101

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| | | | |
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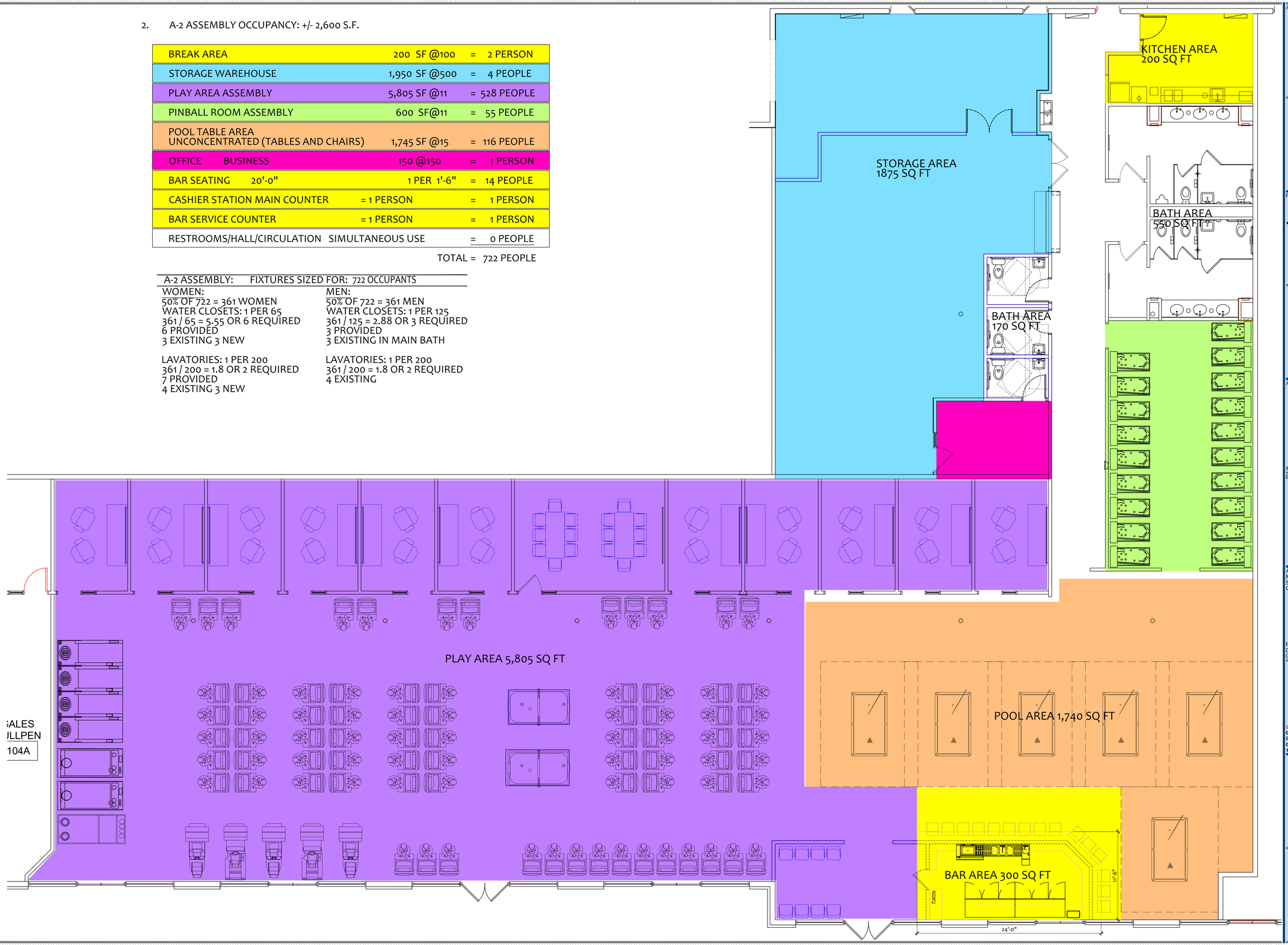



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PROJECT

ABRUDA FAMILY PINBALL Play Money

**PLAY MONEY @ FLORIDA NEXUS PARK**

**2755 PETERS ROAD**
**FORT PIERCE**
**FLORIDA 34945**

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MARK BORG AR101027

ENGINEER'S SEAL

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| G.C. | - |

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OVERALL PLAN

A100

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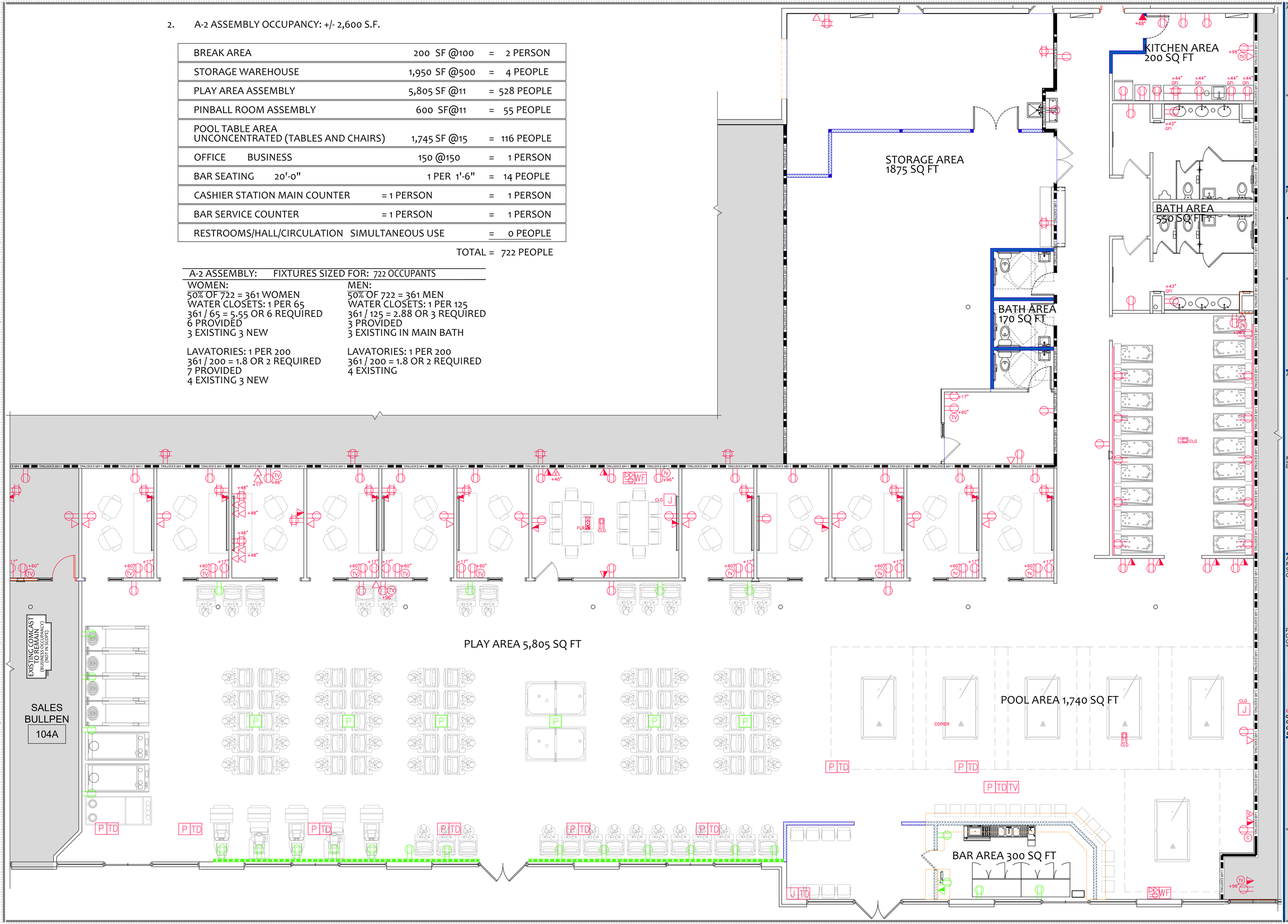



ARCHITECT

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PROJECT

PLAY MONEY
@
FLORIDA NEXUS PARK

2755 PETERS ROAD
FORT PIERCE
FLORIDA 34945

ARCHITECT'S SEAL

MARK BORG AR101027

ENGINEER'S SEAL

| | |
|---|---|
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| G.C. | - |

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OVERALL PLAN

A100


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**From:** Jennifer Spearman
**To:** Alicia Rosenthal; barruda23@gmail.com; Planning Department
**Subject:** Conditional Use
**Date:** Thursday, April 25, 2024 8:59:54 AM
**Attachments:** Conditional Use Approval.pdf
04232024_THE SIINKISF, CITV fort PLANNING DEPARTMENT.pdf
24.031_PlayMoney_ProposedPlan.pdf
24.031_PlayMoney_ProposedConstructionPlan.pdf
24.031_PlayMoney_DEMOLITION.pdf
24.031_PlayMoney_CEILING.pdf
24.044_PlayMoney_CD-POWER.pdf
Florida Nexus - survey.PDF
Florida Nexus - site plan.PDF

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Digital forms from yesterday are attached.

Established and popular business in Downtown Stuart, FL expanding to form a second location in Fort Pierce, FL.
www.playmoneyfl.com

Project Narrative:
Play Money LLC; a Family Fun Center with retro pinball and games including skee ball and more. Extremely comparable to Dave & Buster's and Chuck E. Cheese. Wristband format for unlimited play for people of all ages to enjoy an affordable family friendly amusement attraction with snacks and beverages.
All games are set on free play, no coins, no cards, only fun!
Customer base: Families, Schools, fundraisers, private parties.

Current Hours:
Sun, Mon, Tues, Wed, Thurs 12pm - 11pm
Fri & Sat 12pm - 1am

*There is absolutely NO gambling. This is a family friendly establishment. We look forward to having a large location off Peters Road located strategically between Fort Pierce's turnpike and 95 exit to be a main attraction to The City of Fort Pierce.
Future plans include a third location in the heart of the downtown Fort Pierce district once the second location is established and code will allow.

Jen Spearman
Representative of Play Money LLC & Nexus Plaza
772-400-1980

# Specific Purpose Survey & Site Plan Performed for ComNet Realty

## ABBREVIATIONS AND SYMBOLS

| | |
|---|---|
| LB. | LICENSED BUSINESS |
| NO. | NUMBER |
| R/W | RIGHT OF WAY |
| CM | 4X4 CONCRETE MONUMENT |
| P.U.D.E. | PUBLIC UTILITY AND DRAINAGE EASEMENT |
| FD. | FOUND |
| O.R.B. | OFFICIAL RECORD BOOK |
| P.R.M. | PERMANENT REFERENCE MONUMENT |
| P.C.P. | PERMANENT CONTROL POINT |
| BM | BENCHMARK |
| F.F. | FINISH FLOOR |
| ELEV. | ELEVATION |
| R | RADIUS |
| Δ | DELTA |
| L | LENGTH |
| I.D. | IDENTIFICATION |
| SEC. | SECTION |
| TWP. | TOWNSHIP |
| RGE. | RANGE |
| CH. | CHORD |
| CHB. | CHORD BEARING |
| (C) | CALCULATED |
| (M) | MEASURED |
| (P) | PLAT |
| (D) | DEED |
| IR | 1/2" IRON ROD |
| IRC | 1/2" IRON ROD AND CAP |
| IP | 3/4" IRON PIPE |
| EP | EDGE OF PAVEMENT |
| P.R.D. | PLANNED RESIDENTIAL DEVELOPMENT |
| N.D. | NAIL & DISK |
| A/C | AIR CONDITIONING PAD |
| P/E | SWIMMING POOL EQUIPMENT PAD |
| P.L.S. | PROFESSIONAL LICENSED SURVEYOR |
| P.S.M. | PROFESSIONAL SURVEYOR & MAPPER |
| R.L.S. | REGISTERED LAND SURVEYOR |

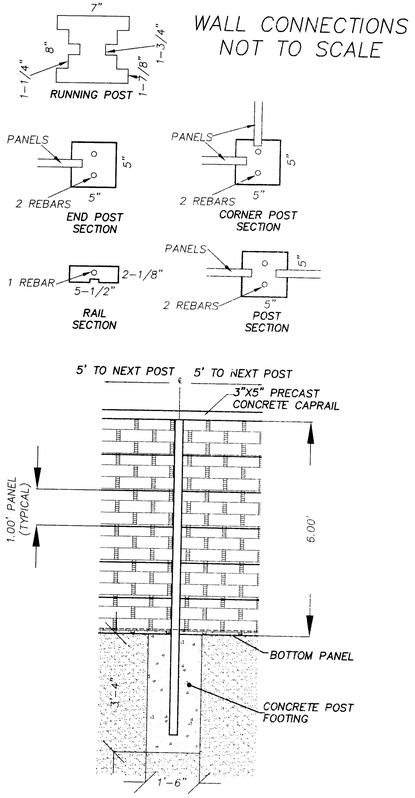
OAK, PINE, PALM, SHRUB, MAPLE, CITRUS, ELM, MISC. TREE, BLOW-OFF, PULL BOX, GAS VALVE, SEPTIC TANK

SANITARY MANHOLE, DRAINAGE MANHOLE, WELL, HYDRANT, WATER VALVE, WATER METER, CLEANOUT, CATCH BASIN, CURB INLET, REUSE WATER VALVE, IRRIGATION VALVE, YARD DRAIN, PROPOSED DRAINAGE, FIRE DEPARTMENT CONNECTION, STOP LIGHT, REUSE WATER METER, TILE SURFACE, PARKING SPACES

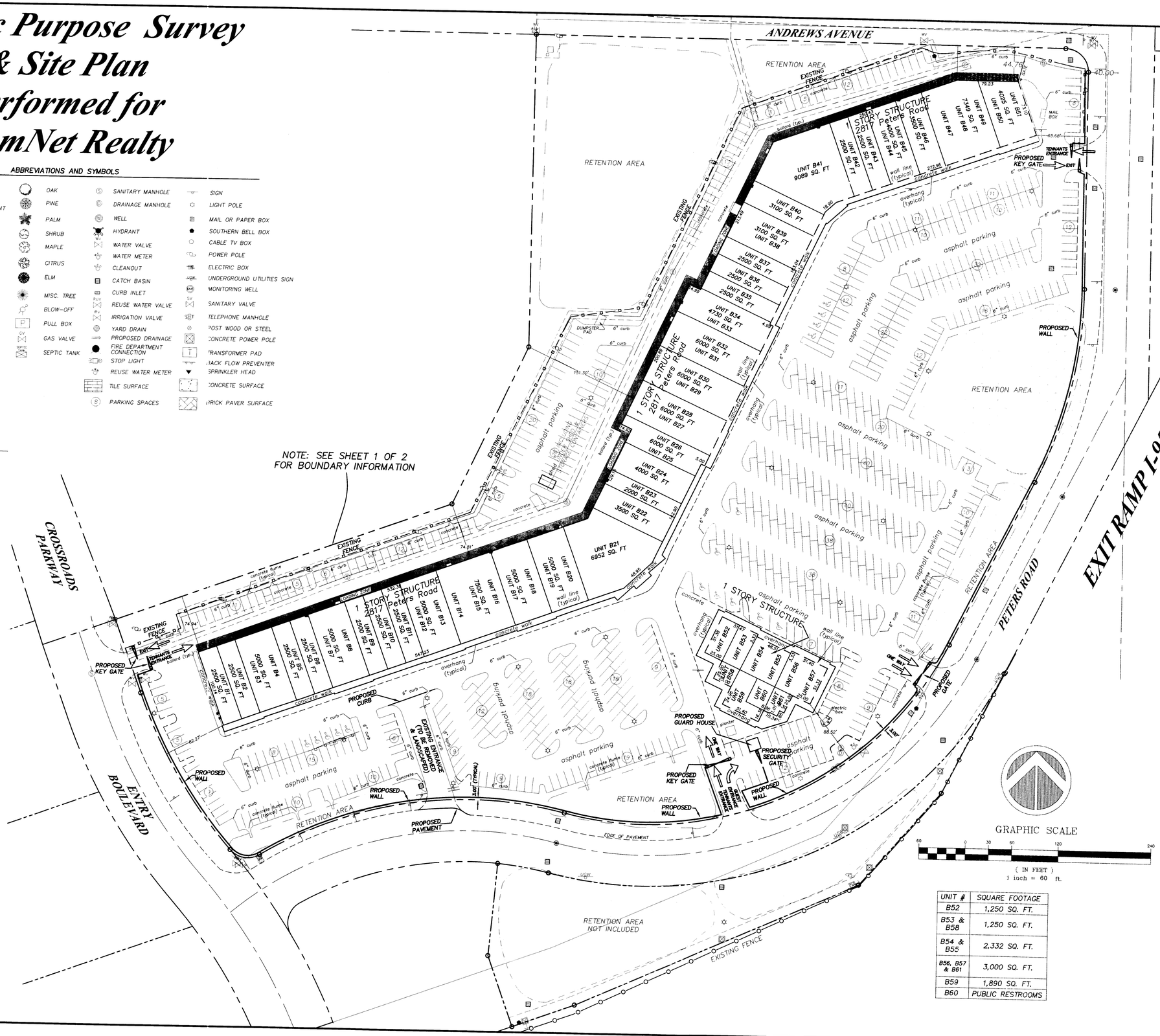
SIGN, LIGHT POLE, MAIL OR PAPER BOX, SOUTHERN BELL BOX, CABLE TV BOX, POWER POLE, ELECTRIC BOX, UNDERGROUND UTILITIES SIGN, MONITORING WELL, SANITARY VALVE, TELEPHONE MANHOLE, POST WOOD OR STEEL, CONCRETE POWER POLE, TRANSFORMER PAD, BACK FLOW PREVENTER, SPRINKLER HEAD, CONCRETE SURFACE, BRICK PAVER SURFACE

**WALL WAY USA**
MANUFACTURERS OF PRECAST CONCRETE WALLS/FENCES

WALL CONNECTIONS
NOT TO SCALE




NOTE: SEE SHEET 1 OF 2 FOR BOUNDARY INFORMATION




| UNIT # | SQUARE FOOTAGE |
|---|---|
| B52 | 1,250 SQ. FT. |
| B53 & B58 | 1,250 SQ. FT. |
| B54 & B55 | 2,332 SQ. FT. |
| B56, B57 & B61 | 3,000 SQ. FT. |
| B59 | 1,890 SQ. FT. |
| B60 | PUBLIC RESTROOMS |

TIFF REFERENCE
5216ALTA3

DRAWING NAME 3216SP.DWG | SHEET 2 OF 2 | SCALE AS NOTED | DATE 12/30/08 | FILE NAME 3216.DP | FB PAGE N/A | DATA ACQUISITION 3216ALTA.ASC | BY | CHECKED DMT | DRAWN BY CJG | SURVEY TYPE SPECIFIC PURPOSE

SURVEY MAP AND REPORT OR THE COPIES THEREOF ARE NOT VALID WITHOUT THE ORIGINAL SIGNATURE AND SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.

DAVID M. TAYLOR P.S.M. 5243

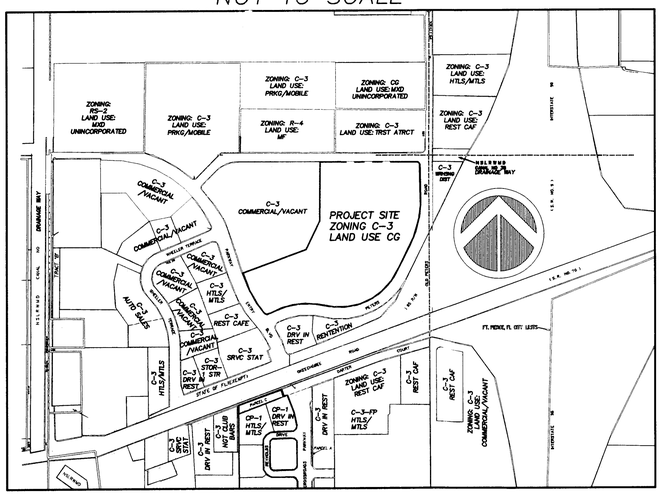
**Masteller, Moler, Reed & Taylor, Inc.**
Professional Surveyors and Mappers
Land Surveying Business lb 4644
1655 27th Street, Suite 2, Vero Beach, Florida 32960
Phone: (772) 564-6050 Fax: (772) 794-1647

MAP OF SURVEY FOR
ComNet Realty

| NO. | DATE | DESCRIPTION | BY |
|---|---|---|---|
| 1 | | | |
| 2 | | | |
| 3 | | | |
| 4 | | | |
| 5 | | | |
| 6 | | | |

# Specific Purpose Survey & Site Plan Performed for ComNet Realty

SITE MAP
NOT TO SCALE




## LEGAL DESCRIPTION

PARCEL 1

COMMENCE AT THE INTERIOR 1/4 SECTION CORNER OF SECTION 24, TOWNSHIP 35 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA; THENCE RUN N89°41'32"W, ALONG THE EAST-WEST 1/4 SECTION LINE OF SAID SECTION 24, A DISTANCE OF 768.20 FEET; THENCE RUN S00°18'28"W, A DISTANCE OF 45.00 FEET, TO THE POINT OF BEGINNING; THENCE RUN S89°41'32"E, A DISTANCE OF 683.72 FEET, TO THE POINT OF CURVATURE OF A CURVE CONCAVE TO THE SOUTHWEST; THENCE RUN, SOUTHEASTERLY, ALONG THE SAID CURVE HAVING AN INTERIOR ANGLE OF 89°36'19", A RADIUS OF 30.00 FEET, AN ARC LENGTH OF 46.92 FEET AND A LONG CHORD OF S44°53'22"E, A DISTANCE OF 42.28 FEET, TO THE POINT OF TANGENCY OF SAID CURVE; THENCE RUN S00°05'13"E, A DISTANCE OF 281.67 FEET, PARALLEL WITH THE NORTH-SOUTH 1/4 SECTION LINE OF SAID SECTION 24 TO THE POINT OF CURVATURE OF A CURVE CONCAVE TO THE NORTHWEST; THENCE RUN SOUTHWESTERLY, ALONG THE SAID CURVE HAVING AN INTERIOR ANGLE OF 26°42'20", A RADIUS OF 560.00 FEET, AN ARC LENGTH OF 261.02 FEET AND A LONG CHORD OF S13°15'57"W, A DISTANCE OF 258.66 FEET, TO THE POINT OF TANGENCY OF SAID CURVE; THENCE RUN S26°37'08"W, A DISTANCE OF 237.49 FEET, TO THE POINT OF CURVATURE OF A CURVE CONCAVE TO THE NORTHWEST; THENCE RUN, SOUTHWESTERLY, ALONG THE SAID CURVE HAVING AN INTERIOR ANGLE OF 77°16'13", A RADIUS OF 435.00 FEET, AN ARC LENGTH OF 586.63 FEET AND A LONG CHORD OF S65°15'09"W, A DISTANCE OF 543.18 FEET, TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE TO THE SOUTHEAST; THENCE RUN SOUTHWESTERLY, ALONG THE SAID CURVE HAVING AN INTERIOR ANGLE OF 45°27'09", A RADIUS OF 515.01 FEET, AN ARC LENGTH OF 408.55 FEET AND A LONG CHORD OF S81°09'36"W, A DISTANCE OF 397.92 FEET, TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE TO THE NORTHEAST, THENCE RUN NORTHWESTERLY, ALONG THE SAID CURVE HAVING AN INTERIOR ANGLE OF 80°06'22", A RADIUS OF 30.00 FEET, AN ARC LENGTH OF 41.94 FEET AND A LONG CHORD OF N81°30'48"W, A DISTANCE OF 38.61 FEET, TO THE POINT OF COMPOUND CURVATURE OF A CURVE CONCAVE TO THE NORTHEAST, THENCE RUN, NORTHWESTERLY, ALONG THE SAID CURVE HAVING AN INTERIOR ANGLE OF 21°31'01", A RADIUS OF 625.00 FEET, AN ARC LENGTH OF 234.71 FEET AND A LONG CHORD OF N30°42'06"W, A DISTANCE OF 233.34 FEET, TO THE POINT OF TANGENCY OF SAID CURVE; THENCE RUN N19°56'35"W, A DISTANCE OF 100.87 FEET; THENCE RUN N70°04'02"E, A DISTANCE OF 459.41 FEET; THENCE RUN N25°04'02"E, A DISTANCE OF 226.43 FEET; THENCE RUN N00°18'28"E, A DISTANCE OF 405.04 FEET, TO THE POINT OF BEGINNING; ALL LYING AND BEING IN SECTION 24, TOWNSHIP 35 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA;
CONTAINING 18.61 ACRES, MORE OR LESS.

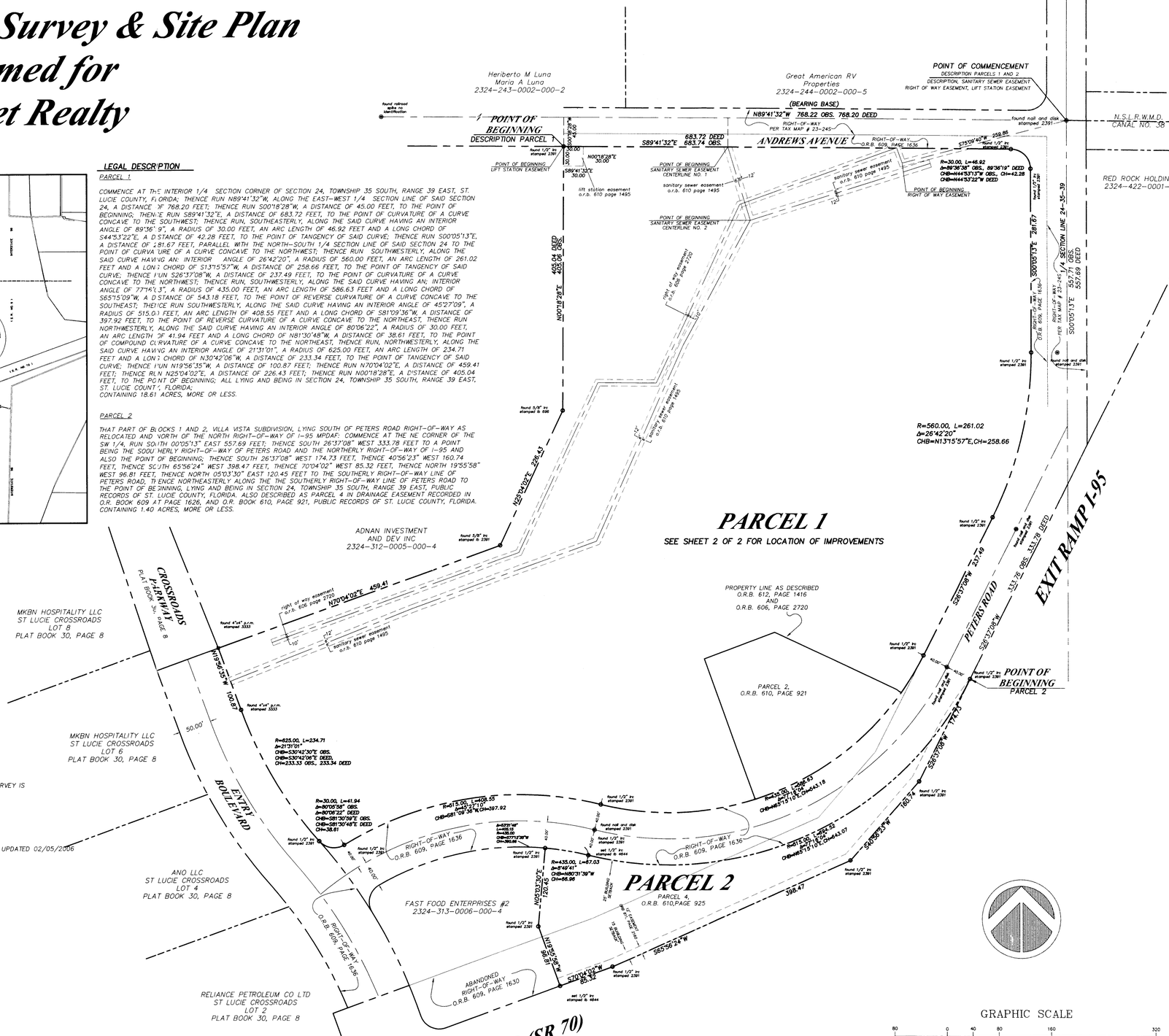
PARCEL 2

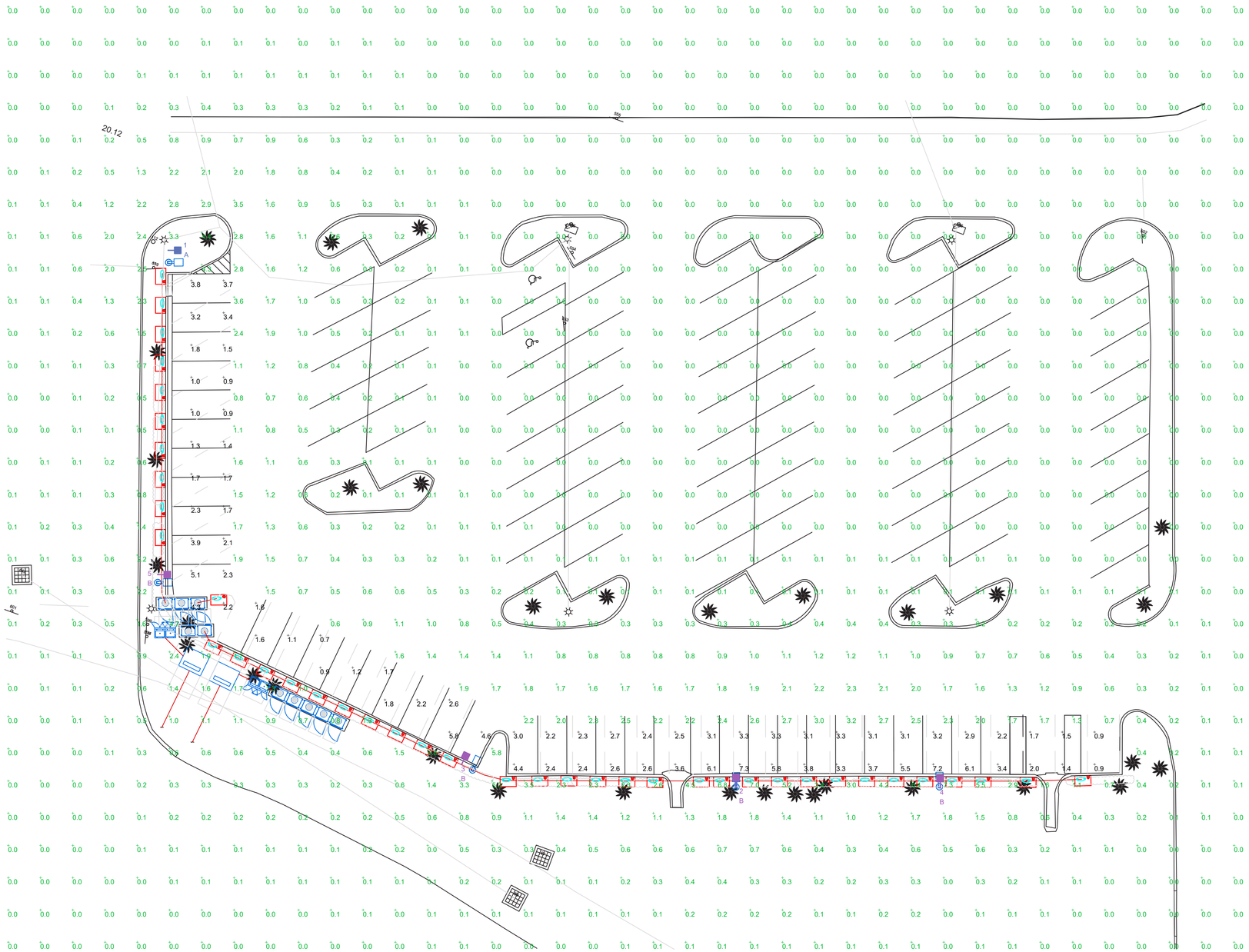
THAT PART OF BLOCKS 1 AND 2, VILLA VISTA SUBDIVISION, LYING SOUTH OF PETERS ROAD RIGHT-OF-WAY AS RELOCATED AND NORTH OF THE NORTH RIGHT-OF-WAY OF I-95 MFDAF: COMMENCE AT THE NE CORNER OF THE SW 1/4, RUN SOUTH 00°05'13" EAST 557.69 FEET; THENCE SOUTH 26°37'08" WEST 333.78 FEET TO A POINT BEING THE SOUTHERLY RIGHT-OF-WAY OF PETERS ROAD AND THE NORTHERLY RIGHT-OF-WAY OF I-95 AND ALSO THE POINT OF BEGINNING; THENCE SOUTH 26°37'08" WEST 174.73 FEET, THENCE 40°56'23" WEST 160.74 FEET, THENCE SOUTH 65°56'24" WEST 398.47 FEET, THENCE 70°04'02" WEST 85.32 FEET, THENCE NORTH 19°55'58" WEST 96.81 FEET, THENCE NORTH 05°03'30" EAST 120.45 FEET TO THE SOUTHERLY RIGHT-OF-WAY LINE OF PETERS ROAD, THENCE NORTHEASTERLY ALONG THE THE SOUTHERLY RIGHT-OF-WAY LINE OF PETERS ROAD TO THE POINT OF BEGINNING, LYING AND BEING IN SECTION 24, TOWNSHIP 35 SOUTH, RANGE 39 EAST, PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA. ALSO DESCRIBED AS PARCEL 4 IN DRAINAGE EASEMENT RECORDED IN O.R. BOOK 609 AT PAGE 1626, AND O.R. BOOK 610, PAGE 921, PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA.
CONTAINING 1.40 ACRES, MORE OR LESS.

## REPORT OF SURVEY:

- TYPE OF SURVEY: SPECIFIC PURPOSE
- SURVEYOR IN RESPONSIBLE CHARGE: DAVID M. TAYLOR P.S.M. 5243

  MASTELLER, MOLER, REED & TAYLOR, INC. CERTIFICATE OF AUTHORIZATION L.B. 4644
  1655 27th STREET
  VERO BEACH, FLORIDA 32960 – PHONE (772) 564-8050
- THIS SURVEY IS NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER. ADDITIONS OR DELETIONS TO THE SURVEY MAP AND/OR REPORT OF SURVEY BY OTHER THAN THE SIGNING PARTY OR PARTIES IS PROHIBITED WITHOUT WRITTEN CONSENT OF THE SIGNING PARTY OR PARTIES.
- HORIZONTAL CONTROL ACCURACY: THE EXPECTED USE OF THE SURVEY MAP AND REPORT FOR THE LAND, AS CLASSIFIED IN THE MINIMUM TECHNICAL STANDARDS (61G17-6.003(E) FAC) ISCOMMERCIAL/HIGH RISK THE MINIMUM RELATIVE DISTANCE ACCURACY FOR THIS TYPE OF BOUNDARY SURVEY IS 1 FOOT IN 10000 FEET. THE ACCURACY OBTAINED BY MEASUREMENT AND CALCULATION OF A CLOSED GEOMETRIC FIGURE WAS FOUND TO MEET OR EXCEED THIS REQUIREMENT.
- HORIZONTAL FEATURE ACCURACY: TOPOGRAPHIC LAND FEATURES (SIGNS, INLETS, VALVES, MAILBOXES, POWERPOLES, DRIVEWAYS, CULVERTS AND SIMILAR FEATURES) HAVE A HORIZONTAL FEATURE ACCURACY OF PLUS OR MINUS 0.25 FEET.
- FIELD WORK WAS OBTAINED DURING THE FOLLOWING TIME FRAME OR DATE: 07-09-03 THRU 07-28-03. UPDATED 02/05/2006
- THE BEARING BASE FOR THIS SURVEY IS AS FOLLOWS:
  A) ASSUMED
  B) QUARTER SECTION LINE BETWEEN A NAIL AND DISK STAMPED 2391 AND A R.R. SPIKE
  C) THE BEARING BEING N89°41'32"W
- NO INSTRUMENTS OF RECORD REFLECTING EASEMENTS, RIGHTS-OF-WAY AND/OR OWNERSHIP WERE FURNISHED TO THIS SURVEYOR EXCEPT AS SHOWN. NO TITLE OPINION IS EXPRESSED OR IMPLIED.
- THIS SURVEY DOES NOT CERTIFY TO THE EXISTENCE OR LOCATION OF ANY FOUNDATIONS, UTILITIES, UNDERGROUND ENCROACHMENTS OR IMPROVEMENTS EXCEPT AS SHOWN.
- THE PARCEL OF LAND SHOWN HEREON IS LOCATED IN FLOOD ZONE "X" PER FLOOD INSURANCE RATE MAP 12111C0170 F, DATED AUGUST 19TH, 1991.
- UNLESS A COMPARISON IS SHOWN, PLAT VALUES & MEASURED VALUES ARE THE SAME.
- ALL MEASUREMENTS ARE IN FEET AND DECIMAL PARTS THEREOF AND ARE IN ACCORDANCE WITH THE STANDARDS OF THE UNITED STATES.
- ALL SET REBAR AND CAPS STAMPED LB 4644 ARE 1/2" IN DIAMETER AS REQUIRED BY THE MINIMUM TECHNICAL STANDARDS.


Heriberto M. Luna
Maria A. Luna
2324-243-0002-000-2
Great American RV Properties
2324-244-0002-000-5
POINT OF COMMENCEMENT
DESCRIPTION PARCELS 1 AND 2
DESCRIPTION, SANITARY SEWER EASEMENT
RIGHT OF WAY EASEMENT, LIFT STATION EASEMENT
(BEARING BASE)
N89°41'32"W 768.22 OBS. 768.20 DEED
POINT OF BEGINNING
DESCRIPTION PARCEL
ANDREWS AVENUE
RIGHT-OF-WAY PER TAX MAP # 23-245
RIGHT-OF-WAY O.R.B. 609, PAGE 1636
S89°41'32"E 683.72 DEED 683.74 OBS.
N00°18'28"E 30.00
S89°41'32"E 30.00
POINT OF BEGINNING LIFT STATION EASEMENT
POINT OF BEGINNING SANITARY SEWER EASEMENT CENTERLINE NO. 1
POINT OF BEGINNING SANITARY SEWER EASEMENT CENTERLINE NO. 2
POINT OF BEGINNING RIGHT OF WAY EASEMENT
lift station easement o.r.b. 610 page 1495
sanitary sewer easement o.r.b. 610 page 1495
R=30.00, L=46.92
Δ=89°36'19" OBS., 89°36'19" DEED
CHB=N44°53'13"W OBS., CH=42.28
CHB=N44°53'22"W DEED
S75°09'40"E 258.86
RED ROCK HOLDINGS LLC
2324-422-0001-000-4
N.S.L.R.W.M.D. CANAL NO. 38
S00°05'13"E 281.67
405.04 DEED 405.06 OBS.
N00°18'28"E
S00°05'13"E 557.71 OBS. 557.69 DEED
SECTION LINE 24-35-39
RIGHT-OF-WAY PER TAX MAP # 23-245
RIGHT-OF-WAY O.R.B. 609, PAGE 1636
found 5/8" iro stamped 0.586
found 5/8" iro stamped 0. 2391
found 1/2" iro stamped 2391
found nail and disk stamped 2391
found 1/2" iro stamped 2391
found nail and disk stamped 2391
found 1/2" iro stamped 2391
found 1/2" iro stamped 2391
found 1/2" iro




NOTE:
- ALL AREA LIGHTS ARE ON NEW 10 FT. POLES MOUNTED AT GRADE.

| LUMINAIRE LOCATION SUMMARY | | |
|---|---|---|
| LUM NO. | LABEL | MTG. HT. |
| 1 | A | 20 |
| 2 | B | 20 |
| 3 | B | 20 |
| 4 | B | 20 |
| 5 | B | 20 |

| FOOTCANDLE LEVELS CALCULATED AT GRADE USING INITIAL LUMEN VALUES | | | | | |
|---|---|---|---|---|---|
| LABEL | AVG | MAX | MIN | AVG/MIN | MAX/MIN |
| PAVED AREA | 2.80 | 7.3 | 0.7 | 4.00 | 10.43 |
| UNDEFINED | 0.39 | 7.3 | 0.0 | N.A. | N.A. |

| LUMINAIRE SCHEDULE | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| SYMBOL | QTY | LABEL | ARRANGEMENT | LUMENS | LLF | BUG RATING | WATTS/LUMINAIRE | TOTAL WATTS | MANUFACTURER | CATALOG LOGIC |
| | 1 | A | Single | 11875 | 1.030 | B2-U0-G2 | 95 | 95 | CREE, INC. | XSPMD-D-HT-4ME-12L-57K7-UL-XX-N (w/ TL7-B2) |
| | 4 | B | Single | 11875 | 1.030 | B2-U0-G2 | 95 | 380 | Cree Inc | XSPMD-D-HT-3ME-12L-57K7-UL-XX-N (w/ TL7-B2) |


RED LEONARD ASSOCIATES
1340 Kemper Meadow Dr, Forest Park, OH 45240
513-574-9500 | redleonard.com


| REV. | BY | DATE | DESCRIPTION |
|---|---|---|---|
| . | . | . | . |
| . | . | . | . |
| . | . | . | . |
| . | . | . | . |


DISCLAIMER

ANY SITE PLAN(S), FLOOR PLAN(S), RENDERING(S), LIGHTING LAYOUT(S) AND PHOTOMETRIC PLAN(S) INCLUDING BUT NOT LIMITED TO ANY PROJECT(S) CREATED/PRODUCED BY RED LEONARD ASSOCIATES INC., ARE ONLY INTENDED FOR ILLUSTRATION AND QUOTING PURPOSES ONLY. RED LEONARD ASSOCIATES HAS THE RIGHT TO USE THIRD PARTY LASERS, SCANNERS, AND CAMERAS BUT ACTUAL PROJECT CONDITIONS, DIMENSIONS, AND ACCURACY OF MEASUREMENTS MAY DIFFER FROM THESE OR ANY PARAMETERS. RED LEONARD ASSOCIATES INC. ASSUMES NO LIABILITY FOR WHAT IS CREATED/PRODUCED IN THESE RECREATIONS. THIS INCLUDES BUT IS NOT LIMITED TO THE USE OF, INSTALLATION OF AND/OR INTEGRITY OF EXISTING BUILDING(S), SURROUNDING AREA FOR PRODUCT(S) SUCH AS EXISTING POLE(S), ANCHOR BOLT(S), BASE(S), ARCHITECTURAL AND SIGNAGE STRUCTURE(S), LANDSCAPING PLAN(S), LIGHTING PLAN(S), FIXTURE SELECTION(S) AND PLACEMENT, MATERIAL(S), COLOR ACCURACY, TEXTURE(S), AND ANYTHING ATTRIBUTED TO PHOTO REALISM THAT IS CREATED. FURTHERMORE, RED LEONARD ASSOCIATES INC., DOES NOT ASSUME LIABILITY WHATSOEVER FOR ANY PURCHASES MADE BY CLIENT BEFORE, DURING, OR AT THE CONCLUSION OF THE PUBLISHED WORK. THE CUSTOMER, ITS RELATIVE AFFILIATES, AS WELL AS ANY OTHER PERSON(S) IN VIEWING OF THIS PRODUCT IS RESPONSIBLE FOR VERIFYING COMPLIANCE WITH ANY BUT NOT LIMITED TO ALL CODES, PERMITS, RESTRICTIONS, INSTRUCTIONS, PURCHASES, AND INSTALLATIONS OF OBJECTS VIEWED WITHIN THIS DOCUMENT(S) OR PROJECT(S). SYMBOLS ARE NOT DRAWN TO SCALE. SIZE IS FOR CLARITY PURPOSES ONLY. SIZES AND DIMENSIONS ARE APPROXIMATE, ACTUAL MEASUREMENTS MAY VARY. DRAWINGS ARE NOT INTENDED FOR ENGINEERING OR CONSTRUCTION USE. THIS DOCUMENT, ANY RED LEONARD DRAWING(S), OR PROJECT(S) IS NOT TO BE USED AND/OR INTENDED FOR ENGINEERING OR CONSTRUCTION PURPOSES, BUT FOR ILLUSTRATIVE PURPOSES ONLY. ANY LOCATIONS OF EMERGENCY LIGHTING SHOWN WERE PROVIDED BY OTHERS. RED LEONARD ASSOCIATES IS NOT RESPONSIBLE FOR INSUFFICIENT LIGHTING DURING AN EMERGENCY EVENT. ANY USE OF THIS DOCUMENTATION AND/OR OTHER ARTICLES PRODUCED BY RED LEONARD WITHOUT WRITTEN AUTHORIZATION FROM JAYME J. LEONARD IS STRICTLY PROHIBITED.


SCALE: 1" = 10'
LAYOUT BY: JSC
DWG SIZE: D
DATE: 06/16/2023

PROJECT NAME:
TESLA
FT. PIERCE, FLORIDA
DRAWING NUMBER:
RL-8935-S1

TESLA

| AREA | QTY | LABEL | DESCRIPTION |
|---|---|---|---|
|  | 1 | A | XSPMD-D-HT-4ME-12L-57K7-UL-XX-N (W/ TL7-B2) |
| | 4 | B | XSPMD-D-HT-3ME-12L-57K7-UL-XX-N (W/ TL7-B2) |

## ADDITIONAL FIXTURE INFO

# XSP Series

XSPMD LED Street/Area Luminaire – Medium

Rev. Date: VY-02/25/2023

### Product Description

Designed from the ground-up as a totally optimized LED street and area lighting system, the XSP Series delivers incredible efficiency without sacrificing application performance. Beyond substantial energy savings and reduced maintenance, Cree Lighting achieves greater optical control with our NanoOptic® Precision Delivery Grid™ optic when compared to traditional cobra head luminaires. The XSP Series is the better alternative for traditional street and area lighting with quick payback and improved performance.

**Applications:** Collector roads, major roads, parking lots, and general area spaces

### Performance Summary

NanoOptic® Precision Delivery Grid™ optic

Assembled in the USA by Cree Lighting from US and imported parts

**Initial Delivered Lumens:** Up to 11,875

**Efficacy:** Up to 125 LPW

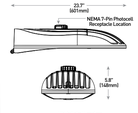
**CRI:** Minimum 70 CRI

**CCT:** 3000K, 4000K, 5000K, 5700K

**Limited Warranty*:** 10 years on luminaire; 10 years on Colorfast DeltaGuard® finish; up to 5 years for Synapse® accessories; 1 year on luminaire accessories

* See http://creelighting.com/warranty for warranty terms. For Synapse accessories, consult Synapse spec sheets for details on warranty terms.






| Weight |
|---|
| 14.2 lbs. (6.4kg) |

### Accessories

| Field-Installed | | |
|---|---|---|
| **Backlight Control Shield**<br>RA-SP18LS<br>- Provides 1 mounting height cutoff<br>- Polycarbonate construction<br>- Refer to initial delivered lumen tables for lumen output | **Bird Spikes**<br>XSP-BIRDSRDM | **Shorting Cap**<br>RA-WSLSHRT |

### Ordering Information

Example: XSPMD-D-HT-3LG-12L-30K7-UL-SV-N

| XSPMD | D | HT | | 12L | | | | N | |
|---|---|---|---|---|---|---|---|---|---|
| **Product** | **Version** | **Mounting*** | **Optic** | **Lumen Package***** | **CCT/CRI** | **Voltage** | **Color Options** | **Utility Label/Receptacle** | **Options** |
| XSPMD | D | HT<br>Horizontal Tenon | **Asymmetric/a:**<br>**2LG****<br>Type 2 Long<br>Distribution<br>**3ME***<br>Type 3 Medium<br>**4ME***<br>Type 4 Medium<br>**LME****<br>Type IV Medium<br>**Symmetric:**<br>**SQA**<br>Type V Short | **12L**<br>12,000 Lumens | **30K7**<br>3000K, 70 CRI<br>**40K7**<br>4000K, 70 CRI<br>**50K7**<br>5000K, 70 CRI<br>**57K7**<br>5700K, 70 CRI | **UL**<br>Universal<br>120-277V<br>50/60Hz<br>Universal<br>347-480V | **BK**<br>Black<br>**BZ**<br>Bronze<br>**SV**<br>Silver<br>**WH**<br>White | **N**<br>**Utility Label and NEMA® 7-Pin Photocell Receptacle******<br>- External wattage label per ANSI C136.15-2020<br>- Photocell ANSI C136.41<br>- Receptacle leads are factory connected to the drivers<br>- Requires photocell or shorting cap (by others) | **20KV 20kV/10kA Surge Suppression**<br>- Replaces standard 10kV/5kA surge protection<br>**DLI DALI Compatible**<br>- Includes DALI 2 - 4c voltage only<br>- Not available with D or R options<br>**D Small Four Bolt Mounting**<br>- Mounts to 3" (76mm) IP, 1.66" (42mm) O.D. horizontal tenon<br>**J Large Four Bolt Mounting**<br>- Mounts to 3" (76mm) IP, 2.375" (60mm) O.D. horizontal tenon<br>**0R/1R/2R/3R/4R/5R/6R/7R/8R/9R/02/52/61**<br>**Field Adjustable Output**<br>- Must select 0R, 0R, 5R, 6R, 7R, 8R, 9R, 02, 52, or 61<br>- Each option is permanently locked to the setting selected<br>- Includes wattage label for setting selected<br>- Refer to page 4 for power and lumen values<br>- Dimming is only available through 7-Pin receptacle with use of dimming control by others<br>**XR/5YR/6/35/6/XX/52/61**<br>**Locked Lumen Output**<br>- Must select XR, 5YR, 6R, 35, 6R, XX, 52, or 61<br>- Each option input is permanently locked to the setting selected<br>- Includes wattage label for setting selected<br>- Refer to page 4 for power and lumen values<br>- Dimming is only available through 7-Pin receptacle with use of dimming control by others |

* Reference EPA and pole configuration scalability data on page 3

** Available with Backlight Shield when ordered with field installed accessory (see table above)

*** Lumen Package codes identify approximate light output only. Actual lumen output levels may vary depending on CCT and optic selection. Refer to Initial Delivered Lumen tables for specific lumen values

**** Refer to Field Adjustable Output table on page 4 for utility label lumen values

US: creelighting.com (800) 236-6800
Canada: creelighting-canada.com (800) 473-1234

CREE LIGHTING

XSPMD LED Street/Area Luminaire – Medium

### Product Specifications

**CONSTRUCTION & MATERIALS**

- Die cast aluminum housing
- Tool-less entry
- Mounts on 1.25" (32mm) IP, 1.66" (42mm) O.D. or 2" (51mm) IP, 2.375" (60mm) O.D. horizontal tenon (minimum 8" (203mm) in length) and is adjustable +/- 5° to allow for fixture leveling (includes two axis T-level to aid in leveling)
- Luminaire secures with two 410 stainless steel mounting bolts; optional four point mounting available
- Exclusive ColorFast DeltaGuard® finish features an E-Coat epoxy primer with an ultra-durable black, bronze or silver powder topcoat, providing excellent resistance to corrosion, ultraviolet degradation and abrasion
- Comes standard with Utility Label per ANSI C136.15-2020 and 7-pin NEMA® Photocell Receptacle per ANSI C136.41
- **Weight:** 14.2 lbs. (6.4kg)

**ELECTRICAL SYSTEM**

- **Input Voltage:** 120-277V or 347-480V, 50/60Hz
- **Power Factor:** > 0.9 at full load
- **Total Harmonic Distortion:** < 20% at full load
- Integral 10kV/5kA surge suppression protection standard; 20kV/10kA surge suppression protection optional.
- When code dictates fusing, a slow blow fuse or type C/D breaker should be used to address inrush
- Designed with 0-10V dimming capabilities. Controls by others
- **10V Source Current:** 0.15mA
- Luminaires with DLI option are DALI compatible per IEC 62386
- **Operating Temperature Range:** -40° C - +40° C (-40° F - +104° F)

**REGULATORY & VOLUNTARY QUALIFICATIONS**

- cULus Listed
- Suitable for wet locations
- Certified to ANSI C136.31-2001, 3G bridge and overpass vibration standards
- ANSI C136.2 10kV/5kA (standard) and 20kV/10kA (optional) surge protection, tested in accordance with IEEE/ANSI C62.41.2
- Meets FCC Part 15, Subpart B, Class A limits for conducted and radiated emissions
- Luminaire and finish endurance tested to withstand 5,000 hours of elevated ambient salt fog conditions as defined in ASTM Standard B 117
- Assembled in the USA by Cree Lighting from US and imported parts
- Meets Buy American requirements within ARRA
- RoHS compliant. Consult factory for additional details
- Dark Sky Friendly, IDA Approved when ordered with 30K7 CCT. Please refer to https://www.darksky.org/our-work/lighting/lighting-for-industry/fsa/fsa-products/ for most current information.
- **CA RESIDENTS WARNING:** Cancer and Reproductive Harm – www.p65warnings.ca.gov

### Product Specifications

**SYNAPSE® SIMPLYSNAP INTELLIGENT CONTROL**

**FOR NON-STREET LIGHTING APPLICATIONS ONLY**

The XSP Series is compatible with the Synapse® SimplySNAP platform. A highly intuitive connected lighting solution for Site and Area applications only. The system features a reliable and robust self-healing mesh network with a browser-based interface that runs on smartphones, tablets, and PCs. Using a Twist-Lock Lighting Controller and Site Controller, SimplySnap provides: energy productivity, code compliance and a better light experience for non-street lighting installations. SimplySNAP is optimized to create and manage networks for campus wide Area and Site applications which differs from networking requirements for street lighting applications.

| Synapse Wireless Control Accessories (for Non-Street Lighting Applications only) | |
|---|---|
| **Twist-Lock Lighting Controller**<br>TLC-B2<br>- Suitable for 120-277V (UL) voltage only<br>- Requires NEMA/ANSI C136.41 7-Pin Dimming Receptacle<br>- Provides On/Off switching, dimming, power metering, digital sensor input, and status monitoring of luminaire<br>- Refer to TLC-B2 spec sheet for details<br>**Twist-Lock Lighting Controller**<br>TLT-HNG<br>- Suitable for 120-480V (UL and UH) voltage<br>- Requires NEMA/ANSI C136.41 7-Pin Dimming Receptacle<br>-Provides On/Off switching, dimming, power metering, digital sensor input, and status monitoring of luminaire<br>- Refer to TLT-HNG spec sheet for details<br>**Synapse Wireless Control Base Station**<br>CBS04-450-002<br>- Includes On-Site Controller (SS450-002) and 5-button switch<br>- Indoor and Outdoor rated<br>- Refer to CBS04-450-002 spec sheet for details | **Synapse Wireless Sensor**<br>WSN-OPM<br>- Motion and light sensor<br>- Indoor and Outdoor<br>- Refer to WSN-OPM spec sheet for details<br>**SimplySNAP On-Site Controller**<br>SS450-002<br>- Version* LTE-enabled<br>- Indoor and Outdoor applications<br>- Refer to SS450-002 spec sheet for details<br>**Building Management System (BMS) Gateway**<br>BMS-SM-002<br>- Required for BACnet integration<br>- Refer to BMS-SM-002 spec sheet for details<br>**Outdoor Antennas**<br>**(Optional, for increased range, 8dB gain)**<br>ACT-ANT4205M<br>- Kit includes antenna, 20' cable and bracket<br>ACT-ANT4250M<br>- Kit includes antenna, 50' cable and bracket<br>ACT-ANT4100<br>- Kit includes antenna, 50' cable and bracket<br>- Refer to Outdoor antenna spec sheet for details |

| Electrical Data* | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Lumen Package | Optics | CCT/ CRI | System Watts 120-480V | Utility Label Wattage** | Total Current (A) | | | | |
| | | | | | 120V | 208V | 240V | 277V | 347V | 480V |
| 12L | All | All | 95 | 100 | 0.80 | 0.46 | 0.40 | 0.35 | 0.27 | 0.20 |

* Electrical data at 25°C (77°F). Actual wattage may differ by +/- 10% when operating between 120-277V or 347-480V +/- 10%

** Refer to Field Adjustable Output table on page 4 for utility label lumen values

| XSP Series (XSPMD) Ambient Adjusted Lumen Maintenance[1] | | | | | | |
|---|---|---|---|---|---|---|
| Ambient | Optics | Initial LMF | 25K hr Reported[2] LMF | 50K hr Reported[2] LMF | 75K hr Reported[2] Estimated[3] LMF | 100K hr Reported[2] Estimated[3] LMF |
| 5°C (41°F) | Asymmetric | 1.03 | 1.02 | 1.00 | 0.98[3] | 0.96[3] |
| | Symmetric | 1.04 | 1.03 | 1.03 | 1.03[3] | 1.03[3] |
| 10°C (50°F) | Asymmetric | 1.03 | 1.02 | 1.00 | 0.98[3] | 0.96[3] |
| | Symmetric | 1.03 | 1.02 | 1.02 | 1.02[3] | 1.02[3] |
| 15°C (59°F) | Asymmetric | 1.02 | 1.01 | 0.99 | 0.97[3] | 0.95[3] |
| | Symmetric | 1.02 | 1.01 | 1.01 | 1.01[3] | 1.01[3] |
| 20°C (68°F) | Asymmetric | 1.01 | 1.00 | 0.98 | 0.96[3] | 0.94[3] |
| | Symmetric | 1.01 | 1.01 | 1.00 | 1.00[3] | 1.00[3] |
| 25°C (77°F) | Asymmetric | 1.00 | 0.99 | 0.97 | 0.95[3] | 0.93[3] |
| | Symmetric | 1.00 | 0.99 | 0.99 | 0.99[3] | 0.99[3] |

[1] Lumen maintenance values at 25°C (77°F) are calculated per IES TM-21 based on IES LM-80 report data for the LED light source used in the luminaire. Actual performance may differ. Cree does not guarantee LED performance or lumen maintenance factors. Please refer to the Temperature Zone Reference Document for outdoor average nighttime ambient conditions.

[2] Projections with IES TM-21. Reported values represent interpolated values based on time durations that are up to six the tested duration in the IES LM-80 report for the LED.

[3] Estimated values are calculated and represent time durations that exceed the six test duration of the LED.


REDLEONARD ASSOCIATES
1340 Kemper Meadow Dr, Forest Park, OH 45240
513-574-9500 | redleonard.com



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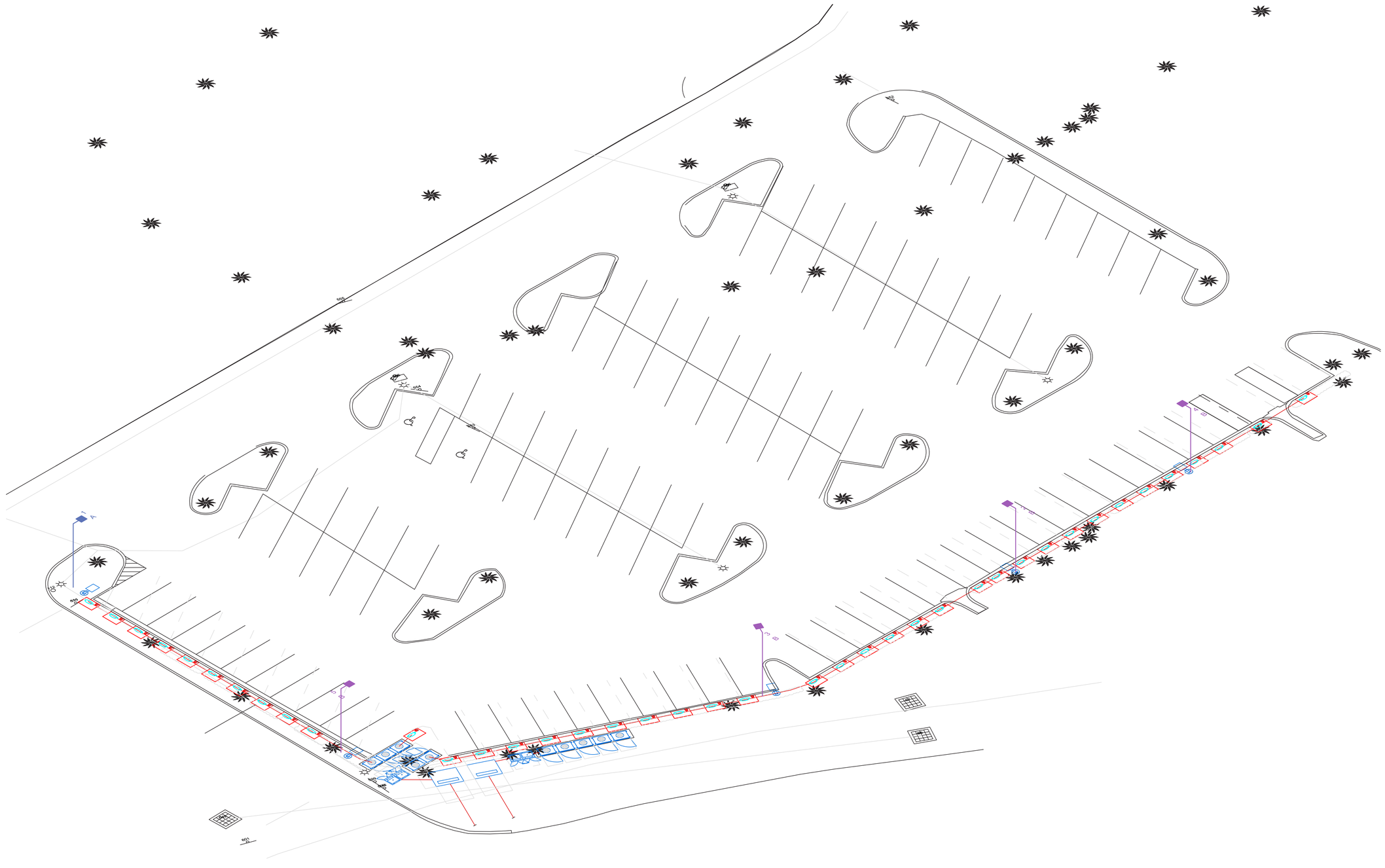
AREA







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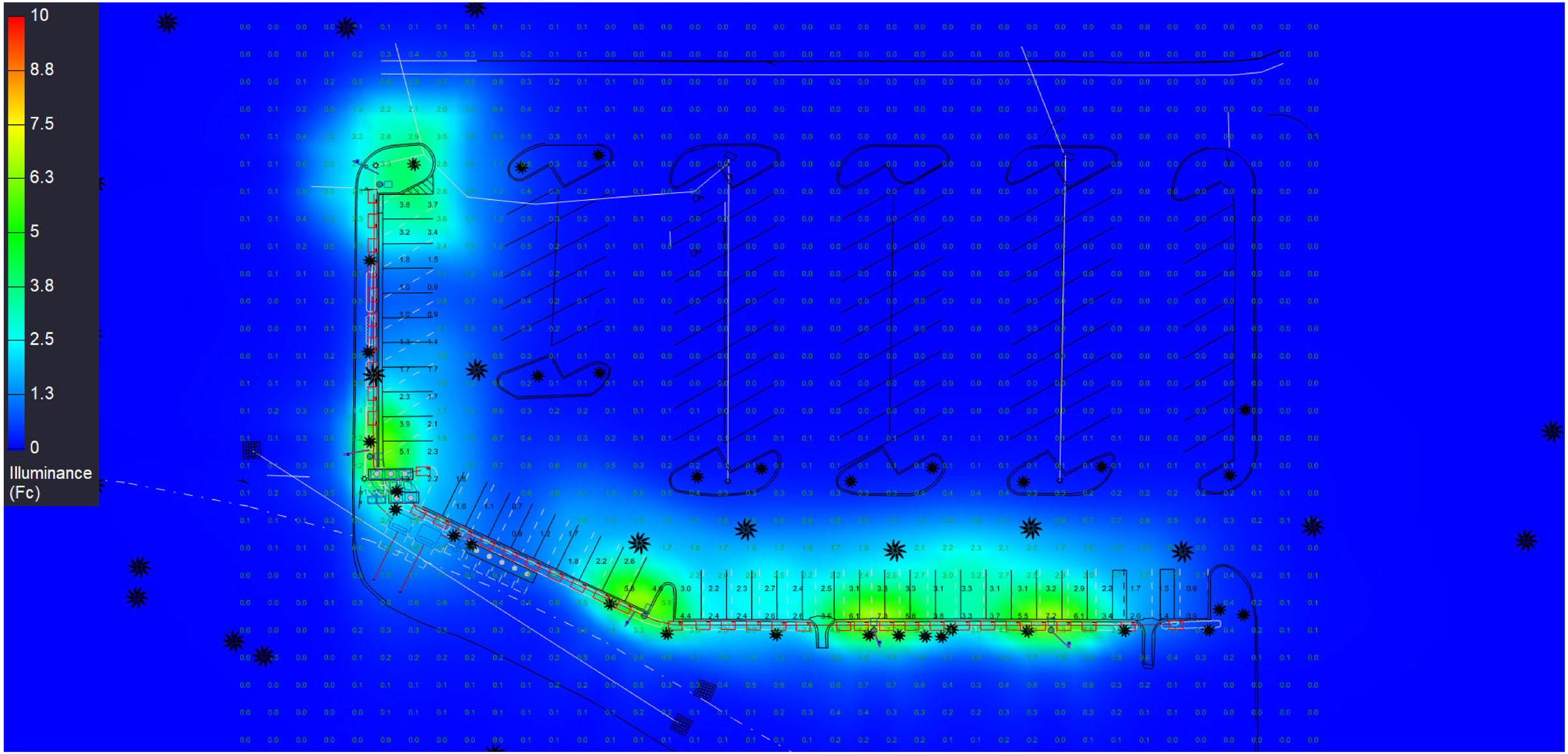


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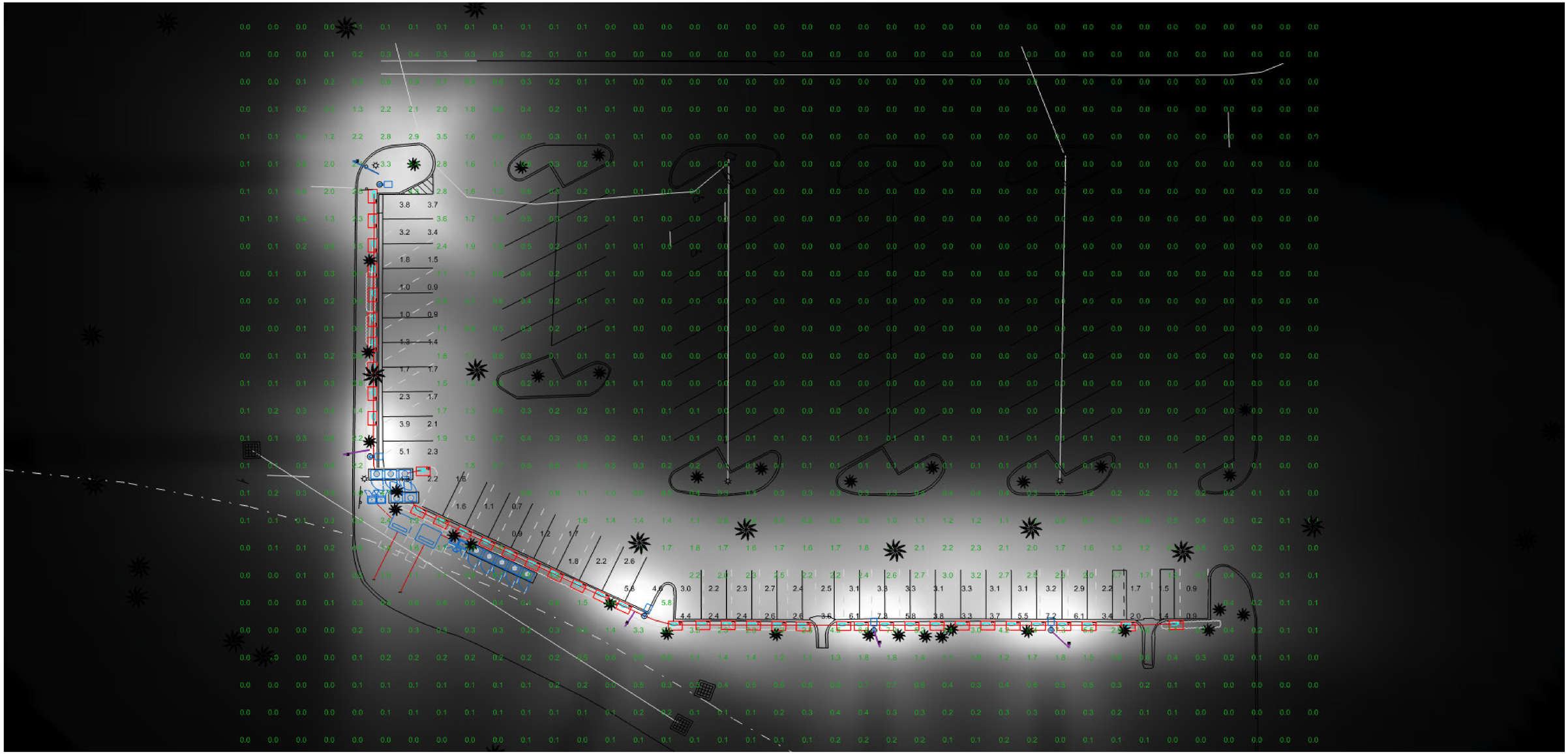


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**CROSSROADS PLAZA FP I, LLC**
**d/b/a FLORIDA NEXUS PARK**
4800 N. Federal Highway, Suite 205B
Boca Raton, FL 33431
(561) 999-0006 phone, (561) 999-0007 fax

November 18, 2008

Mr. David Carlin
Assistant Director
Community Development Department
Planning Division
CITY OF FORT PIERCE
100 North U.S. 1
Fort Pierce, FL 34954

Dear Mr. Carlin:

This letter serves to memorialize our recent discussions regarding the need for a photometric study of the parking lot lighting at Florida Nexus Park.

As you are aware, in October 2008, thieves stole the high voltage electrical copper power lines serving the property. The value of the loss was over $200,000. The photometric study required for our Conditional Use approval can not be completed without power to the existing parking lot lights. The power shall be restored upon our commencement of work at the property, to avoid future thefts between now and then.

Attached is a copy of the City's code regarding parking lot lighting. This letter confirms that we shall meet or exceed the City's requirements. I believe the property, which has had active lot lighting since 1980's already complies, yet we will study it's conditions and improve it if needed.

Kindly inform me if you need further information.

Yours truly,

Harry Zuker
Property Manager

THE SUNRISE CITY
FORT PIERCE
PLANNING DEPARTMENT Florida

May 9, 2024

Bryan Arruda
Barruda23@gmail.com

Jen Spearman
Jenspearman@kwcommercial.com

**Subject:** **TRC Review Comments**
**Conditional Use Application – Play Money Family Fun Center**
**2765 Peters Road**
**TRC Project #24-41800019**

---

## Planning Department Comments

### Site Plan Comments:

Consider providing additional landscape areas to create an attractive and inviting appearance of the plaza. For example, amend landscape islands to include shade trees.

### Proposed Use Comments:

The proposed Play Money Family Fun Center/amusement arcade shall comply with the following regulations (Sec. 125-325. Amusement arcades and arcade amusement centers).

:

***General operating standards.***

No game shall be played by persons who are under 18 years of age. A special exception must be granted by the City Commission.

Alcohol sales or consumption shall be prohibited in amusement arcades and arcade amusement centers. A special exception must be granted by the City Commission.

Amusement arcades or arcade amusement centers shall not exceed 9,000 square feet. A special exception must be granted by the City Commission.

Amusement arcades or arcade amusement centers shall operate in full compliance with all state and federal law.

***Design standards.***

No sign, display, or merchandise, shall be placed on or adjacent to any window if such placement would interfere with the clear and unobstructed view of the entire interior of the establishment from ground level through exterior windows.

Placement of game machines along front windows are prohibited.

Window tinting, mirrored windows, or other obscuring elements are prohibited.

All entrances shall be adequately lighted.

All amusement arcades or arcade amusement centers must post at least two conspicuous signs within the premises, and one conspicuous sign at the entrance, stating the following:

Minimum age requirements as described above. N/A if a special exception is granted.

No smoking.

No drugs.

No alcohol. N/A if a special exception is granted.

Amusement arcades or arcade amusement centers shall provide bicycle racks within enough stalls to accommodate one bicycle for each five game machines located within the premises. Bicycle racks shall be located as close as practical to the entrance of the facility and shall not be located in a manner that obstructs any entrances, exits, sidewalks, driveways, or parking areas.

All amusement arcades or arcade amusement centers must provide public restrooms in accordance with applicable country health department requirements.

Lighting for parking lots must satisfy lighting requirements (minimum of three footcandles) prior to the issuance of a business tax receipt.

Any proposed exterior change to a building used for arcade uses will be subject to city design review guidelines pursuant to section 125-314.

***Permitting requirements.***

All amusement arcades or arcade amusement centers shall pay a fee per machine annually in conjunction with the business tax receipt. The fee shall be established by resolution by the city commission. The fee shall apply to all operating and nonoperating machines located on premises.

An applicant for a permit to operate an amusement arcade or arcade amusement center shall submit the following information to the police department:

All applications shall include a list of all current owners and employees of the arcade.

If the city determines that any applicant lacks good moral character, it shall deny the license application. For purposes of this section, an applicant will be deemed to have good moral character if the applicant, its owners, and its employees meet the level two standards of screening set forth in F.S. § 435.04.

The applicant shall pay a fee established by resolution by the city commission to cover the cost of police department background checks.

Whenever an amusement arcade or arcade amusement center hires a new employee or changes its ownership composition, the police department shall inspect the new employee's or owner's background to ensure that the employee or owner has not been convicted of any of the crimes described in subsection (b)(2) of this section. Any failure by an amusement arcade to provide the police department with the information necessary for the officer to conduct such an inspection shall constitute a willful violation of this chapter.

The city may deny an application for a permit to operate an amusement arcade or arcade amusement center or may revoke a permit issued pursuant to this chapter if the applicant fails to

meet any of the requirements of this section. If the city denies an application, the city shall provide reasons for the denial in writing within five days of receipt of the completed application. If the city revokes a permit issued pursuant to this chapter, the city shall provide reasons for the revocation in writing.

Provide an operating plan consisting of an interior layout plan drawn to scale showing the location of all machines, devices, equipment and access ways, and such other information as may be reasonably requested.

Amusement arcades or arcade amusement centers that serve food or provide catering services on premises must be licensed by the department of health, department of business professional regulation, or department of agriculture and consumer services.

***Machine registration requirements.***

a. The permittee is required to maintain its premises a complete inventory, along with serial numbers or equivalent identification, as set forth in subsections (d) and (e) of this section, the amusement devices in operation on the premises of the amusement arcade at all times. The initial application for permit shall include a certificate of inspection by the planning department of the inventory, along with serial numbers or equivalent of identification, as set forth in subsections (d) and (e) of this section, of the machines that the permittee intents to put into operation when the amusement arcade begins its business activities.

b. Each renewal permit application shall contain a certificate of inspection of updated inventory, along with serial numbers or equivalent identification, as set forth in subsections (d) and (e) of this section, of the amusement device that the permittee intends to put into operation when the amusement arcade begins its business activities under the renewal license.

c. Before a new amusement device is put into operation at the amusement arcade or arcade amusement center, the permittee shall notify the planning department of the addition of the device to the inventory and update its inventory accordingly.

d. Upon review of the inventory of devices under subsections (1), (2) and (3) of this section, the planning department shall enter each amusement device into a registry that the license administrator shall create. For each amusement device registered, the permit administrator shall cause to be issued and delivered to permittee for each amusement device within seven days of the notification required under subsection (c) of this section a numbered metal or plastic decal. The registration decal of each amusement device shall be affixed to the upper left front of the game in a prominent position where easily viewed by zoning inspectors, code enforcement inspectors and police. Registration decals are not transferable. The failure of any amusement device to display a current registration decal shall be a violation of this section and subject to enforcement action by the city.

e. The inventory of devices under subsections (1), (2) and (3) of this section shall provide the following information: the manufacturer serial number; common name, type or description of the game played on the machine. The registration decal shall contain the inventory number of the amusement device.

f. Each inventory of amusement devices submitted under subsections (a), (b), and (c) of this section shall be accompanied by a certificate issued by an independent testing laboratory licensed by the state pursuant to F.S. ch. 551, certifying that the game played by the skill-based amusement devices identified in the inventory meet the application of skill requirement contained in F.S. §§ 551.104(d), 551.105 and 551.107.

*Florida law compliance.* It is not the intent of this section to allow amusement arcades or arcade amusement centers that:

a. Mimic the look and feel of gambling venues which are prohibited by law.

b. Include any game, machine or device that violates any provision of state and federal law, including, but not limited to, F.S. ch. 849.

c. All amusement arcades or arcade amusement centers shall operate in full compliance with all state statute requirements and other applicable laws.

(Code 1983, § 22-71; Ord. No. L-217, § 4, 12-5-2011)

**Further comments may be provided at the TRC meeting.**

THE SUNRISE CITY
FORT PIERCE
BUILDING DEPARTMENT Florida

# BUILDING DEPARTMENT
# TECHNICAL REVIEW COMMITTEE (TRC)
# COMMENT FORM

**Meeting Date:** 5.16.24
**Property Address:** Conditional Use with No New Construction - Family Fun Center - 2765 Peters Road

***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 the submission of comments upon completion of the official plan review.

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

☑ 3. All new construction or alterations shall meet the requirements of the Florida Building Code 8th Edition.

☑ 4. Building Permit required.

☑ 5. Signed and sealed construction drawings required.

☑ 6. Must meet the following Accessibility requirements:

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

☑ 7. Change of Use required

- ☑ Shall include a signed and sealed Life Safety Plan
- ☑ Shall include a signed and sealed comprehensive drawing, detailing how the building and MEP elements will comply with the Florida Building Code requirements.

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

☐ 9. Flood Development Permit required.

☐ 10. Final plat and approved parcel ID's required to submit or DPCR and building permit review.

☐ 11. Open permits, requiring attention exist.

☑ 12. Shall meet the Fire Prevention Code:

- ☑ Sprinkler system is required.
- ☑ Smoke alarm system is required.

☐ 15. Other

**Additional Comments/Requirements:**

Building Official's or Representative's Signature _____ Date: 5/7/24

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: Family Fun Center – 5765 Peters Road**

**REVIEW DATE: 5/8/2024**

**PLANNER: MARIA LEWICKA**

**REVIEWED BY: Captain Andres Elizondo**

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**Site Plan Approved with conditions: _____**

**Site Plan Requires Re-submittal: ___X___**

**Site Plan Rejected: _____**

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**The Following Conditions/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 provide an electronic revised copy of the site plan (pdf format).**
4. **Please provide written acknowledgement of the conditions/revisions provided.**
5. **Be advised, although there is no new construction planned for this project it will be subject to a New Business Inspection and possibly a Change of Occupancy Review. The project will have to meet all of the Occupancy requirements at that time to be compliant with the currently adopted version of the *Florida Fire Prevention Codes.***

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: # 24-41800019

**Conditional Use with No New Construction - Family Fun Center - 2765 Peters Road**

**Comments**

W/WW Engineering: Approved as noted,

This location currently has FPUA services, if additional capacity is required to facilitate improvements, please contact the water and wastewater Engineering Department, at 1701 S 37th Street Fort Pierce Florida. For more information please contact John Biggs at 772 466 1600 ext. 3474.

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

Please note: Current lead times for transformers is approximately **52 weeks.**

Please contact Sal Scimeca for electric customer requirements and project coordination before work begins.

Sal Scimeca
Engineering Technician III
Electric & Gas Engineering
Fort Pierce Utilities Authority
sscimeca@fpua.com
772.466.1600 ext. 6957

Gas: Approved. Natural Gas is available.

FPUAnet Fiber: FPUAnet **Approves.** Fiber Internet Service **– Is Available;** if client would like **Fiber Internet Service** from FPUAnet Communications. Please contact Eric Peters at (772) 468-1697 for **Fiber Internet** requirements if service is desired.

Developer Letter.pdf

Fort Pierce Utilities Authority
FPUAnet Communications
500 Boston Avenue (PO Box 3191)
Fort Pierce, FL 34950 (34948)

Dear Developer,

I am writing to you today on behalf of FPUAnet, the City of Fort Pierce's municipal fiber internet service provider. I am reaching out to you to discuss the benefits of choosing FPUAnet for your next development project.

FPUAnet offers a number of advantages over traditional internet providers, including:

- **Scalable to meet growing demands:** FPUAnet's fiber optic network is designed to scale to meet the growing demands of Fort Pierce. This means that you can be confident that your internet connection will be able to handle even the most demanding applications and devices.
- **Gigabit internet throughout the entire service area:** FPUAnet offers gigabit internet speeds throughout its entire service area. This means that you can get the fastest possible internet speeds, no matter where you live in Fort Pierce.
- **High-quality internet to rural and low-income areas:** FPUAnet is committed to providing high-quality internet access to all residents of Fort Pierce, including those in rural and low-income areas. This is important for ensuring that everyone has the opportunity to participate in the digital economy.
- **Faster and more affordable than privately owned ISPs:** FPUAnet's prices are competitive with other internet providers, and in many cases, they are even more affordable. This is because FPUAnet does not have to make a profit, so it can pass on the savings to its customers.

In addition to these advantages, FPUAnet is also committed to providing excellent customer service. Our team of experts is available 24/7 to help you with any questions or problems you may have.

I would be happy to discuss your specific needs in more detail. Please do not hesitate to contact me at peters@fpua.com or 772-466-1600 ext.3311.

Thank you for your time and consideration. I look forward to hearing from you soon.
Sincerely,

Eric Peters
On behalf of FPUAnet

THE SUNRISE CITY
FORT PIERCE
ENGINEERING
DEPARTMENT
Florida

**To : Kerry Driver, Planner**

**From: Venetia Barnes, Stormwater Engineer**

**Thru : Tracy Telle, Assistant City Engineer**

**Re : Conditional Use w/ No New Construction – 2765 Peters Road – TRC 24-41800019**

**Date : May 15, 2024**

This is to advise you that we have completed the review of the following documents as received by this office on May 3, 2024:

☒ Conditional Use
☐ Construction Drawings
☐ Test Reports & Related Documents
☐ Executed Construction Contract
☐ Record Drawings
☐ Permits

Based on our reviews and appropriate site final inspection, we

☒ Recommend
☐ Do Not Recommend

☐ Temporary Use Approval ☒ CU 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

Z:\Shared\1400 Engineering\ENGINEERING\Site Development Projects\Addresses\2001 - 3000\2765 Peters Road\CU\Submittal No 1 - 050324\CU Approval - 051524.docx

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

# Technical Review Committee meeting

## May 16, 2024

Case #: 24-41800019

Planner: City of Ft. Pierce Planning Department / Kerry Driver, Maria Lewicki

Conditional Use with No New Construction

2765 Peters Road, Fort Pierce , FL

**Comments:**

Please ensure the lighting being used for this project meets or exceeds the requirements set forth by the city of Fort Pierce code. If alcohol is being served please ensure the lighting standards meet the code required by establishments that serve alcohol. (Sec. 4-13, subsection B)

***Sec. 4-13. - Minimum requirements for on-premises consumption.***

*(b) An applicant holding a "beer, wine and liquor—consume on premises and package sales" license must demonstrate that any parking area provided for is illuminated by not less than three footcandles per square foot of parking lot area.*

Additionally, please be informed that a project of this type can and may increase the need for police response. While the nature and frequency of calls cannot be predicted at this time, it should be presumed police services may be needed at some time after the project comes to fruition.

Officer Damian Spotts

Crime Prevention Practitioner

Fort Pierce Police Department.

**Planning Board** **6. c.**

**Meeting Date:** 06/10/2024

**Re:** Rezoning - Planned Development SL Commerce Center - Energy Lane

**Submitted For:** Kev Freeman, Planning Director, Planning Department

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**Information**

**SUBJECT:**

Rezoning - Planned Development - St. Lucie Commerce Center
2431-800-0002-000-0, 2431-800-0003-000-7, 2431-800-0004-000-4
2431-800-0005- 000-1, 2431-800-0007-000-5, 2431-800-0006-000-8

**SUMMARY:**

**History:**

The development, St. Lucie Commerce Center (SLCC) was approved by the City of Fort Pierce City Commission on May 16, 2022, for development as a Light Industrial commerce park for the development proposing six (6) warehouse distribution buildings totaling 1,215,000 square feet with associated site features consisting of parking, landscaping, lighting, stormwater management and utilities. It is adjacent on its north property line to Heavy Industrial (I-3) zoning, occupied by a concrete batch plant, and adjacent to the western parcels are a natural gas-burning municipal power plant and a wastewater treatment facility which will process all sewer for the City of Fort Pierce.

To the south of SLCC is a concrete fixture manufacturing facility and vacant land entitled for heavy industrial (SLC) development.

**Proposal:**

Because of the existing and increasing intensity along the northern, western and southern property lines, St. Lucie CC proposes to amend the City of Fort Pierce Zoning Atlas to allow for a stepdown in intensity from those more intense uses on the subject boundaries while keeping the existing light industrial entitlements as a buffer to the east.

The application proposes a split of uses between the proposed LIGHT INDUSTRIAL and MEDIUM INDUSTRIAL areas of the Planned Development. Staff have analyzed and recommend that the table of allowed uses below be incorporated within the Planned Development agreement.

**RECOMMENDATION:**

Staff recommendation is for the Planning Board to motion to move the zoning atlas amendment to the City Commission with a recommendation for APPROVAL with CONDITIONS.

**ALTERNATIVES:**

Recommend Approval with Alternative or Additional Conditions

or

Recommend Disapproval

**RESPONSIBLE STAFF:**
Kev Freeman, Planning Director

**COORDINATED WITH:**
Technical Review Committee

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## Fiscal Impact

**Budgeted Y/N:** N
**OTHER INFORMATION:**
No Impact

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## Attachments

Staff Report
Applicant resubmittal
Application Packet

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## Form Review

Form Started By: Kev Freeman Started On: 06/05/2024 12:03 PM
Final Approval Date: 06/05/2024

# CITY OF FORT PIERCE

## PLANNING DEPARTMENT

PROJECT: St. LUCIE COMMERCE CENTER, ENERGY LANE

REVIEWER: KEV FREEMAN, PLANNING DIRECTOR

Date: 6/4/2024

STAFF REPORT
***Owner:*** St. Lucie Commerce Center, LLC, 30 S. Hope Chapel RD, Jackson, NJ 08527

**Representative:** Leslie Olsen, District Planning Group.

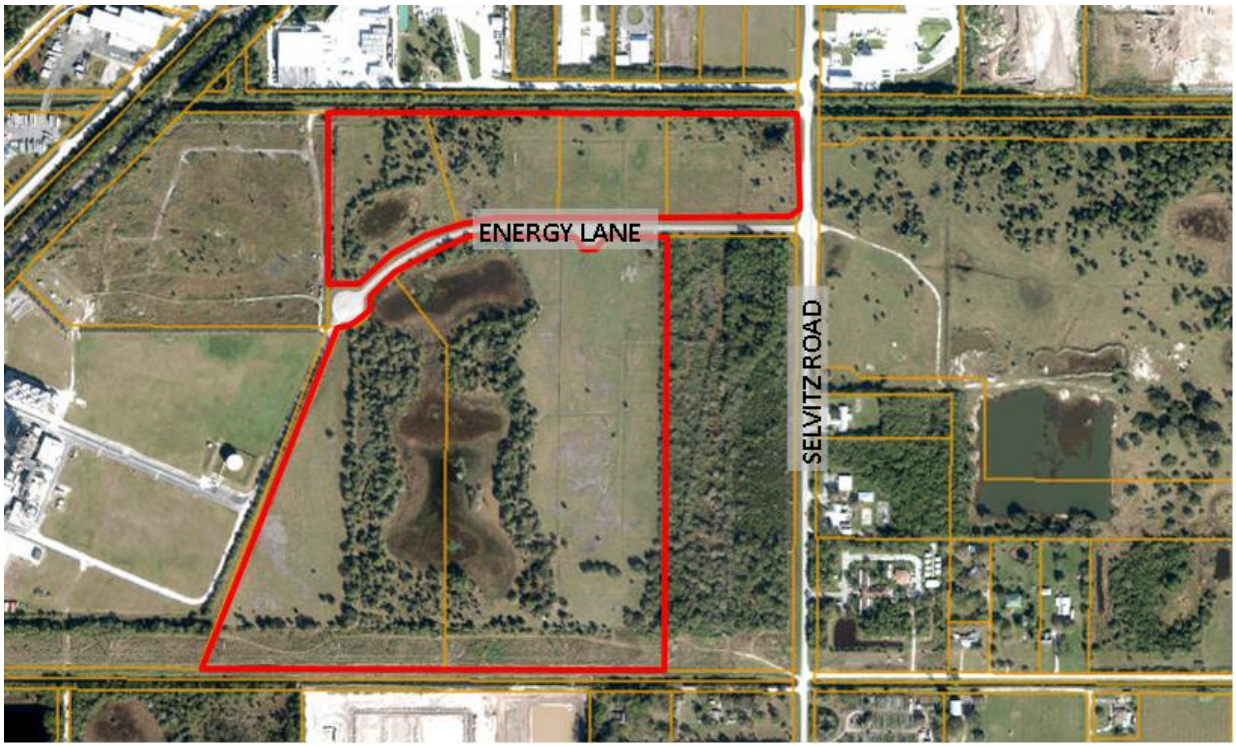
**Applicant's Request:** Rezoning of six (6) parcels generally located at or near Energy Lane in the City, containing approximately 108.38 Acres from Light Industrial to Planned Development (PD).

***Location:*** The subject parcel is generally located southeast of Glades Cut Off Road and west of Selvitz Road on the north and south of Energy Lane

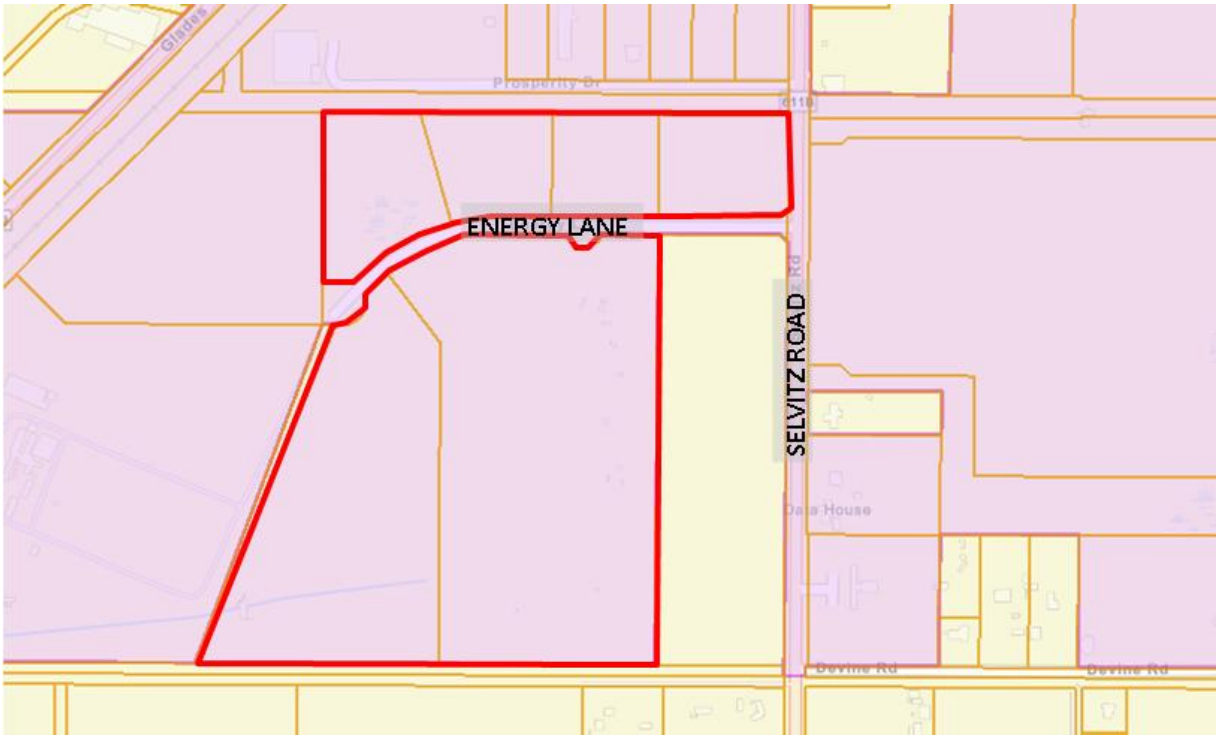
***Size:*** 108.78 +/- acres

***Parcel ID(s):*** 2431-800-0002-000-0, 2431-800-0003-000-7, 2431-800-0004-000-4, 2431-800-0005-000-1, 2431-800-0007-000-5, 2431-800-0006-000-8.

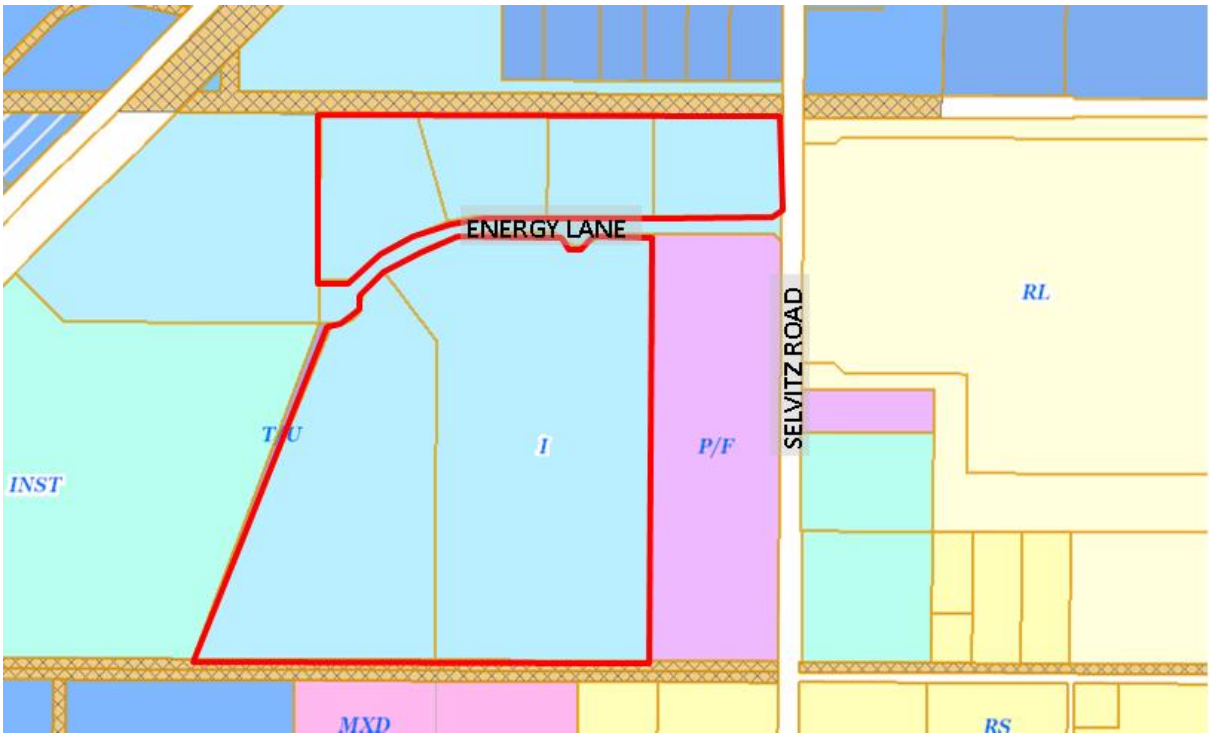
**Location:**



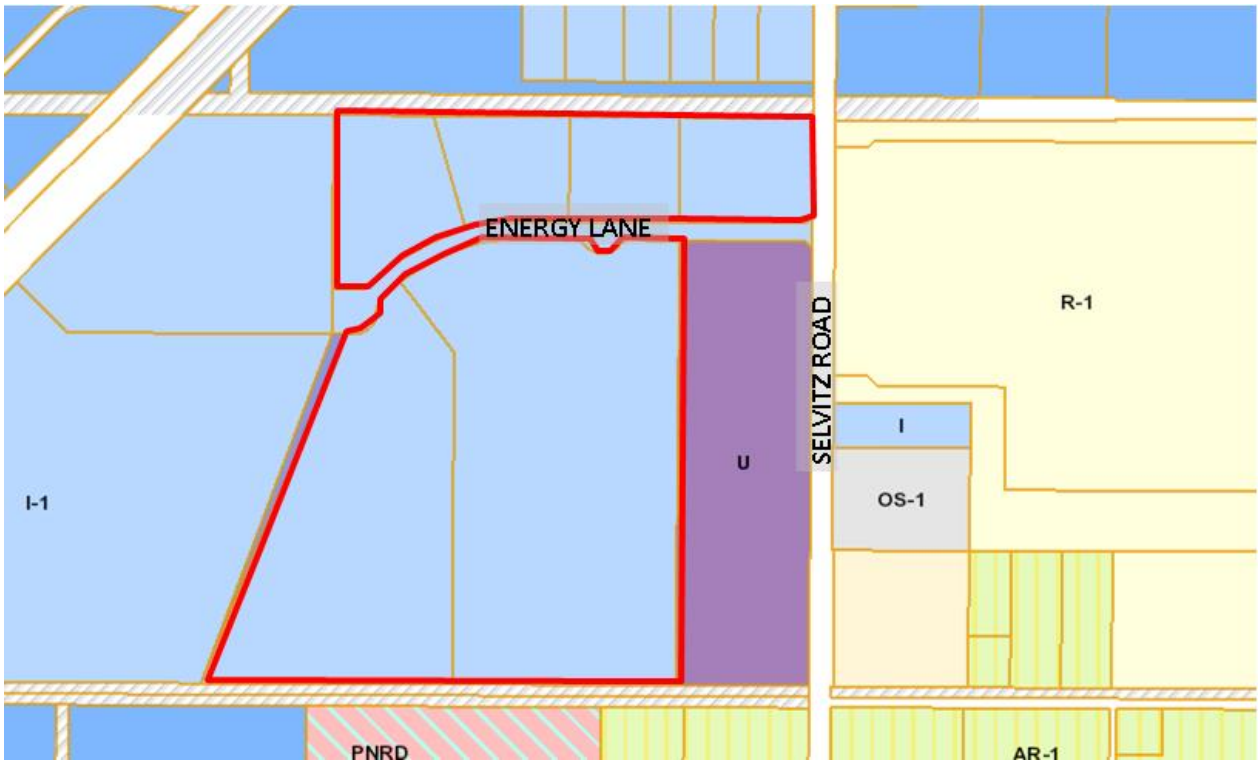
**City Limits:**




***Future Land Use:*** Industrial (I)



***Current Zoning:*** Light Industrial (IL)




**Surrounding Zoning:**

| North | East | South | West |
|---|---|---|---|
| I-3, I-1 | COUNTY UTILITY | COUNTY PNRD | I-1 |

**Site Area:** +/-108.38 acres

**Utilities:** Located within the FPUA Service Area

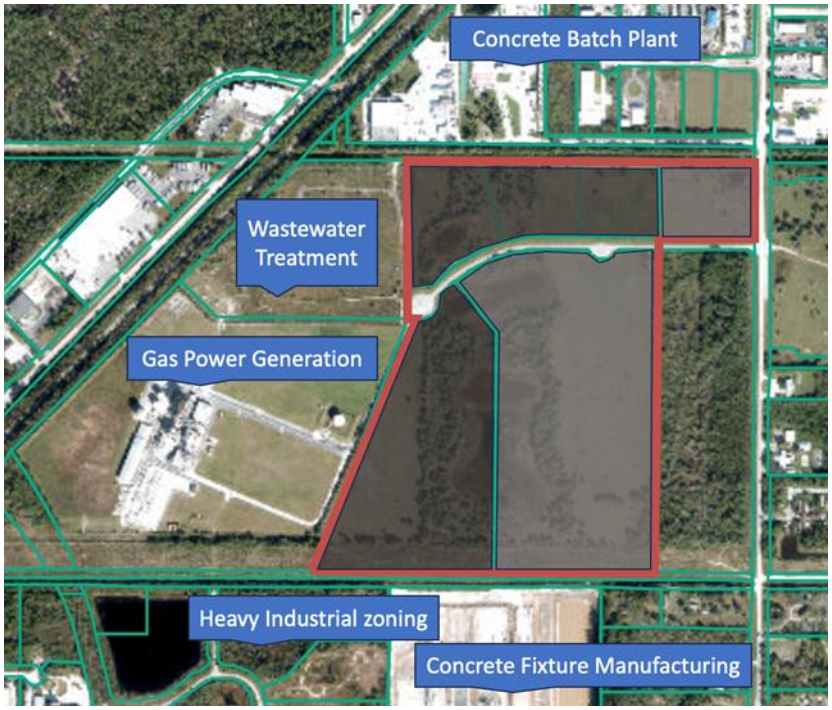
**Staff Analysis:**

**History:**
The development, St. Lucie Commerce Center (SLCC) was approved by the City of Fort Pierce City Commission on May 16, 2022, for development as a Light Industrial commerce park for the development proposing six (6) warehouse distribution buildings totaling 1,215,000 square feet with associated site features consisting of parking, landscaping, lighting, stormwater management and utilities. It is adjacent on its north property line to Heavy Industrial (I-3) zoning, occupied by a concrete batch plant, and adjacent to the western parcels are a natural gas-burning municipal power plant and a wastewater treatment facility which will process all sewer for the City of Fort Pierce.

To the south of SLCC is a concrete fixture manufacturing facility and vacant land entitled for heavy industrial (SLC) development. Each of these uses is likely to create certain externalities to their neighbors including noise, dust, vibration, and odor.

**Proposal:**
Because of the existing and increasing intensity along the northern, western and southern property lines, SLCC proposes to amend the City of Fort Pierce Zoning Atlas to allow for a stepdown in intensity from those more intense uses on the subject boundaries while keeping the existing light industrial entitlements as a buffer to the east.

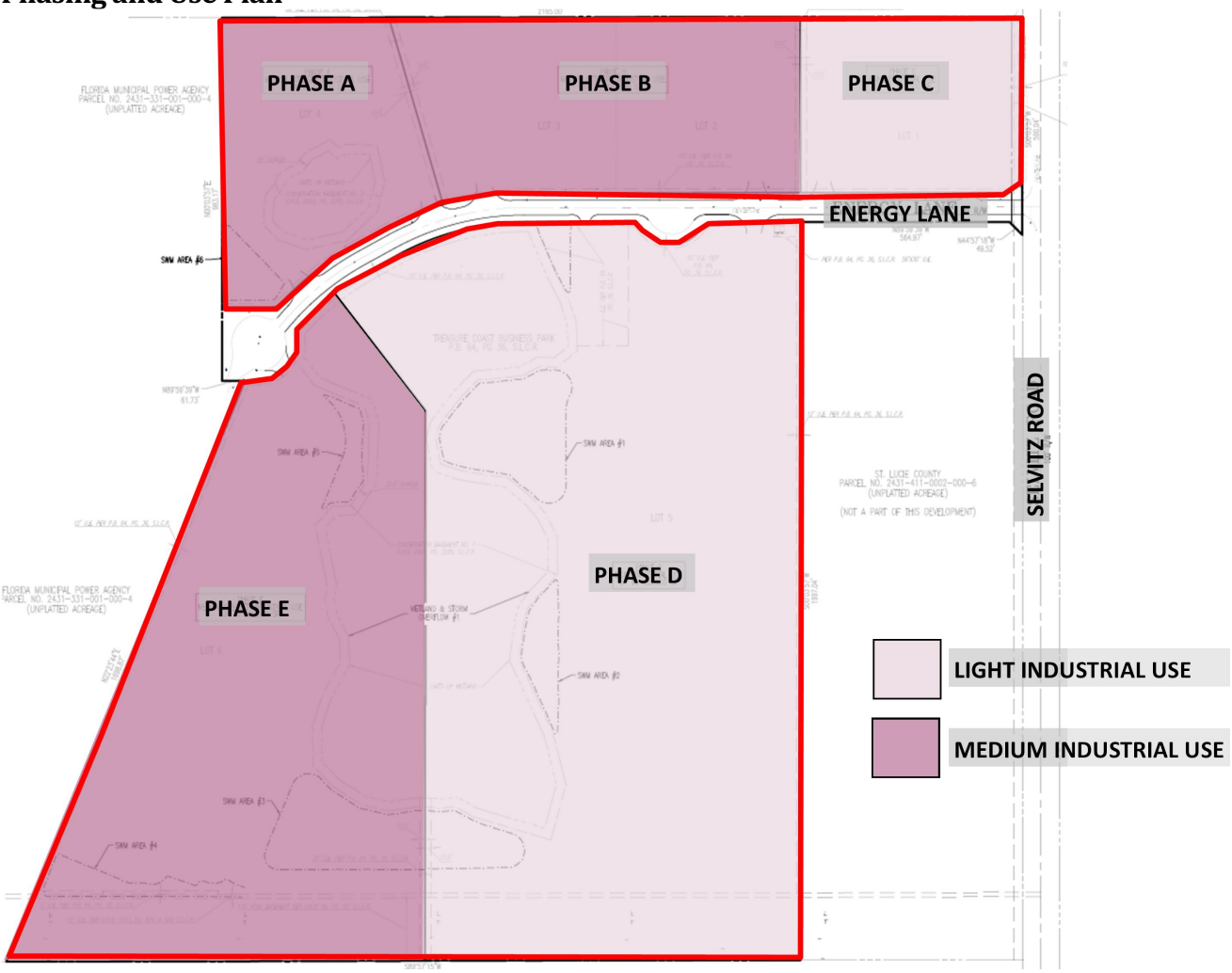
The PD District is intended to provide a process for the evaluation of individually planned developments, which are not otherwise permitted in the underlying zoning district. The PD District is a voluntary process commenced by an applicant for such zoning designation. The standards and procedures of this district are intended to promote flexibility of design and permit planned diversification and integration of uses and structures, while at the same time granting the city commission the absolute authority to establish such limitations and regulations as it deems necessary to protect the public health, safety, and general welfare.




The application proposes a split of uses between the proposed LIGHT INDUSTRIAL and MEDIUM INDUSTRIAL areas of the Planned Development. Staff have analyzed and recommend that the table of allowed uses below be incorporated within the Planned Development agreement.

Uses designated under "Amendment Required' would need to be approved through an amendment to the Planned Development to take into consideration the potential impact upon neighboring uses (wastewater treatment plant) from dust and other airborne particles. The requirement would extend to any building approved within the Medium Industrial designated areas of the Planned Development.

**Phasing and Use Plan**




**Phasing Table**

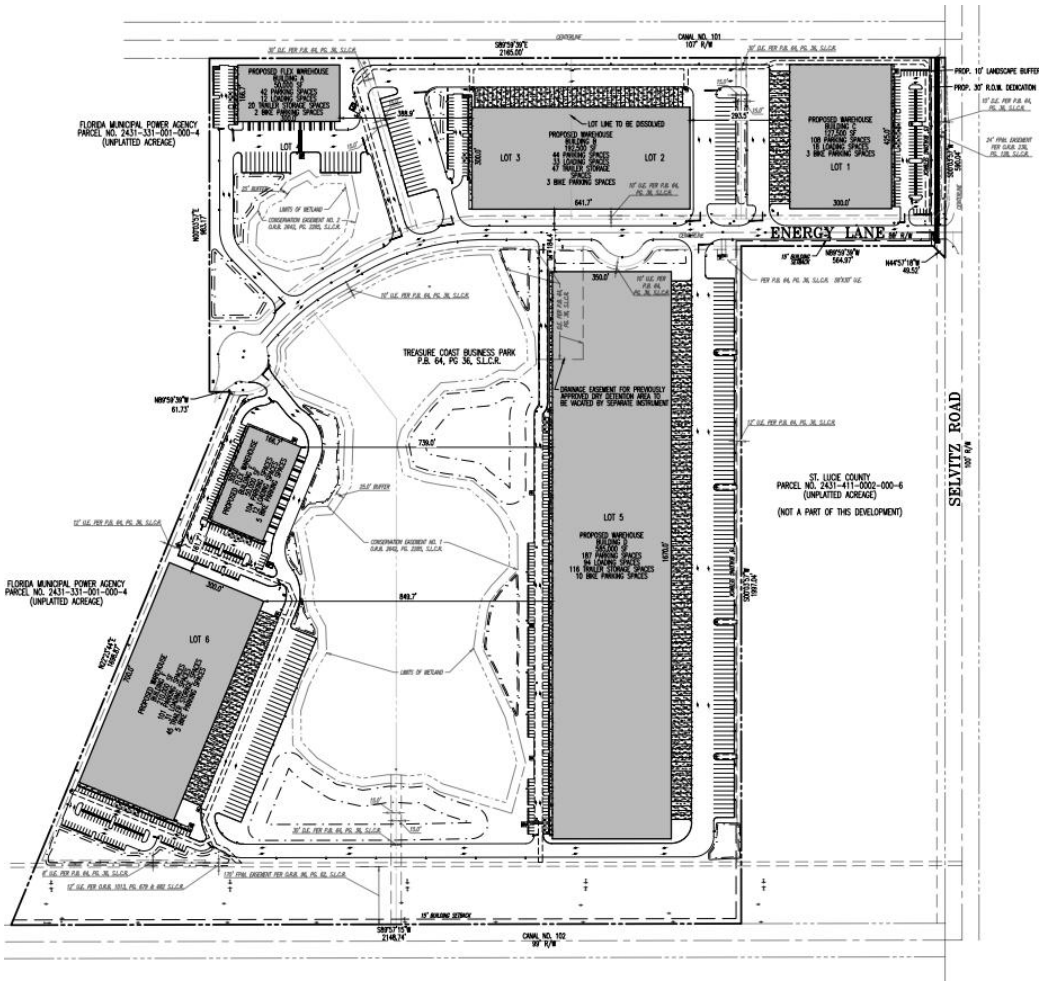
| PHASE | USE | MAXIMUM SQ.FT. |
|---|---|---|
| A | MEDIUM INDUSTRIAL | 50,000 |
| B | MEDIUM INDUSTRIAL | 192,000 |
| C | LIGHT INDUSTRIAL | 127,500 |
| D | LIGHT INDUSTRIAL | 585,000 |
| E | MEDIUM INDUSTRIAL | 260,000 |

**Maximum Building sq.ft. 1,215,000**
**Open Space minimum: 25.78%**
**Pervious Area minimum: 47. 95%**

## Street View



## Previously Approved Site Plan



| USES | LIGHT INDUSTRIAL | MEDIUM INDUSTRIAL |
|---|---|---|
| Antenna (on existing structure) | P | P |
| Aquaculture | P | P |
| Auto/Boat Sales/Rentals | P | P |
| Automotive | P | P |
| Business Services | P | P |
| Catering | P | P |
| Communications | A | A |
| Contractor Services | P | P |
| General Contractors | P | P |
| Heavy Equipment Sales | P | P |
| Light Industrial Service | P | P |
| Manufacturing - Electronic Equipment | P | P |
| Manufacturing - Textile | P | P |
| Manufacturing - Apparel | P | P |
| Manufacturing - Boat | P | P |
| Manufacturing - Concrete | | A |
| Manufacturing - Fabricated Metal | P | P |
| Manufacturing - Food | P | P |
| Manufacturing - Furniture | P | P |
| Manufacturing - Glass | | A |
| Manufacturing - Leather | P | P |
| Manufacturing - Machinery | P | P |
| Manufacturing - Medical Goods | P | P |
| Manufacturing - Pharmaceuticals | P | P |
| Manufacturing - Plastic Products | P | P |
| Manufacturing - Printing etc. | P | P |
| Manufacturing - Stone | | A |
| Manufacturing Services | P | P |
| Manufacturing- Tobacco Products | P | P |
| Marine Industrial | P | P |
| Packing | P | P |
| Parcel Service | P | P |
| Primary Metal Industries | | A |
| Processing, food and related products | P | P |
| Repair Services | P | P |
| Repair, Vehicle or Marine | P | P |
| Research and Development | P | P |
| Service | P | P |
| Storage, Self Service | P | P |
| Trade Contractors | P | P |
| Transit | | P |
| Warehouse - Freight | P | P |
| Warehouse - General | P | P |
| Wholesale Trade | P | P |
| Woodwork - Millwork | P | P |

P= PERMITTED
A = AMENDMENT REQUIRED

***Comprehensive Plan***
1.1.6 Policy:
**D. Industrial (I):** The Industrial designation is intended for parcels suitable for industrial development and to promote the City's position as a major employment center. The uses allowed under this designation include light manufacturing and processing facilities; storage and distribution facilities; warehousing; general and intensive commercial uses; research corporate parks, large business parks and mixed-use office parks; office, retail, and service uses that provide support to employees; and compatible public, quasi-public, and special uses. This land use designation allows a maximum FAR of 1.5.

**1.10 Objective:**
The City shall promote economic growth through commercial and industrial development to create employment opportunities and increase the City's tax and economic base.

**Stormwater Retention & Landscaping**
The storm water drainage statement by Dynamic Engineering Consultants dated December 10th, 2021, shall form the basis for the final engineering design.

**Landscaping**
The landscaping of the property will be finalized at final site plan and will meet or exceed the requirements of Chapter 123 of the code of Ordinances

**Environmental Conditions**
The Environmental Impact report by Atwell, LLC dated September 29, 2021, is submitted as previously approved. And will be updated at Final PD site plan submittal.

**Traffic**
An updated traffic report/study shall be submitted at Final PD Site Plan, an existing Traffic Impact analysis by O'Rourke, Engineering and Planning, dated December 3, 2021, is attached to this submittal.

**Summary of Technical Review Committee**
All affected departments have reviewed the proposed Development Plan with regards to consistency with established ordinances and requirements of the City Code. The Technical Review Committee reviewed this project, and all departments supported the Rezoning to Planned Development District.

**Staff Recommendation**
Staff's recommendation is for the Planning Board to motion to move the zoning atlas amendment to City Commission with a recommendation for APPROVAL with CONDITIONS.

1. The phasing of the project shall adhere to City Code Sections 125- 212(b)(6) and 125-212(c)(1)(c): Phasing. 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. The development phasing schedule shall be based on the preliminary development plan by Dynamic Engineering C1.00a Rev. 3 dated 12/03/2021 and the following table:

| PHASE | USE | MAXIMUM SQ.FT. |
|---|---|---|
| A | MEDIUM INDUSTRIAL | 50,000 |
| B | MEDIUM INDUSTRIAL | 192,000 |
| C | LIGHT INDUSTRIAL | 127,500 |
| D | LIGHT INDUSTRIAL | 585,000 |
| E | MEDIUM INDUSTRIAL | 260,000 |

2. The maximum permitted Building sq.ft. shall be limited to 1,215,000 sq.ft.
3. The minimum Open Space shall be 25% of the Final PD site area.
4. The minimum Pervious Area shall be 45% of the Final PD site area.
5. Any building not conforming to the previously approved site plan C1.00 Rev.1 by Dynamic Engineering, dated 12/03/2021, will require a Final PD site plan application. Buildings in conformance with approved use and design may be submitted as a Major or Minor site plan as regulated by City Code Sec. 125-313. - Major and minor site plan application.
6. The allowed in the Final PD shall be limited to the following. P indicates a permitted use. A indicates that the use will require a major amendment to the Final PD site plan as a conditional use:

| **USES** | **LIGHT INDUSTRIAL** | **MEDIUM INDUSTRIAL** |
|---|---|---|
| Antenna (on existing structure) | P | P |
| Aquaculture | P | P |
| Auto/Boat Sales/Rentals | P | P |
| Automotive | P | P |
| Business Services | P | P |
| Catering | P | P |
| Communications | A | A |
| Contractor Services | P | P |
| General Contractors | P | P |
| Heavy Equipment Sales | P | P |
| Light Industrial Service | P | P |
| Manufacturing - Electronic Equipment | P | P |
| Manufacturing - Textile | P | P |
| Manufacturing - Apparel | P | P |
| Manufacturing - Boat | P | P |

| | | |
|---|---|---|
| Manufacturing - Concrete | | A |
| Manufacturing - Fabricated Metal | P | P |
| Manufacturing - Food | P | P |
| Manufacturing - Furniture | P | P |
| Manufacturing - Glass | | A |
| Manufacturing - Leather | P | P |
| Manufacturing - Machinery | P | P |
| Manufacturing - Medical Goods | P | P |
| Manufacturing - Pharmaceuticals | P | P |
| Manufacturing - Plastic Products | P | P |
| Manufacturing - Printing etc. | P | P |
| Manufacturing - Stone | | A |
| Manufacturing Services | P | P |
| Manufacturing- Tobacco Products | P | P |
| Marine Industrial | P | P |
| Packing | P | P |
| Parcel Service | P | P |
| Primary Metal Industries | | A |
| Processing, food and related products | P | P |
| Repair Services | P | P |
| Repair, Vehicle or Marine | P | P |
| Research and Development | P | P |
| Service | P | P |
| Storage, Self Service | P | P |
| Trade Contractors | P | P |
| Transit | | P |

| | | |
|---|---|---|
| Warehouse - Freight | P | P |
| Warehouse - General | P | P |
| Wholesale Trade | P | P |
| Woodwork - Millwork | P | P |

7. 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.
8. Prior to submittal of the Final PD Plan an updated Environmental Survey shall be carried out to confirm whether the species listed in the Environmental report by Atwell LLC, dated September 29, 2021, are present or in the vicinity of the site.
9. The Final PD site plan submittal shall include a wetland jurisdictional survey out.
10. Prior to submittal of Final PD site plan, a Gopher Tortoise Survey shall be carried out on site.
11. 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.
12. A detailed stormwater and drainage plan and statement shall be submitted at the time of Final PD site plan application.
13. A revised Traffic Impact Analysis shall be submitted at the time of Final PD site plan application.
14. 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.
15. 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 the development.
16. The Final PD site plan shall include quantitative data for the parcel sizes; proposed lot coverage of buildings and structures; total amount of open space.
17. 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.
18. The Final PD site plan shall contain the following information, at minimum:
    i. A Landscape and irrigation plan per section 125-314. c. of the City Ordinance.
    ii. Proposed lot lines and other divisions of land for management, use or allocation purposes.
    iii. The location, size and height of present and proposed buildings and structures.
    iv. The existing and proposed vehicular circulation system, including off-street parking, and loading areas.
    v. The pedestrian circulation system, including its interrelationships with the vehicular circulation system, within the development to adjacent streets, showing all curb cuts and sidewalks
    vi. The existing and proposed utility systems, including sanitary sewers, storm sewers and water, electric and gas lines.

vii. 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.

19. 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.
20. Additional mitigation/Improvements to the existing roadway infrastructure will be identified through the site plan and traffic concurrency process.
21. Any ROW dedication in respect of Selvitz RD shall be identified through the site plan process.
22. Required improvements to the sidewalk along Selvitz RD shall be identified through the site plan process.
23. An evaluation of a contribution to potential signalization at Energy Lane shall be undertaken during the site plan process.
24. The maximum use of the site shall maintain compliance with the St. Lucie 2045 Long Range Transportation Plan.
25. A dust control mitigation plan shall be submitted and approved prior to any Final PD site plan approval.

DISTRICT PLANNING GROUP

St. Lucie Commerce Center Planned Development
Planned Development Zoning Agreement

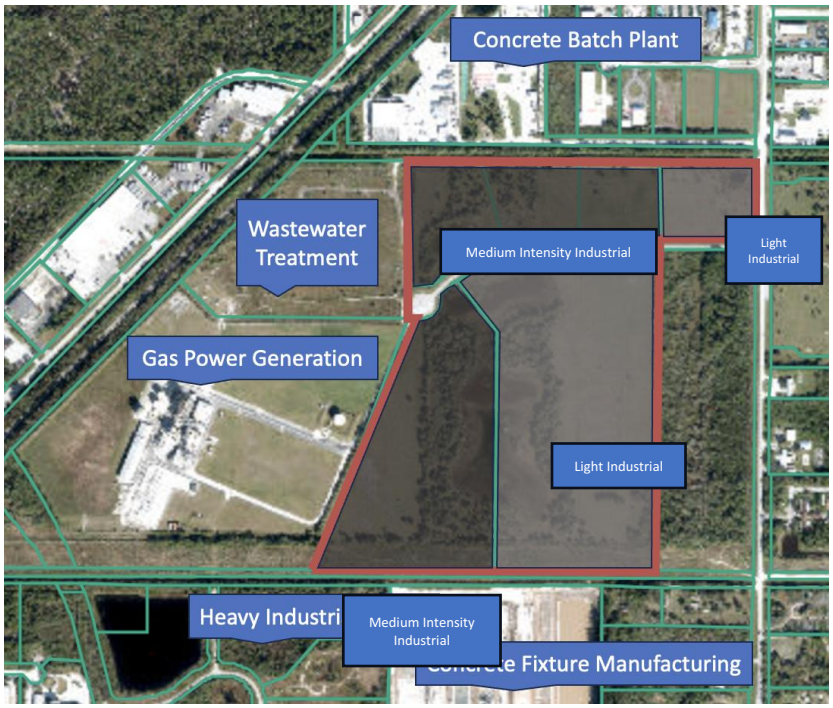
Legal Description

UPDATE
The proposed uses have been re-evaluated since the initial submittal due to the following reasons

1. The Industrial user market is shifting, and additional information about needed uses has been identified. Therefore, new uses have been added and underlined; and
2. The updated Traffic Impact Report identified certain retail and institutional uses that would be both an unlikely fit for this Industrial Subdivision and would create heavier traffic generation. These uses have been struck and are reflected in ~~strikethrough~~; and
3. FPUA, originally concerned about concrete users, is now supportive of their adjacent use under the Planned Development review.

Background
St. Lucie Commerce Center LLC owns six (6) parcels of I-1 Light Industrial zoned property in the Treasure Coast Business Park subdivision. The development, St. Lucie Commerce Center (SLCC) was approved by the City of Fort Pierce City Commission on May 16, 2022 for development as a Light Industrial commerce park for the development of 1,215,000 s.f.. It is adjacent on its north property line to Heavy Industrial (I-3) zoning, occupied by a concrete batch plant, and adjacent to the western parcels are a natural gas-burning municipal power plant and a wastewater treatment facility which will process all sewer for the City of Fort Pierce. To the south of FPCC is a concrete fixture manufacturing facility and vacant land entitled for heavy industrial (SLC) development. Each of these uses is likely to create certain externalities to their neighbors including noise, dust, vibration, and odor.

Because of the existing and increasing intensity along the northern, western and southern property lines, FPCC proposes to amend the City of Fort Pierce Zoning Atlas to allow for a stepdown in intensity from those more intense uses on the subject boundaries while keeping the existing light industrial entitlements as a buffer to the east.



The City of Fort Pierce Code of Ordinances has been researched, impacts of various uses evaluated, and a list of uses for a potential Planned Development have been developed. This list outlines Light Industrial uses in the lighter gray-shaded areas, above, and a refined set of medium intensity industrial uses are proposed in the interior parcels adjacent to the heavy industrial uses. Because the Fort Pierce zoning code has a very limited list of permitted and conditional industrial uses, the St. Lucie County Land Development Code was also evaluated to develop a more comprehensive list of potential uses.

### Intent

It is the intent of the proposed Planned Development to create a transitional set of "medium intensity" uses for the SLCC parcels on the western side of the development, adjacent to the more intense industrial uses, while retaining the existing light industrial entitlements on the parcels adjacent to Selvitz Road and the County's proposed Intermodal Transit Facility.

## Uses Allowed: Light Industrial

Listed below are specific uses to be permitted through the Planned Development process in the proposed Planned Development for the Medium Industrial area. Uses removed since the original submittal are indicated with ~~strikethrough~~.

**The following uses permitted in the City of Fort Pierce Light Industrial (I-1) Zoning District**

Storage, Self Service
Auto/Boat Sales/Rentals
Repair, Vehicle or Marine
Woodworking
Light Industrial Service
Catering
Contractor Services
Marine Industrial
Warehouse/Freight
Parcel Service
Wholesale Trade
Heavy Equipment Sales
Processing, food and related products
Aquaculture
Antenna (on existing structure)

**In addition, include the following uses permitted in St. Lucie County Industrial Light (IL)**

a. Business services. (73)
b**. Communications - including telecommunication towers - subject to the standards of Section 7.10.23. (48)**
c. Construction services:
    (1) Building construction - general contractors. (15)
    (2) Other construction - general contractors. (16)
    (3) Construction - special trade contractors. (17)
d. Engineering, architectural and surveying services. (871)
f. Laundry, cleaning and garment services. (721)
g. Local and suburban transit. (41)
h. Manufacturing:
    (1) Food and kindred products. (20)
    (2) Tobacco products. (21)
    (3) Textile mill products. (22)
    (4) Apparel and other finished products. (23)
    (5) Furniture and fixtures. (25)
    (6) Printing, publishing and allied industries. (27)
    (7) Drugs. (283)
    (8) Leather and leather products. (31)

(9) Glass:
(10) Fabricated metal prod. - except machinery and transport. equip.:
(11) Industrial/commercial machinery and computer equipment:
(12) Electronic and other electrical equipment and components, except computer equipment:
(13) Measuring, analyzing and controlling instruments. (38)
(14) Photographic, medical and optical goods. (38)
(15) Watches and clocks. (38)
(16) Misc. manufacturing industries:
(a) Jewelry, silverware, and platedware. (391)
(b) Musical instruments and parts. (393)
(c) Dolls, toys, games and sporting goods. (394)
(d) Pens, pencils, and other office and artists' materials. (395)
(e) Costume jewelry, costume novelties, and notions. (396)
(f) Brooms and brushes. (3991)
(g) Signs and advertising displays. (3993)
(h) Morticians goods. (3995)
(i) Manufacturing industries, NEC. (3999)
(17) Plastic products - fabrication, molding, cutting, extrusion, and injection processing.

j. Millwork and structural wood members. (243)
l. Motor freight transportation and warehousing. (42)
m. Repair services:
(1) Automotive and automotive parking. (75)
(2) Electrical. (762)
(3) Watch, clock and jewelry repair. (763)
(4) Reupholstery and furniture repair. (764)
(5) Misc. repairs and services. (769)

~~n. Retail trade:~~
~~(1) Lumber and other building materials. (521)~~
~~(2) Paint, glass and wallpaper. (523)~~
~~(3) Hardware. (525)~~
~~(4) Nurseries, lawn and garden supplies. (526)~~
~~(5) Mobile home dealers. (527)~~
~~(6) Automotive/boat/RV/motorcycle dealers. (55)~~
~~(7) Gasoline service. (55)~~
~~(8) Furniture and furnishings. (57)~~

o. Research, development, and testing services. (873)
p. Ship, boat building and repairing (373)
q. Sorting, grading and packaging services - citrus/vegetables. (0723)
~~r. Vocational schools. (824)~~
s. Wholesale trade - durable goods:
(1) Motor vehicle and automotive equipment. (501)
(2) Furniture and home furnishings.(502)
(3) Lumber and other building materials. (503)
(4) Professional and commercial equipment/supplies. (504)
(5) Metals and minerals except petroleum. (505)
(6) Electrical goods. (506)
(7) Hardware, plumbing and heating equipment, and supplies. (507)
(8) Machinery, equipment, and supplies. (508)
(9) Misc. durable goods:
(a) Sporting and recreational goods. (5091)
(b) Toys and hobby goods. (5092)
(c) Jewelry, watches, precious stones and metals. (5094)
(d) Durable goods NEC. (5099)

t. Wholesale trade - nondurable goods:
(1) Paper and paper products. (511)
(2) Drugs. (512)

(3) Dry goods and apparel. (513)
(4) Groceries and related products. (514)
(5) Farm products - raw materials. (515)
(6) Chemicals, and allied products. (516)
(7) Beer, wine, and distilled alcoholic beverages. (518)
(8) Misc. nondurable goods:
(a) Farm supplies. (5191)
(b) Books, periodicals and newspapers. (5192)
(c) Flowers, nursery stock and florists' supplies. (5193)
(d) Tobacco/tobacco products. (5194)
(e) Paints, varnishes and supplies. (5198)
(f) Nondurable goods, NEC. (5199)

~~u. Mobile food vendors. (999)~~
x. Landscape and horticultural services. (078)

## Uses Allowed: Medium Intensity Industrial

Listed below are specific uses to be permitted through the Planned Development process in the proposed Planned Development for the Medium Industrial area. Uses amended since the original submittal can be found in underline and ~~strikethrough~~.

**Permitted:**
**The following uses permitted in the City of Fort Pierce Light Industrial (I-1) Zoning District**
Storage, Self Service
Auto/Boat Sales/Rentals
Repair, Vehicle or Marine
Woodworking
Light Industrial Service
Catering
Contractor Services
Marine Industrial
Warehouse/Freight
Parcel Service
Wholesale Trade
Heavy Equipment Sales
Processing, food and related products
Aquaculture
Antenna (on existing structure)

**In addition, include the following uses permitted in St. Lucie County Industrial Light (IL)**
a. Business services. (73)
b. Communications - including telecommunication towers - subject to the standards of Section 7.10.23. (48)
c. Construction services:
(1) Building construction - general contractors. (15)
(2) Other construction - general contractors. (16)
(3) Construction - special trade contractors. (17)
d. Engineering, architectural and surveying services. (871)
f. Laundry, cleaning and garment services. (721)
g. Local and suburban transit. (41)
h. Manufacturing:
(1) Food and kindred products. (20)
(2) Tobacco products. (21)
(3) Textile mill products. (22)
(4) Apparel and other finished products. (23)
(5) Furniture and fixtures. (25)
(6) Printing, publishing and allied industries. (27)

(7) Drugs. (283)
(8) Leather and leather products. (31)
(9) Glass:
(10) Fabricated metal prod. - except machinery and transport. equip.:
(11) Industrial/commercial machinery and computer equipment:
(12) Electronic and other electrical equipment and components, except computer equipment:
(13) Measuring, analyzing and controlling instruments. (38)
(14) Photographic, medical and optical goods. (38)
(15) Watches and clocks. (38)
(16) Misc. manufacturing industries:
(a) Jewelry, silverware, and platedware. (391)
(b) Musical instruments and parts. (393)
(c) Dolls, toys, games and sporting goods. (394)
(d) Pens, pencils, and other office and artists' materials. (395)
(e) Costume jewelry, costume novelties, and notions. (396)
(f) Brooms and brushes. (3991)
(g) Signs and advertising displays. (3993)
(h) Morticians goods. (3995)
(i) Manufacturing industries, NEC. (3999)
(17) Plastic products - fabrication, molding, cutting, extrusion, and injection processing.

j. Millwork and structural wood members. (243)
l. Motor freight transportation and warehousing. (42)
m. Repair services:
(1) Automotive and automotive parking. (75)
(2) Electrical. (762)
(3) Watch, clock and jewelry repair. (763)
(4) Reupholstery and furniture repair. (764)
(5) Misc. repairs and services. (769)

~~n. Retail trade:~~
~~(1) Lumber and other building materials. (521)~~
~~(2) Paint, glass and wallpaper. (523)~~
~~(3) Hardware. (525)~~
~~(4) Nurseries, lawn and garden supplies. (526)~~
~~(5) Mobile home dealers. (527)~~
~~(6) Automotive/boat/RV/motorcycle dealers. (55)~~
~~(7) Gasoline service. (55)~~
~~(8) Furniture and furnishings. (57)~~

o. Research, development, and testing services. (873)
p. Ship, boat building and repairing (373)
q. Sorting, grading and packaging services - citrus/vegetables. (0723)
~~r. Vocational schools. (824)~~
s. Wholesale trade - durable goods:
(1) Motor vehicle and automotive equipment. (501)
(2) Furniture and home furnishings.(502)
(3) Lumber and other building materials. (503)
(4) Professional and commercial equipment/supplies. (504)
(5) Metals and minerals except petroleum. (505)
(6) Electrical goods. (506)
(7) Hardware, plumbing and heating equipment, and supplies. (507)
(8) Machinery, equipment, and supplies. (508)
(9) Misc. durable goods:
(a) Sporting and recreational goods. (5091)
(b) Toys and hobby goods. (5092)
(c) Jewelry, watches, precious stones and metals. (5094)
(d) Durable goods NEC. (5099)

t. Wholesale trade - nondurable goods:

(1) Paper and paper products. (511)
(2) Drugs. (512)
(3) Dry goods and apparel. (513)
(4) Groceries and related products. (514)
(5) Farm products - raw materials. (515)
(6) Chemicals, and allied products. (516)
(7) Beer, wine, and distilled alcoholic beverages. (518)
(8) Misc. nondurable goods:
(a) Farm supplies. (5191)
(b) Books, periodicals and newspapers. (5192)
(c) Flowers, nursery stock and florists' supplies. (5193)
(d) Tobacco/tobacco products. (5194)
(e) Paints, varnishes and supplies. (5198)
(f) Nondurable goods, NEC. (5199)

~~u. Mobile food vendors. (999)~~
x. Landscape and horticultural services. (078)

**And the following St. Lucie County IH Conditional Uses are recommended as a Permitted Use:**
Manufacturing
Stone, clay, glass and concrete products.
Primary metal industries.

**The following uses, not listed in either City or County industrial districts, are recommended for inclusion in the proposed Planned Development as permitted uses:**

- Screened outdoor storage of materials and equipment

## SUMMARY

The Medium Intensity list of uses reflects most relevant uses permitted in Light Industrial Zoning (both in City of Fort Pierce and St. Lucie County jurisdictions,) as well as some Heavy Industrial Uses. Following market research for end users, it has been identified that there is a great need and demand for concrete manufacturing for this area.

FPUA had originally indicated concern about this use adjacent to its new Water Reclamation Facility, but has now determined that this can be an appropriate use under the more stringent Planned Development Final Site Plan process, where the dust-creating portions of the use can be microsited on parcels through the Technical Review Committee and Public Hearing process. Therefore, Concrete Manufacturing has been added to the proposed Medium Intensity Use Area.

This use transect provides for a logical and orderly transition between the light industrial development pattern found along Selvitz Road and the more intense wastewater treatment and gas powered power plant to the west.

RELEVANT CITY OF FORT PIERCE CODE SECTIONS

***Sec. 125-204. Light Industrial Zone (I-1).***

*(a) Purpose. The purpose of this district is to provide for industrial and related uses with limited objectionable external effects in areas that are suitable for such operations due to the desirability of site characteristics, adequacy of utilities, appropriateness of transportation facilities and other factors. Acceptable manufacturing, warehousing, heavy commercial and similar uses are encouraged. Uses in the district may perform a support role for uses in other industrial areas.*

*(b) Basic use standards. Uses in an I-1 zone must meet the requirements of this section. More restrictive requirements, set forth in accordance with other provisions of this chapter, must be satisfied by some conditional uses.*

*(1) Lot size.*

*a. The minimum lot width shall be 100 feet.*
*b. The minimum lot depth shall be 100 feet.*

*(2) Yards. The minimum yard depth for portions of the property abutting a public right-of-way or nonindustrial district will be 15 feet.*

*(c) Other applicable use standards.*

*(1) Site plan review shall be required as outlined in section 125-313.*

*(2) Accessory buildings shall comply with all yard, lot coverage and building height requirements of this chapter.*

*(3) Every lot shall abut a street other than an alley for at least 50 feet.*

*(4) Materials or objects which would detract from the open space character of an uncovered or unenclosed area will not be permitted in such an area.*

*(5) All uses will comply with applicable access, parking and loading standards in sections 125-315 and 125-316.*

*(6) Conditional uses will meet the requirements in sections 125-235 through 125-247.*

*(7) Signs will comply with standards referred to in section 125-310.*

*(8) All other applicable ordinance requirements will also be satisfied.*

*(Code 1983, § 22-34; Ord. No. H-186, § 30-36, 6-15-1981; Ord. No. H-245, § 1, 12-20-1982; Ord. No. I-26, § 4, 8-15-1983; Ord. No. K-24, § 14, 8-21-2000; Ord. No. L-04, § 1, 3-3-2008; Ord. No. L-97, § 4, 11-16-2009; Ord. No. L-267, § 2, 11-5-2012; Ord. No. L-295, § 17, 11-4-2013 ; Ord. No. 19-016 , § 10, 5-20-2019)*

***Sec. 125-187 (g) I-1 Light Industrial Permitted Uses***

[DPG translated the Use Table into list format and paraphrased where appropriate]

***Permitted***
*Safety Service*
*Park and Open Space*
*Bus Shelter*
*Halfway House*
*Minor Utility*
*Dwelling Rental*
*Educational Service*
*Storage, Self Service*
*Auto/Boat Sales/Rentals*

*Repair, Vehicle or Marine*
*Woodworking*
*Light Industrial Service*
*Catering*
*Contractor Services*
*Marine Industrial*
*Warehouse/Freight*
*Parcel Service*
*Wholesale Trade*
*Heavy Equipment Sales*
*Processing, food and related products*
*Aquaculture*
*Antenna (on existing structure)*

***Conditional***
*Environmental Research and Education Facilities*
*College or University*
*Airport*
*Bus Terminal*
*Taxi Terminal*
*Social Service Institution*
*Major Utility*
*Eating and Drinking Establishments*
*Stadium*
*Office: Professional, Medical, General*
*Waste-related Use*
*Solid Waste Separation*
*Recycling*
*Salvage Yard*
*Community Gardens*
*Antenna Support Structure*

***Sec. 125-205. Heavy Industrial Zone (I-3).***

*(a) Purpose. The purpose of this district is to provide for heavy industrial and related uses with limited objectionable external effects in areas that are suitable for such operations due to the desirability of site characteristics, adequacy of utilities, appropriateness of transportation facilities and other factors. Acceptable manufacturing, warehousing, heavy commercial and similar uses are encouraged.*

*(b) Basic use standards. Uses in an I-3 zone must meet the requirements of this section. More-restrictive requirements, set forth in accordance with other provisions of this chapter, must be satisfied by some conditional uses.*

*(1) Lot size.*

*a. The minimum lot width shall be 100 feet.*
*b. The minimum lot depth shall be 100 feet.*

*(2) Yards. The minimum yard depth for portions of the property abutting a public right-of-way or nonindustrial district will be 15 feet.*

*(c) Other applicable use standards.*

*(1) Site plan review shall be required as outlined in section 125-313.*

*(2) Accessory buildings shall comply with all yard, lot coverage and building height requirements of this chapter.*

*(3) Every lot shall abut a street other than an alley for at least 50 feet.*

*(4) Conditional uses will meet the requirements in sections 125-235 through 125-247.*

*(5) Signs will comply with standards referred to in section 125-310.*

*(6) All other applicable ordinance requirements will also be satisfied.*

*(d) Parking and loading standards. The following are the off-street parking and loading standards for the I-3 zone:*

*(1) Parking.*

*a. Less than 100,000 square feet equals 2.0 spaces per 1,000 square feet of floor area.*
*b. More than 100,000 square feet equals 1.0 space per 1,000 square feet of floor area.*

*(2) Loading.*

*a. Zero to 24,999 square feet equals one loading space.*
*b. Twenty-five thousand to 59,999 square feet equals two loading spaces.*
*c. Sixty thousand to 119,999 square feet equals three loading spaces.*
*d. One hundred twenty thousand to 199,999 square feet equals four loading spaces.*
*e. Two hundred thousand to 299,999 square feet equals five loading spaces.*

*(e) Annexed property assigned I-3 zoning. This subsection shall apply to any annexed property that does not comply with subsection (d) of this section and this subsection (e) at the time of annexation. Any property annexed and assigned I-3 zoning shall be allowed to continue all uses occurring on the property at the time of annexation. No modifications to any part of the property shall be required by the city. In the event the annexed property is damaged or destroyed due to fire or natural disaster, then the property owner shall be permitted to reconstruct the property to the form, manner and condition the property was in prior to the damage or destruction notwithstanding any non-compliance with subsection (d) of this section and this subsection (e). Property annexed and assigned I-3 zoning is exempt from section 125-322.*

*(Code 1983, § 22-34.1; Ord. No. L-63, § 1, 12-1-2008; Ord. No. L-219, § 7, 9-19-2011; Ord. No. L-295, § 18, 11-4-2013 ; Ord. No. 19-016 , § 11, 5-20-2019)*

***Sec. 125-187 (h) I-3 Heavy Industrial Permitted Uses***

[DPG translated the Use Table into list format and paraphrased where appropriate]

***Permitted***
*Safety Service*
*Park and Open Space*
*Bus Shelter*
*Minor Utility*
*Major Utility*
*Dwelling Rental*
*Storage, Self Service*
*Auto or Boat Sales/Rentals*
*Vehicle Storage*
*Industrial, Artisan*
*Industrial, woodworking*
*Light Industrial Service*
*Catering Facility*
*Contractor Services*
*Research Service*
*Marine-Related Industrial*
*Warehouse and Freight*
*Parcel Service*
*Wholesale Trade*
*Heavy Industrial Service*
*Heavy Equipment Sales/Service*
*Processing, food & related products*
*Antenna (on existing structure)*

***Conditional***
*Environmental Research and Education Facilities*
*College or University*
*Airport*
*Bus Terminal*
*Taxi Terminal*
*Marine related commercial*
*Educational Service Establishments*
*Waste Related Use*
*Solid Waste Separation/Transfer Station*
*Recycling Center*
*Salvage Yard*
*Aquaculture*
*Community Gardens*
*Antenna (structure)*

RELEVANT ST. LUCIE COUNTY CODE SECTIONS

***Section 3.00.01.T***
***Industrial Light (IL) Zoning District***

***Purpose.*** *The purpose of this district is to provide and protect an environment suitable for light manufacturing, wholesale, and warehousing activities that do not impose undesirable noise, vibration, odor, dust, or other offensive effects on the surrounding area, together with such other uses as may be necessary to and compatible with light*

*industrial surroundings. The number in "( )" following each identified use corresponds to the SIC Code reference described in Section 3.01.02(B). The number 999 applies to a use not defined under the SIC Code but may be further defined in Section 2.00.00 of this Code.*

***Permitted***

*a. Business services. (73)*
*b. Communications - including telecommunication towers - subject to the standards of Section 7.10.23. (48)*
*c. Construction services:*
- *(1) Building construction - general contractors. (15)*
- *(2) Other construction - general contractors. (16)*
- *(3) Construction - special trade contractors. (17)*

*d. Engineering, architectural and surveying services. (871)*
*e. Commercial fishing. (091)*
*f. Laundry, cleaning and garment services. (721)*
*g. Local and suburban transit. (41)*
*h. Manufacturing:*
- *(1) Food and kindred products. (20)*
- *(2) Tobacco products. (21)*
- *(3) Textile mill products. (22)*
- *(4) Apparel and other finished products. (23)*
- *(5) Furniture and fixtures. (25)*
- *(6) Printing, publishing and allied industries. (27)*
- *(7) Drugs. (283)*
- *(8) Leather and leather products. (31)*
- *(9) Glass:*
- *(10) Fabricated metal prod. - except machinery and transport. equip.:*
- *(11) Industrial/commercial machinery and computer equipment:*
- *(12) Electronic and other electrical equipment and components, except computer equipment:*
- *(13) Measuring, analyzing and controlling instruments. (38)*
- *(14) Photographic, medical and optical goods. (38)*
- *(15) Watches and clocks. (38)*
- *(16) Misc. manufacturing industries:*
  - *(a) Jewelry, silverware, and platedware. (391)*
  - *(b) Musical instruments and parts. (393)*
  - *(c) Dolls, toys, games and sporting goods. (394)*
  - *(d) Pens, pencils, and other office and artists' materials. (395)*
  - *(e) Costume jewelry, costume novelties, and notions. (396)*
  - *(f) Brooms and brushes. (3991)*
  - *(g) Signs and advertising displays. (3993)*
  - *(h) Morticians goods. (3995)*
  - *(i) Manufacturing industries, NEC. (3999)*
  - *(17) Plastic products - fabrication, molding, cutting, extrusion, and injection processing.*

*i. Marinas. (4493)*
*j. Millwork and structural wood members. (243)*
*k. Motion pictures. (78)*
*l. Motor freight transportation and warehousing. (42)*
*m. Repair services:*
- *(1) Automotive and automotive parking. (75)*
- *(2) Electrical. (762)*
- *(3) Watch, clock and jewelry repair. (763)*
- *(4) Reupholstery and furniture repair. (764)*
- *(5) Misc. repairs and services. (769)*

*n. Retail trade:*
- *(1) Lumber and other building materials. (521)*
- *(2) Paint, glass and wallpaper. (523)*
- *(3) Hardware. (525)*

*(4) Nurseries, lawn and garden supplies. (526)*
*(5) Mobile home dealers. (527)*
*(6) Automotive/boat/RV/motorcycle dealers. (55)*
*(7) Gasoline service. (55)*
*(8) Furniture and furnishings. (57)*

*o. Research, development, and testing services. (873)*
*p. Ship, boat building and repairing - less than forty-five (45) feet. (373)*
*q. Sorting, grading and packaging services - citrus/vegetables. (0723)*
*r. Vocational schools. (824)*
*s. Wholesale trade - durable goods:*

*(1) Motor vehicle and automotive equipment. (501)*
*(2) Furniture and home furnishings.(502)*
*(3) Lumber and other building materials. (503)*
*(4) Professional and commercial equipment/supplies. (504)*
*(5) Metals and minerals except petroleum. (505)*
*(6) Electrical goods. (506)*
*(7) Hardware, plumbing and heating equipment, and supplies. (507)*
*(8) Machinery, equipment, and supplies. (508)*
*(9) Misc. durable goods:*

*(a) Sporting and recreational goods. (5091)*
*(b) Toys and hobby goods. (5092)*
*(c) Jewelry, watches, precious stones and metals. (5094)*
*(d) Durable goods NEC. (5099)*

*t. Wholesale trade - nondurable goods:*

*(1) Paper and paper products. (511)*
*(2) Drugs. (512)*
*(3) Dry goods and apparel. (513)*
*(4) Groceries and related products. (514)*
*(5) Farm products - raw materials. (515)*
*(6) Chemicals, and allied products. (516)*
*(7) Beer, wine, and distilled alcoholic beverages. (518)*
*(8) Misc. nondurable goods:*

*(a) Farm supplies. (5191)*
*(b) Books, periodicals and newspapers. (5192)*
*(c) Flowers, nursery stock and florists' supplies. (5193)*
*(d) Tobacco/tobacco products. (5194)*
*(e) Paints, varnishes and supplies. (5198)*
*(f) Nondurable goods, NEC. (5199)*

*u. Mobile food vendors. (999)*
*v. Single-family detached dwelling units provided that the single-family dwelling unit is located on an existing lot or parcel or record, as further defined in this Code, that was existing on or before August 1, 1990. (999)*
*w. Kennels. Allowed as a permitted use only when the property is surrounded by industrial uses or zoning and is five hundred (500) feet or more from residential uses or zoning. All distance requirements shall be measured from the nearest point of the existing home or area of single-family zoning to the nearest point of the proposed kennel.*
*x. Landscape and horticultural services. (078)*
*y. Personal services. (72)*

***Conditional Uses***
*a. Airports, landing and takeoff fields - general aviation. (4581)*
*b. Manufacturing:*

*(1) Cut stone and stone products. (328)*
*(2) Motorcycles, bicycles, and parts. (375)*
*(3) Wood containers, wood buildings and mobile homes. (244/245)*

*c. Ship, boat building and repairing (excluding ship or boat salvaging) - forty-five (45) to one hundred fifty (150) feet. (373)*
*d. Wholesale:*

*(1) Petroleum bulk stations and terminals.*
*e. Scrap and waste materials - subject to the provisions of Section 7.10.12.A.*
*f. Kennels. (0752) Other than those permitted under Section 3.01.03 T.2.w. of the Land Development Code.*

***Section 3.00.01.U***
***Heavy Industrial (IH) Zoning District***

***Purpose.*** *The purpose of this district is to provide an environment suitable for heavy manufacturing and other activities that may impose undesirable noise, vibration, odor, dust, or other offensive effects on the surrounding area together with such other non-residential uses as may be necessary to and compatible with heavy industrial surroundings. The number in "( )" following each identified use corresponds to the SIC Code reference described in Section 3.01.02(B). The number 999 applies to a use not defined under the SIC Code but may be further defined in Section 2.00.00 of this Code.*

***Permitted***
*Any Permitted Use in IL*

***Conditional Use***
*a. Airport, landing and takeoff fields - general aviation. (4581)*
*b. Manufacturing:*
*(1) Paper and allied products. (26)*
*(2) Chemicals and allied products. (28)*
*(3) Petroleum refining and related products. (29)*
*(4) Stone, clay, glass and concrete products. (32)*
*(5) Primary metal industries. (33)*
*(6) Ammunition and ordinance. (348)*
*c. Natural or manufactured gas storage and distribution points. (492)*
*d. Scrap, waste and land clearing and yard trash recycling operations - subject to the provisions of Section 7.10.12.*
*e. Warehousing and storage services - stockyards. (999)*
*f. Wholesale trade - nondurable goods:*
*(1) Petroleum and petroleum products. (999)*

THE SUNRISE CITY
FORT PIERCE
PLANNING DEPARTMENT
Florida

# Application for Zoning Atlas Map Amendment

**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 & Legal Description
- ☐ St. Lucie County Property Record Card
- ☐ Statement of why there is a need for the proposed future land use map amendment and how the amendment will result in an orderly and logical development pattern; statements how amendment(s) are consistent with Comprehensive Plan; how future land use designation is compatible with future land use designations and existing land uses surrounding the amended lands; identify future land use designations and existing land uses within a ½ mile of the subject property that have the same or greater type of proposed future land use designation; data and analysis to support conclusions.
- ☐ Current Survey
- ☐ Environmental Study
- ☐ Traffic Impact Report
- ☐ *** Capacity Analysis-Separate Form
- ☐ Drainage Analysis
- ☐ Historical Report
- ☐ 1 CD of all documents submitted in PDF
- ☐ Other_____

1. Property Address/Location: St. Lucie Commerce Center, Energy Lane, Fort Pierce
2. Property Tax ID(s): 2431-800-0002-000-0; 2431-800-0003-000-7; 2431-800-0004-000-4; 2431-800-0005-000-;12431-800-0006-000-8; 2431-800-0007-000-5
3. Total Acreage: 108.38
4. Existing Future Land Use Designation: Industrial (I)
5. Existing Zoning Classification: Light Industrial (I-1)
6. Proposed Zoning Classification: Planned Development (PD)
7. Other applications being submitted concurrent with this application, if any: N/A

8. Describe the existing uses, improvements and structures on the amendment lands: Use: Agricultural grazing; Structures: None

9. Are there any identified or possible historical structures on the amendment lands? No

10. The reason for making this request: Provide for a more refined intensity modulation from adjacent intensive industrial uses to light industrial uses

## 11. CAPACITY ANALYSIS

### I. Site Data:

| | Existing Use | Future Land Use | Zoning |
|---|---|---|---|
| **North** | Concrete Batch Plant | Industrial | Heavy Industrial (I-3) |
| **South** | Vacant<br>Concrete Production<br>Single Family Home | Industrial (SLC)<br>Mixed Use (Industrial) (SLC)<br>Residential Suburban (SLC) | Industrial High (SLC)<br>Planned Non-Residential Development (SLC)<br>Residential Suburban 2 (SLC) |
| **East** | Vacant<br>Vacant | Public Facilities (SLC)<br>Low Density Residential | Utilities (SLC)<br>Single Family Low Density |
| **West** | Wastewater Treatment Plant<br>Gas Power Plant | Industrial<br>Institutional | Light Industrial<br>Light Industrial |

| | Future Land Use | Zoning Classification | Maximum Intensity Residential: Dwelling Units per Acre Other: Square Footage | Total Acreage | Flood Zone |
|---|---|---|---|---|---|
| **Current** | Industrial | Industrial Light | Entitled: 1,215,000 s.f. | | X |
| **Proposed** | Industrial | Industrial Heavy | No Change | | 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)<br>Other: 0.125 gallons per day per square foot | |
| Demand Analysis | Maximum | |
| Current Zoning | Total gallons per day | 151,875 |
| Proposed Zoning | Total gallons per day | 151,875 |
| **Change in Demand** | **Total gallons per day** | 0 |

| **B. Wastewater:** | | |
|---|---|---|
| Average Use | Residential: 100 gallons per day per person<br>(du x 2.6= persons x 100 gpd = demand)<br>Other: 0.1 gallons per day per square foot | |
| Demand Analysis | Maximum | |
| Current Zoning | Total gallons per day | 121,500 |
| Proposed Zoning | Total gallons per day | 121,500 |
| **Change in Demand** | **Total gallons per day** | 0 |

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

| Park Type | LOS | Existing Population Park Demand | Proposed Population Park Demand | Change in Demand |
|---|---|---|---|---|
| **Regional** | 20 acres per 1,000 people | 0 | 0 | 0 |
| **Urban District** | 5 acres per 1,000 people | 0 | 0 | 0 |
| **Community** | 2.5 acres per 1,000 people | 0 | 0 | 0 |
| **Neighborhood** | 1.36 acres per 1,000 people | 0 | 0 | 0 |

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

| | K-8 | High |
|---|---|---|
| **School Name** | | |
| **City** | | |
| **Distance** | | |
| **Current Zoning Enrollment Demand** | 0 | 0 |
| **Proposed Zoning Enrollment Demand** | 0 | 0 |
| **Change in Demand** | 0 | 0 |

**E. Solid Waste:**
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** | |
| **Proposed Zoning** | |
| **Change in Demand** | No Residential Use |

**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** | No change from existing entitlements in terms of impervious surface: St. Lucie Commerce Center Site Plan (Light Industrial uses) |

## III. Transportation Analysis

| **G. Traffic** Most recent ITE Code for use; HCM Roadway Capacity | | |
|---|---|---|
| | **AADT** | **AM/PM Peak Hour Trips** |
| **Demand Analysis** | Maximum | Maximum |
| **Current Zoning** | I-1 | |
| **Proposed Zoning** | PD | |
| **Change in Demand** | Trips 0 | Trips 0 |
| **Impact to Capacity** | Likely decrease in demand | |

**12.** Name of Owner(s): St. Lucie Commerce Center LLC
Mailing Address: 30 S Hope Chapel Rd.
City Jackson State NJ Zip 08527
Phone # 732-806-9899
E-mail: chaim@sterlingeg.com

**13.** Name of Applicant: Chaim Weiss, Member
Mailing Address: 30 S Hope Chapel Rd.
City Jackson State NJ Zip 08527
Phone # 732-806-9899 Fax #
E-mail: chaim@sterlingeg.com

**14.** Name of Representative: Leslie Olson, AICP, District Planning Group
Mailing Address: 130 S Indian River Drive Suite 202
City Fort Pierce State FL Zip 34950
Phone # (772) 882-5811 Fax #
E-mail: leslie@districtplanninggroup.com

**15. Applicant Acknowledgements** (Owner's signature must be notarized)

I certify that: (Check One)

☑ I (we) do hereby certify that I (we) own in fee simple the above referenced described property for which a change in Zoning Classification is requested.

☐ I (we) are not the owner of the above described property; however, the owners signature below authorizes the applicants the authority to act as agent for the owner(s) of record.

Applicant's Signature Date

| 30 S Hope Chapel Rd, Jackson | NJ | 08527 |
|---|---|---|
| Address | State | Zip |

| 732-806-9899 | | chaim@sterlingeg.com |
|---|---|---|
| Phone | Fax | E-mail Address |

**16. Property Owners 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 for a change in zoning classification. The property owner's signature below shall also authorize the Applicant (if other than the property owner) and/or Agent to act in his/her behalf for the purposes of seeking this change to the City' Land Development Regulations for the property described herein.

| Chaim Weiss Member, St. Lucie Commerce Center LLC | 732-806-9899 |
|---|---|
| Property Owner's Name (Please Print) | Phone |

| 30 S Hope Chapel Rd, Jackson | NJ | 08527 |
|---|---|---|
| Address | State | Zip |

| | 7/11/23 |
|---|---|
| Property Owner's Signature | Date |

STATE OF FLORIDA)
ST LUCIE COUNTY)

The foregoing instrument was acknowledged before me this 11 day of July, 2023, by Chaim Weiss who is personally known to me or has produced _____as ident

Signature of Notary (seal)

PENINA M GREEN
Notary Public - State of New Jersey
My Commission Expires Aug 9, 2026

**OFFICE USE:**

**DATE RECEIVED:**_____ Signed:_____

File Number:_____ Check No: _____ Receipt No: _____

TRC Review:_____ Planning Board Review: _____ City Commission: _____

Ordinance No:_____ Date Approved: _____

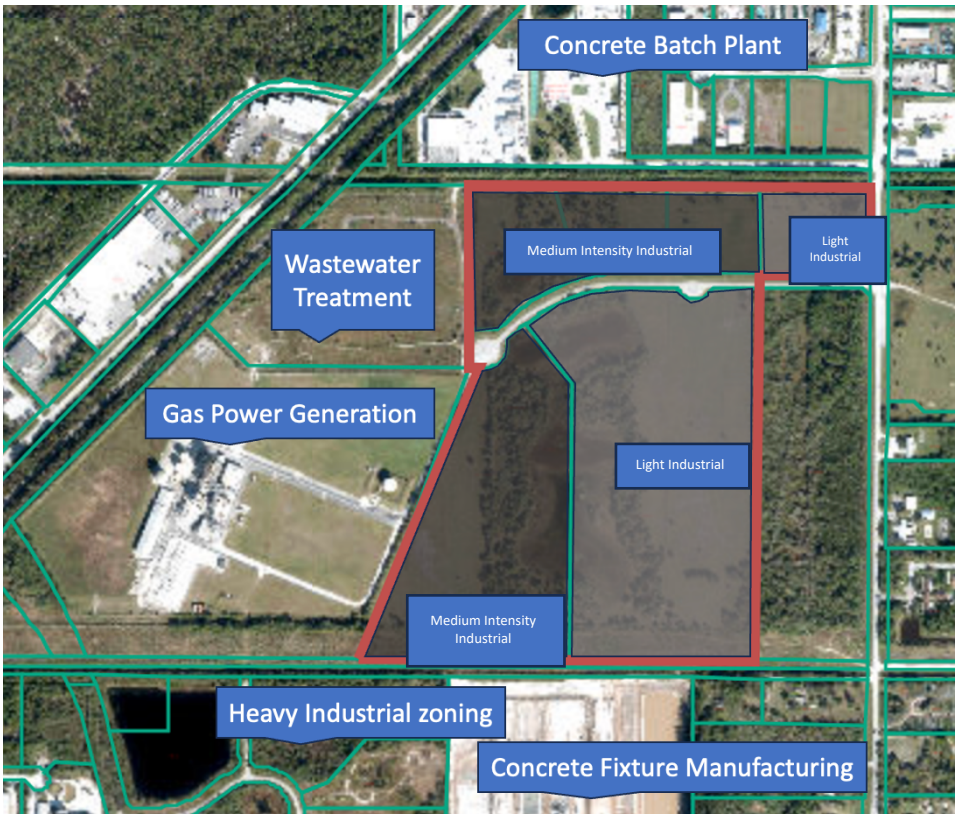
DISTRICT PLANNING GROUP

**ST. LUCIE COMMERCE CENTER PLANNED DEVELOPMENT**
**NARRATIVE AND PROPOSED USES**

BACKGROUND

St. Lucie Commerce Center LLC owns six (6) parcels of I-1 Light Industrial zoned property in the Treasure Coast Business Park subdivision. The development, Fort Pierce Commerce Center (FPCC) was approved by the City of Fort Pierce City Commission on May 16, 2022 for development as a Light Industrial commerce park for the development of 1,215,000 s.f.. It is adjacent on its north property line to Heavy Industrial (I-3) zoning, occupied by a concrete batch plant, and adjacent to the western parcels are a natural gas-burning municipal power plant and a wastewater treatment facility which will process all sewer for the City of Fort Pierce. To the south of FPCC is a concrete fixture manufacturing facility and vacant land entitled for heavy industrial (SLC) development. Each of these uses is likely to create certain externalities to their neighbors including noise, dust, vibration, and odor.

Because of the existing and increasing intensity along the northern, western and southern property lines, FPCC proposes to amend the City of Fort Pierce Zoning Atlas to allow for a stepdown in intensity from those more intense uses on the subject boundaries while keeping the existing light industrial entitlements as a buffer to the east.



We have researched the City of Fort Pierce Code of Ordinances, evaluated the impacts of various uses, and propose a list of uses for a potential Planned Development which would permit Light Industrial Uses in the lighter gray-shaded areas, and a refined medium intensity industrial use set on the interior parcels adjacent to the heavy industrial uses. Because the Fort Pierce zoning code has a very limited list of permitted and conditional industrial uses, the St. Lucie County Land Development Code was also evaluated to develop a more comprehensive list of potential uses.

### Intent

It is the intent of the proposed Planned Development to create a transitional set of "medium intensity" uses for the FPCC parcels on the western side of the development, adjacent to the more intense industrial uses, while retaining the existing light industrial entitlements on the parcels adjacent to Selvitz Road and the County's proposed Intermodal Transit Facility.

USE ANALYSIS

Because many of the uses in the City of Fort Pierce Use Table are undefined, listed below are specific uses in the proposed Planned Development for a mid-intensity industrial area.

**Permitted:**

**The following uses permitted in the City of Fort Pierce Light Industrial (I-1) Zoning District**

Storage, Self Service
Auto/Boat Sales/Rentals
Repair, Vehicle or Marine
Woodworking
Light Industrial Service
Catering
Contractor Services
Marine Industrial
Warehouse/Freight
Parcel Service
Wholesale Trade
Heavy Equipment Sales
Processing, food and related products
Aquaculture
Antenna (on existing structure)

**In addition, include the following uses permitted in St. Lucie County Industrial Light (IL)**

a. Business services. (73)
b. Communications - including telecommunication towers - subject to the standards of Section 7.10.23. (48)
c. Construction services:
    (1) Building construction - general contractors. (15)
    (2) Other construction - general contractors. (16)
    (3) Construction - special trade contractors. (17)
d. Engineering, architectural and surveying services. (871)
f. Laundry, cleaning and garment services. (721)
g. Local and suburban transit. (41)
h. Manufacturing:
    (1) Food and kindred products. (20)
    (2) Tobacco products. (21)
    (3) Textile mill products. (22)
    (4) Apparel and other finished products. (23)
    (5) Furniture and fixtures. (25)
    (6) Printing, publishing and allied industries. (27)
    (7) Drugs. (283)
    (8) Leather and leather products. (31)
    (9) Glass:
    (10) Fabricated metal prod. - except machinery and transport. equip.:
    (11) Industrial/commercial machinery and computer equipment:
    (12) Electronic and other electrical equipment and components, except computer equipment:
    (13) Measuring, analyzing and controlling instruments. (38)
    (14) Photographic, medical and optical goods. (38)

(15) Watches and clocks. (38)
(16) Misc. manufacturing industries:
(a) Jewelry, silverware, and platedware. (391)
(b) Musical instruments and parts. (393)
(c) Dolls, toys, games and sporting goods. (394)
(d) Pens, pencils, and other office and artists' materials. (395)
(e) Costume jewelry, costume novelties, and notions. (396)
(f) Brooms and brushes. (3991)
(g) Signs and advertising displays. (3993)
(h) Morticians goods. (3995)
(i) Manufacturing industries, NEC. (3999)
(17) Plastic products - fabrication, molding, cutting, extrusion, and injection processing.

j. Millwork and structural wood members. (243)
l. Motor freight transportation and warehousing. (42)
m. Repair services:
(1) Automotive and automotive parking. (75)
(2) Electrical. (762)
(3) Watch, clock and jewelry repair. (763)
(4) Reupholstery and furniture repair. (764)
(5) Misc. repairs and services. (769)
n. Retail trade:
(1) Lumber and other building materials. (521)
(2) Paint, glass and wallpaper. (523)
(3) Hardware. (525)
(4) Nurseries, lawn and garden supplies. (526)
(5) Mobile home dealers. (527)
(6) Automotive/boat/RV/motorcycle dealers. (55)
(7) Gasoline service. (55)
(8) Furniture and furnishings. (57)
o. Research, development, and testing services. (873)
p. Ship, boat building and repairing (373)
q. Sorting, grading and packaging services - citrus/vegetables. (0723)
r. Vocational schools. (824)
s. Wholesale trade - durable goods:
(1) Motor vehicle and automotive equipment. (501)
(2) Furniture and home furnishings.(502)
(3) Lumber and other building materials. (503)
(4) Professional and commercial equipment/supplies. (504)
(5) Metals and minerals except petroleum. (505)
(6) Electrical goods. (506)
(7) Hardware, plumbing and heating equipment, and supplies. (507)
(8) Machinery, equipment, and supplies. (508)
(9) Misc. durable goods:
(a) Sporting and recreational goods. (5091)
(b) Toys and hobby goods. (5092)
(c) Jewelry, watches, precious stones and metals. (5094)
(d) Durable goods NEC. (5099)

t. Wholesale trade - nondurable goods:
(1) Paper and paper products. (511)
(2) Drugs. (512)
(3) Dry goods and apparel. (513)
(4) Groceries and related products. (514)
(5) Farm products - raw materials. (515)
(6) Chemicals, and allied products. (516)
(7) Beer, wine, and distilled alcoholic beverages. (518)
(8) Misc. nondurable goods:
(a) Farm supplies. (5191)
(b) Books, periodicals and newspapers. (5192)
(c) Flowers, nursery stock and florists' supplies. (5193)
(d) Tobacco/tobacco products. (5194)
(e) Paints, varnishes and supplies. (5198)
(f) Nondurable goods, NEC. (5199)
u. Mobile food vendors. (999)
x. Landscape and horticultural services. (078)

**And the following St. Lucie County IH Conditional Uses are recommended as a Permitted Use:**
b. Manufacturing
(4) Stone, clay, glass and concrete products. (32)
(5) Primary metal industries. (33)
e. Warehousing and storage services - stockyards. (Subject to landscaping and screening requirements)

**The following uses, not listed in either City or County industrial districts, are recommended for inclusion in the proposed Planned Development as permitted uses:**

- Screened outdoor storage of materials and equipment

No Conditional Uses are recommended at this time.

SUMMARY

This list of uses reflects all uses relevant uses permitted in Light Industrial Zoning (both in City of Fort Pierce and St. Lucie County jurisdictions,) as well as some Heavy Industrial Uses. All uses are proposed to be permitted, as the offsite impacts as they relate to this specific location and neighboring uses have been considered in their selection.

RELEVANT CITY OF FORT PIERCE CODE SECTIONS

***Sec. 125-204. Light Industrial Zone (I-1).***

*(a) Purpose. The purpose of this district is to provide for industrial and related uses with limited objectionable external effects in areas that are suitable for such operations due to the desirability of site characteristics, adequacy of utilities, appropriateness of transportation facilities and other factors. Acceptable manufacturing, warehousing, heavy commercial and similar uses are encouraged. Uses in the district may perform a support role for uses in other industrial areas.*

*(b) Basic use standards. Uses in an I-1 zone must meet the requirements of this section. More restrictive requirements, set forth in accordance with other provisions of this chapter, must be satisfied by some conditional uses.*

*(1) Lot size.*

*a. The minimum lot width shall be 100 feet.*
*b. The minimum lot depth shall be 100 feet.*

*(2) Yards. The minimum yard depth for portions of the property abutting a public right-of-way or nonindustrial district will be 15 feet.*

*(c) Other applicable use standards.*

*(1) Site plan review shall be required as outlined in section 125-313.*

*(2) Accessory buildings shall comply with all yard, lot coverage and building height requirements of this chapter.*

*(3) Every lot shall abut a street other than an alley for at least 50 feet.*

*(4) Materials or objects which would detract from the open space character of an uncovered or unenclosed area will not be permitted in such an area.*

*(5) All uses will comply with applicable access, parking and loading standards in sections 125-315 and 125-316.*

*(6) Conditional uses will meet the requirements in sections 125-235 through 125-247.*

*(7) Signs will comply with standards referred to in section 125-310.*

*(8) All other applicable ordinance requirements will also be satisfied.*

*(Code 1983, § 22-34; Ord. No. H-186, § 30-36, 6-15-1981; Ord. No. H-245, § 1, 12-20-1982; Ord. No. I-26, § 4, 8-15-1983; Ord. No. K-24, § 14, 8-21-2000; Ord. No. L-04, § 1, 3-3-2008; Ord. No. L-97, § 4, 11-16-2009; Ord. No. L-267, § 2, 11-5-2012; Ord. No. L-295, § 17, 11-4-2013 ; Ord. No. 19-016 , § 10, 5-20-2019)*

***Sec. 125-187 (g) I-1 Light Industrial Permitted Uses***

[DPG translated the Use Table into list format and paraphrased where appropriate]

***Permitted***
*Safety Service*
*Park and Open Space*

*Bus Shelter*
*Halfway House*
*Minor Utility*
*Dwelling Rental*
*Educational Service*
*Storage, Self Service*
*Auto/Boat Sales/Rentals*
*Repair, Vehicle or Marine*
*Woodworking*
*Light Industrial Service*
*Catering*
*Contractor Services*
*Marine Industrial*
*Warehouse/Freight*
*Parcel Service*
*Wholesale Trade*
*Heavy Equipment Sales*
*Processing, food and related products*
*Aquaculture*
*Antenna (on existing structure)*

***Conditional***
*Environmental Research and Education Facilities*
*College or University*
*Airport*
*Bus Terminal*
*Taxi Terminal*
*Social Service Institution*
*Major Utility*
*Eating and Drinking Establishments*
*Stadium*
*Office: Professional, Medical, General*
*Waste-related Use*
*Solid Waste Separation*
*Recycling*
*Salvage Yard*
*Community Gardens*
*Antenna Support Structure*

***Sec. 125-205. Heavy Industrial Zone (I-3).***

*(a) Purpose. The purpose of this district is to provide for heavy industrial and related uses with limited objectionable external effects in areas that are suitable for such operations due to the desirability of site characteristics, adequacy of utilities, appropriateness of transportation facilities and other factors. Acceptable manufacturing, warehousing, heavy commercial and similar uses are encouraged.*

*(b) Basic use standards. Uses in an I-3 zone must meet the requirements of this section. More-restrictive requirements, set forth in accordance with other provisions of this chapter, must be satisfied by some conditional uses.*

*(1) Lot size.*

*a. The minimum lot width shall be 100 feet.*
*b. The minimum lot depth shall be 100 feet.*

*(2) Yards. The minimum yard depth for portions of the property abutting a public right-of-way or nonindustrial district will be 15 feet.*

*(c) Other applicable use standards.*

*(1) Site plan review shall be required as outlined in section 125-313.*

*(2) Accessory buildings shall comply with all yard, lot coverage and building height requirements of this chapter.*

*(3) Every lot shall abut a street other than an alley for at least 50 feet.*

*(4) Conditional uses will meet the requirements in sections 125-235 through 125-247.*

*(5) Signs will comply with standards referred to in section 125-310.*

*(6) All other applicable ordinance requirements will also be satisfied.*

*(d) Parking and loading standards. The following are the off-street parking and loading standards for the I-3 zone:*

*(1) Parking.*

*a. Less than 100,000 square feet equals 2.0 spaces per 1,000 square feet of floor area.*
*b. More than 100,000 square feet equals 1.0 space per 1,000 square feet of floor area.*

*(2) Loading.*

*a. Zero to 24,999 square feet equals one loading space.*
*b. Twenty-five thousand to 59,999 square feet equals two loading spaces.*
*c. Sixty thousand to 119,999 square feet equals three loading spaces.*
*d. One hundred twenty thousand to 199,999 square feet equals four loading spaces.*
*e. Two hundred thousand to 299,999 square feet equals five loading spaces.*

*(e) Annexed property assigned I-3 zoning. This subsection shall apply to any annexed property that does not comply with subsection (d) of this section and this subsection (e) at the time of annexation. Any property annexed and assigned I-3 zoning shall be allowed to continue all uses occurring on the property at the time of annexation. No modifications to any part of the property shall be required by the city. In the event the annexed property is damaged or destroyed due to fire or natural disaster, then the property owner shall be permitted to reconstruct the property to the form, manner and condition the property was in prior to the damage or destruction notwithstanding any non-compliance with subsection (d) of this section and this subsection (e). Property annexed and assigned I-3 zoning is exempt from section 125-322.*

*(Code 1983, § 22-34.1; Ord. No. L-63, § 1, 12-1-2008; Ord. No. L-219, § 7, 9-19-2011; Ord. No. L-295, § 18, 11-4-2013 ; Ord. No. 19-016 , § 11, 5-20-2019)*

***Sec. 125-187 (h) I-3 Heavy Industrial Permitted Uses***

[DPG translated the Use Table into list format and paraphrased where appropriate]

***Permitted***

*Safety Service*
*Park and Open Space*
*Bus Shelter*
*Minor Utility*
*Major Utility*
*Dwelling Rental*
*Storage, Self Service*
*Auto or Boat Sales/Rentals*
*Vehicle Storage*
*Industrial, Artisan*
*Industrial, woodworking*
*Light Industrial Service*
*Catering Facility*
*Contractor Services*
*Research Service*
*Marine-Related Industrial*
*Warehouse and Freight*
*Parcel Service*
*Wholesale Trade*
*Heavy Industrial Service*
*Heavy Equipment Sales/Service*
*Processing, food & related products*
*Antenna (on existing structure)*

***Conditional***

*Environmental Research and Education Facilities*
*College or University*
*Airport*
*Bus Terminal*
*Taxi Terminal*
*Marine related commercial*
*Educational Service Establishments*
*Waste Related Use*
*Solid Waste Separation/Transfer Station*
*Recycling Center*
*Salvage Yard*
*Aquaculture*
*Community Gardens*
*Antenna (structure)*

RELEVANT ST. LUCIE COUNTY CODE SECTIONS

***Section 3.00.01.T***
***Industrial Light (IL) Zoning District***

***Purpose.*** *The purpose of this district is to provide and protect an environment suitable for light manufacturing, wholesale, and warehousing activities that do not impose undesirable noise, vibration, odor, dust, or other offensive effects on the surrounding area, together with such other uses as may be necessary to and compatible with light industrial surroundings. The number in "( )" following each identified use corresponds to the SIC Code reference described in Section 3.01.02(B). The number 999 applies to a use not defined under the SIC Code but may be further defined in Section 2.00.00 of this Code.*

***Permitted***

*a. Business services. (73)*
*b. Communications - including telecommunication towers - subject to the standards of Section 7.10.23. (48)*
*c. Construction services:*
- *(1) Building construction - general contractors. (15)*
- *(2) Other construction - general contractors. (16)*
- *(3) Construction - special trade contractors. (17)*

*d. Engineering, architectural and surveying services. (871)*
*e. Commercial fishing. (091)*
*f. Laundry, cleaning and garment services. (721)*
*g. Local and suburban transit. (41)*
*h. Manufacturing:*
- *(1) Food and kindred products. (20)*
- *(2) Tobacco products. (21)*
- *(3) Textile mill products. (22)*
- *(4) Apparel and other finished products. (23)*
- *(5) Furniture and fixtures. (25)*
- *(6) Printing, publishing and allied industries. (27)*
- *(7) Drugs. (283)*
- *(8) Leather and leather products. (31)*
- *(9) Glass:*
- *(10) Fabricated metal prod. - except machinery and transport. equip.:*
- *(11) Industrial/commercial machinery and computer equipment:*
- *(12) Electronic and other electrical equipment and components, except computer equipment:*
- *(13) Measuring, analyzing and controlling instruments. (38)*
- *(14) Photographic, medical and optical goods. (38)*
- *(15) Watches and clocks. (38)*
- *(16) Misc. manufacturing industries:*
  - *(a) Jewelry, silverware, and platedware. (391)*
  - *(b) Musical instruments and parts. (393)*
  - *(c) Dolls, toys, games and sporting goods. (394)*
  - *(d) Pens, pencils, and other office and artists' materials. (395)*
  - *(e) Costume jewelry, costume novelties, and notions. (396)*
  - *(f) Brooms and brushes. (3991)*
  - *(g) Signs and advertising displays. (3993)*

*(h) Morticians goods. (3995)*
*(i) Manufacturing industries, NEC. (3999)*
*(17) Plastic products - fabrication, molding, cutting, extrusion, and injection processing.*

*i. Marinas. (4493)*
*j. Millwork and structural wood members. (243)*
*k. Motion pictures. (78)*
*l. Motor freight transportation and warehousing. (42)*
*m. Repair services:*
*(1) Automotive and automotive parking. (75)*
*(2) Electrical. (762)*
*(3) Watch, clock and jewelry repair. (763)*
*(4) Reupholstery and furniture repair. (764)*
*(5) Misc. repairs and services. (769)*
*n. Retail trade:*
*(1) Lumber and other building materials. (521)*
*(2) Paint, glass and wallpaper. (523)*
*(3) Hardware. (525)*
*(4) Nurseries, lawn and garden supplies. (526)*
*(5) Mobile home dealers. (527)*
*(6) Automotive/boat/RV/motorcycle dealers. (55)*
*(7) Gasoline service. (55)*
*(8) Furniture and furnishings. (57)*
*o. Research, development, and testing services. (873)*
*p. Ship, boat building and repairing - less than forty-five (45) feet. (373)*
*q. Sorting, grading and packaging services - citrus/vegetables. (0723)*
*r. Vocational schools. (824)*
*s. Wholesale trade - durable goods:*
*(1) Motor vehicle and automotive equipment. (501)*
*(2) Furniture and home furnishings.(502)*
*(3) Lumber and other building materials. (503)*
*(4) Professional and commercial equipment/supplies. (504)*
*(5) Metals and minerals except petroleum. (505)*
*(6) Electrical goods. (506)*
*(7) Hardware, plumbing and heating equipment, and supplies. (507)*
*(8) Machinery, equipment, and supplies. (508)*
*(9) Misc. durable goods:*
*(a) Sporting and recreational goods. (5091)*
*(b) Toys and hobby goods. (5092)*
*(c) Jewelry, watches, precious stones and metals. (5094)*
*(d) Durable goods NEC. (5099)*
*t. Wholesale trade - nondurable goods:*
*(1) Paper and paper products. (511)*
*(2) Drugs. (512)*
*(3) Dry goods and apparel. (513)*
*(4) Groceries and related products. (514)*
*(5) Farm products - raw materials. (515)*
*(6) Chemicals, and allied products. (516)*

*(7) Beer, wine, and distilled alcoholic beverages. (518)*
*(8) Misc. nondurable goods:*
*(a) Farm supplies. (5191)*
*(b) Books, periodicals and newspapers. (5192)*
*(c) Flowers, nursery stock and florists' supplies. (5193)*
*(d) Tobacco/tobacco products. (5194)*
*(e) Paints, varnishes and supplies. (5198)*
*(f) Nondurable goods, NEC. (5199)*

*u. Mobile food vendors. (999)*
*v. Single-family detached dwelling units provided that the single-family dwelling unit is located on an existing lot or parcel or record, as further defined in this Code, that was existing on or before August 1, 1990. (999)*
*w. Kennels. Allowed as a permitted use only when the property is surrounded by industrial uses or zoning and is five hundred (500) feet or more from residential uses or zoning. All distance requirements shall be measured from the nearest point of the existing home or area of single-family zoning to the nearest point of the proposed kennel.*
*x. Landscape and horticultural services. (078)*
*y. Personal services. (72)*

***Conditional Uses***

*a. Airports, landing and takeoff fields - general aviation. (4581)*
*b. Manufacturing:*
*(1) Cut stone and stone products. (328)*
*(2) Motorcycles, bicycles, and parts. (375)*
*(3) Wood containers, wood buildings and mobile homes. (244/245)*
*c. Ship, boat building and repairing (excluding ship or boat salvaging) - forty-five (45) to one hundred fifty (150) feet. (373)*
*d. Wholesale:*
*(1) Petroleum bulk stations and terminals.*
*e. Scrap and waste materials - subject to the provisions of Section 7.10.12.A.*
*f. Kennels. (0752) Other than those permitted under Section 3.01.03 T.2.w. of the Land Development Code.*

***Section 3.00.01.U***
***Heavy Industrial (IH) Zoning District***

***Purpose.*** *The purpose of this district is to provide an environment suitable for heavy manufacturing and other activities that may impose undesirable noise, vibration, odor, dust, or other offensive effects on the surrounding area together with such other non-residential uses as may be necessary to and compatible with heavy industrial surroundings. The number in "(  )" following each identified use corresponds to the SIC Code reference described in Section 3.01.02(B). The number 999 applies to a use not defined under the SIC Code but may be further defined in Section 2.00.00 of this Code.*

***Permitted***
*Any Permitted Use in IL*

***Conditional Use***
*a. Airport, landing and takeoff fields - general aviation. (4581)*
*b. Manufacturing:*
*(1) Paper and allied products. (26)*
*(2) Chemicals and allied products. (28)*
*(3) Petroleum refining and related products. (29)*
*(4) Stone, clay, glass and concrete products. (32)*
*(5) Primary metal industries. (33)*
*(6) Ammunition and ordinance. (348)*
*c. Natural or manufactured gas storage and distribution points. (492)*
*d. Scrap, waste and land clearing and yard trash recycling operations - subject to the provisions of Section 7.10.12.*
*e. Warehousing and storage services - stockyards. (999)*
*f. Wholesale trade - nondurable goods:*
*(1) Petroleum and petroleum products. (999)*

# ENVIRONMENTAL IMPACT REPORT

# TREASURE COAST BUSINESS PARK

*Prepared for*

**Dynamic Engineering Consultants, P.C.**
100 Northeast 5th Avenue
Suite B2
Delray Beach, Florida 33483

**Atwell Project No. 21003499**

**FINAL**

***Submitted by Atwell, LLC***

11760 North US1
Suite 507
Palm Beach Gardens, Florida 33408

**September 29, 2021**

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**LISTED SPECIES** ..... **4**
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# FIGURES

1 Site Location
2 Sketch Layout
3 Soils Map
4 FLUCCS Map

# APPENDIX

A FNAI Report

# INTRODUCTION

The approximately 108-acre property covered by this Environmental Impact Report is located within Section 31 Township 35 South, Range 40 East, in St. Lucie County, Florida (Figure 1 – Site Location Map). The property is bordered by industrial land uses to the north, an industrial facility to the southwest and by woodland and orchards to the east, south, and northwest. Additionally, existing transmission lines run along the southern border of the property.

## PURPOSE AND INTENT

This report has been prepared to document potential environmental impacts on an approximately 108-acre property referred to as the Treasure Coast Building Park. The subject property is currently mostly undeveloped with Energy Lane crossing through the northern portion of the site and an overhead electrical transmission line corridor along the southern boundary of the site.

Atwell has prepared this report in accordance with City of Ft. Pierce, Code of Ordinances, Chapter 22 and Section 11.02.09.A.5 “Environmental Impact Report” of the St. Lucie County Land Development Code. Atwell’s review of the Ordinances and Section 11.02.09.A.5.a.1 in relations to this site determined that the following criteria apply to this site:

- The property is more than ten (10) acres.
- The property, regardless of size, contains any wetland.

The following requirements of the St. Lucie County Land Development Code are not applicable to this project:

- The property is identified on the “Inventory of Native Ecosystems for St. Lucie County”.
- The proposed development is located in whole or part within the One Hundred (100) Year Flood Plain.
- The property is located anywhere on North or South Hutchinson Island.

# PROPERTY DESCRIPTION

The subject property is located at the intersection of Selvitz Road and Energy Lane approximately 0.9 miles north of Midway Road. Land use to the north appears to be industrial development, a combination of undeveloped land and small business development to the east, orchards to the south, and an industrial facility to the west.

Historic aerial imagery indicates Energy Lane was constructed in 2007. The subject property is currently undeveloped and dominated by rangeland and open fields and consists of upland

forested areas with adjacent wetland/surface water bodies, and an overhead electric transmission line along the southern boundary of the site. Wetlands H and I are present on the subject property (Figure 2 – Sketch Layout). These two features are located within the western portion of the property.

## SOILS

A soils map obtained from the USDA Web Soil Survey and with the property boundary is attached (Figure 3 – Soil Map). According to the soil map, four soil types are found on the subject property. The description of these soils, in their natural state, according to the St. Lucie County Soil Survey is provided below:

**Ankona and Farmton sands** – These poorly drained soils are characteristically found on flatwoods on marine terraces and derive from sandy and loamy marine deposits. Slopes range from 0 to 2 percent. The permeability of these soils is moderately low to moderately high. Minor components make up approximately 10 percent and consist of Electra, Waveland, and Lawnwood soils.

**Floridana sand, frequently ponded, 0 to 2 percent slopes** – This very poorly drained soil is characteristically found in depressions on marine terraces and derive from sandy and loamy marine deposits. Slopes range from 0 to 1 percent. The permeability of this soil is moderately low to moderately high. Minor components make up approximately 15 percent and consist of Winder, Fleda, Anclote, and Tomoka soils.

**Oldsmar sand, depressional** – This very poorly drained soil is characteristically found in depressions on marine terraces and derive from sandy and loamy marine deposits. Slopes range from 0 to 2 percent. The permeability of this soil is moderately low to moderately high. Minor components make up approximately 10 percent and consist of Riviera soils.

**Tantile and Pomona sands** – These poorly drained soils are characteristically found on flatwoods on marine terraces and derive from sandy and loamy marine deposits. Slopes range from 0 to 2 percent. The permeability of these soils is moderately low to moderately high. Minor components make up approximately 12 percent and consist of Nettles, Pepper, Ankona, and Lawnwood soils.

## NATURAL COMMUNITIES AND LAND COVER

The following is a summary of the land cover and vegetation communities found on the subject property. Land cover and vegetative community classifications were mapped based on the Florida Land Use, Cover and Forms Classification System (FLUCCS) developed by the Florida Department of Transportation. Field reconnaissance and aerial photograph interpretation were employed in the mapping effort of the vegetative communities on the subject property. Observed wildlife

species presence and potential usage of the habitat is further discussed in the subsequent section of this report.

There are five different FLUCCS classifications currently present within the project area including Mixed Rangeland (3300), Improved Pastures (2110), Pine Flatwoods (4110), Freshwater Marshes/Graminoid Prairie-Marsh (6410), and Electrical Power Transmission Lines (8320).

A land cover map of the observed community types is included as Figure 4 FLUCCS Map in this report. The land cover types observed on the property are described as follows:

**3300 Mixed Rangeland – approximately 19.3 acres**

This accounts for the northern portion of the project area. Mixed Rangeland consists of an intermixture of grassland and shrub-brushland range species.

**2110 Improved Pastures – approximately 35.5 acres**

This accounts for the central portion of the project area. This community type is composed of cleared, tilled, reseeded with specific grass types, and periodically improved with brush control and fertilizer application. Water ponds, troughs, feed bunkers, and cow trails may be evident.

**4110 Pine Flatwoods – approximately 11.7 acres**

This accounts for the western central portion of the project area. Historically, longleaf pines were common drier sites while slash pines were found in moister areas with wildfire influencing this distribution. Due to fire control and artificial reforestation, slash pine has extended into longleaf areas. This class is dominated by either slash or longleaf pine. Understory species include saw palmetto, wax myrtle, gallberry, and a variety of herbs and brush.

**6410 Freshwater Marshes/Graminoid Prairie-Marsh – approximately 19.1 acres**

This community is within the western portion of the project area. These marshes are characterized by sawgrass, cattail, arrowhead, maidencane, buttonbush, cordgrass, giant cutgrass, switchgrass, bulrush, needlerush, and common reed.

**8320 Electrical Power Transmission Lines – approximately 19.3 acres**

This runs along the southern edge and southwestern portion of the project area.

## LISTED SPECIES

Atwell reviewed the standard literature for potentially present listed species and conducted specific searches to identify potential species or their preferred habitat within the subject

property. The FWC' online Waterbird Colony Locator was queried to identify any waterbird breeding colonies within or within the vicinity of the project area. The FWC's Bald Eagle Nest Location Data Records were queried to identify any Bald Eagle nests on or within the vicinity of the project area. The Florida Natural Areas Inventory (FNAI) Element Occurrence Records were also searched for the occurrence status of listed species on or in the vicinity of the project area.

Atwell reviewed the FWC' online Waterbird Colony Locator on September 17, 2021 which indicated there are no known waterbird colonies within or within the vicinity of the project area. Atwell also review the FWC' online Bald Eagle Nest Location Data Records on September 17, 2021 which indicated there are no known bald eagle nests within or within the vicinity of the project area. Atwell also requested a FNAI report (Appendix A) on September 16, 2021 which identified several species that may be on or near the project area:

- Blackwater stream
- Bald eagle (*Haliaeetus leucocephalus*)
- Southeastern fox squirrel (*Sciurus niger niger*)

A couple of species were identified as likely being on or near the project area:

- Mesic flatwoods
- Wood stork (*Mycteria americana*)

The FNAI report also identified these species as potentially being on or near the project area:

- Florida burrowing owl (*Athene cunicularia floridana)*
- Piedmont jointgrass (*Coelorachis tuberculosa)*
- Large-flowered rosemary (*Conradina grandiflora)*
- Eastern indigo snake (*Drymarchon couperi)*
- Coastal vervain (*Glandularia maritima)*
- Gopher tortoise (*Gopherus polyphemus)*
- Nodding pine weed (*Lechea cernua)*
- Small's flax (*Linum carteri var. smallii)*
- Celestial Lily (*Nemastylis floridana)*
- Tiny polygala (*Polygala smallii)*
- Giant orchid (*Pteroglossaspis ecristata)*
- Snail kite (*Rostrhamus sociabilis)*
- Florida scrub lizard (*Sceloporus woodi)*

## SITE VISIT

Atwell's Certified Wildlife Biologist conducted a site visit on September 20, 2021. The site visit did not identify any of the above listed species, their nests, or suitable habitat on or directly adjacent to the site.

This site visit identified picklerweed (*Salicornia L.*), smartweed (*Polygonum spp.),* lily pads (*Nymphaea spp.*), and yellow nutsedge (*Cyperus esculentus*) within the wetlands. Other vegetation consisted of palmettos (*Sabal palmetto*), palm trees (*Cocos nucifera*), ponderosa pine (*Pinus ponderosa*), reed canary grass (*Phalaris arundinacea*), wax myrtle (*Myrica cerifera*), and dog fennel (*Eupatorium capillifolium*).

**Non-Listed Species**

During Atwell's site visit the following non listed wildlife species were observed:

- Cattle egrets (*Bubulcus ibis*)
- Great egrets (*Ardea alba*)
- Little blue herons (*Egretta caerulea*)

No eagle or water bird nests were observed on site during the site visit.

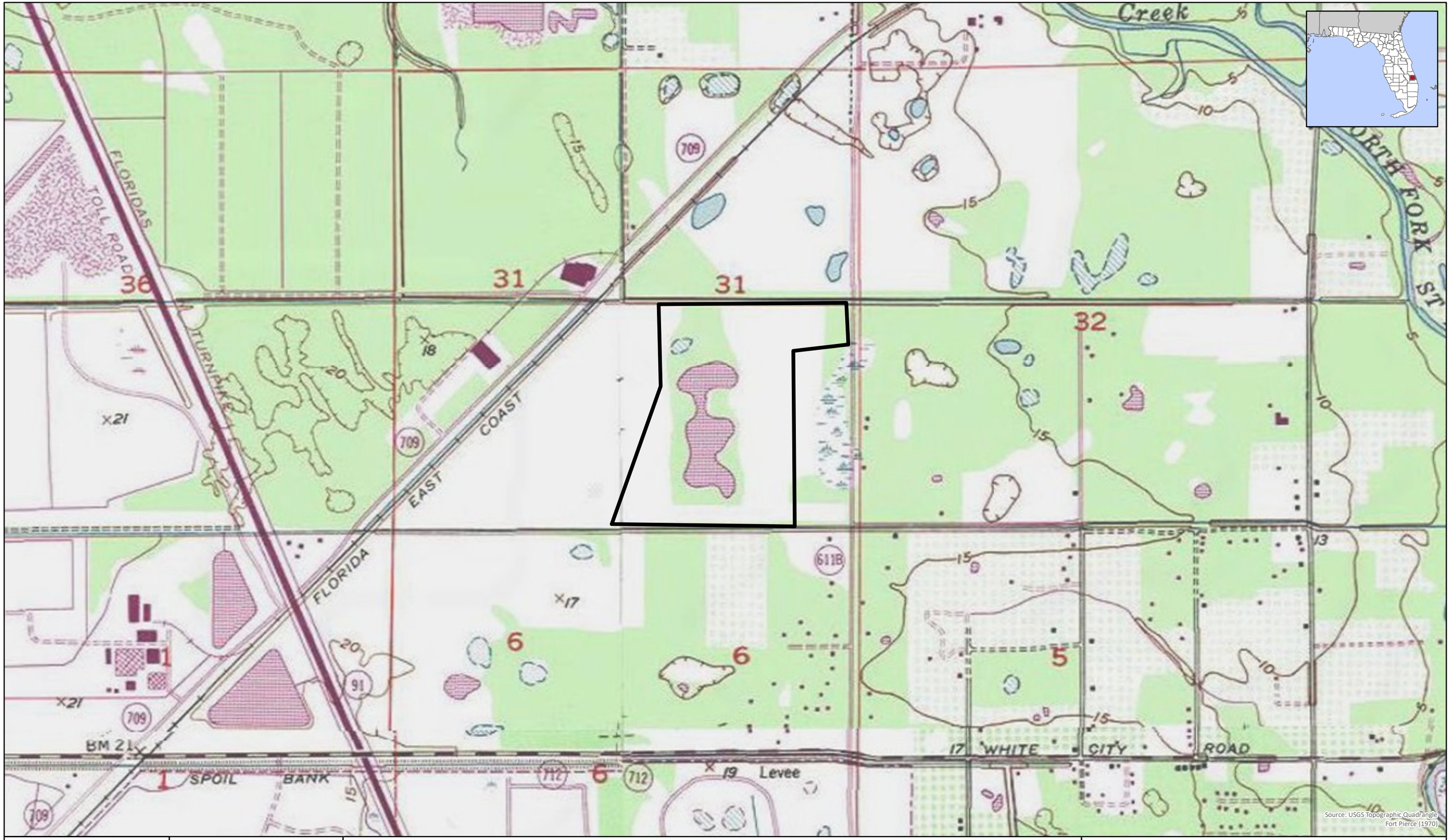
## PROPOSED IMPACTS FROM DEVELOPMENT

Based on the desktop review, document review, site inspection, and review of the August 11, 2021 Sketch Layout, the proposed development areas are within upland and non-wetland areas, avoiding direct impacts to Wetlands H and I. Therefore, it does not appear wetland impact permits will be required from the South Florida Water Management District or the U.S. Army Corps of Engineers. Additionally, based on Atwell's review of the site, the proposed development areas are also not located within potentially suitable listed species habitat. Therefore, the project is not likely to impact wetlands or any listed species. Should you have any questions regarding this or any other matter, please feel free to contact our office at (248) 447-2000.

# FIGURES

# FIGURE 1

# SITE LOCATION MAP




Source: USGS Topographic Quadrangle, Fort Pierce (1970)

ATWELL

Environmental Impact Report
Fort Pierce, Florida
21003499
September 22, 2021

0 1,000 Feet

Project Area (~108 acres)

**Site Location Map**
Section 31, T35S R40E
St. Lucie County, Florida

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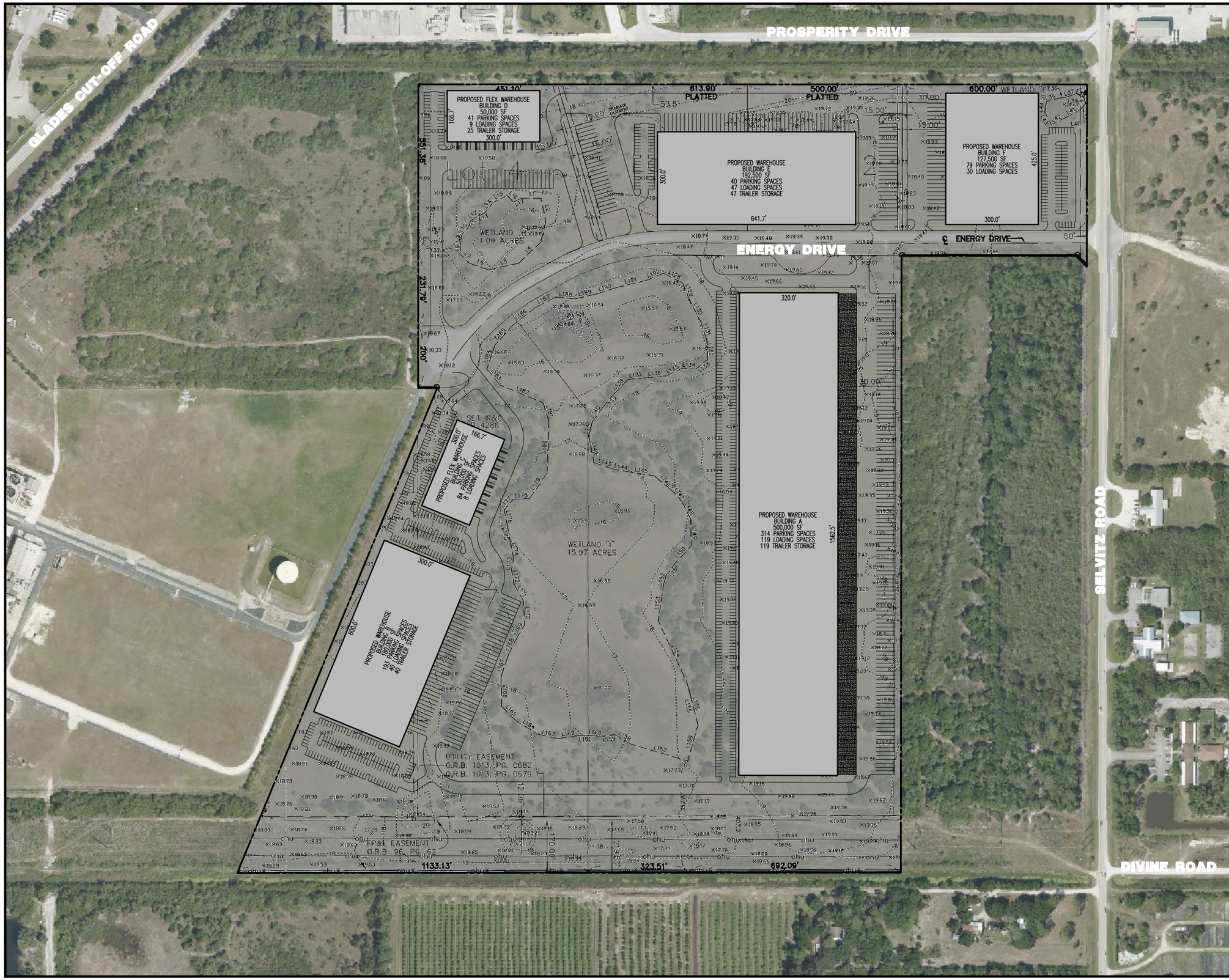
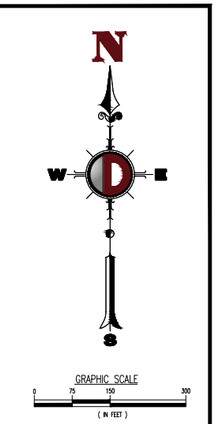
# FIGURE 2

# SKETCH LAYOUT




## GENERAL NOTES

1. THIS PLAN HAS BEEN PREPARED BASED ON REFERENCES INCLUDING: BOUNDARY & TOPOGRAPHIC SURVEY PREPARED BY: CULPEPPER & TERPENING, INC. LAST REVISED: 04/17/2006

   GOOGLE AERIALS; DATED: 01/21/2021

2. THIS PLAN IS INTENDED FOR SKETCH PURPOSES ONLY. NO ORDINANCE OR OTHER AGENCY GUIDELINES HAVE BEEN REFERENCED IN THE DESIGN OF THIS PLAN AND IS SUBJECT TO A DUE DILIGENCE REVIEW.

3. THE EXISTING CONDITIONS SHOWN HEREON IS BASED UPON INFORMATION THAT WAS SUPPLIED TO OUR OFFICE AT THE TIME OF SKETCH PREPARATION AND MAY BE SUBJECT TO CHANGE AND MUST BE UPDATED UPON PERFORMANCE OF A SURVEY.

**SKETCH LAYOUT**

DYNAMIC ENGINEERING

SKETCH C
08/11/2021
1"=150'

PROPOSED INDUSTRIAL DEVELOPMENT
TREASURE COAST BUSINESS PARK PLAT
FT. PIERCE, ST. LUCIE COUNTY, FLORIDA

STERLING EG


PREPARED BY:
MICHAEL D. MILES, P.E.
DYNAMIC ENGINEERING CONSULTANTS, P.C.
100 NE 5th AVE, SUITE B2
DELRAY BEACH, FLORIDA 33484


DYNAMIC PROJECT NUMBER:

Plotted: 08/11/21 – 6:05 PM, By: kkonkus
File: P:\DECPC OPPORTUNITY DATA\Florida\2021\Sterling EG\Fort Pierce – Midway Road\DWG\2021.08.09 – Sketch C.dwg, ---> SKETCH C

COPYRIGHT © 2021 – DYNAMIC ENGINEERING CONSULTANTS, PC – ALL RIGHTS RESERVED

# FIGURE 3

# SOIL MAP

Soil Map—St. Lucie County, Florida
(Soils with Project Area)




Map Scale: 1:6,640 if printed on A landscape (11" x 8.5") sheet.

N

Meters
0 50 100 200 300

Feet
0 300 600 1200 1800

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 17N WGS84

## MAP LEGEND

**Area of Interest (AOI)**
- Area of Interest (AOI)

**Soils**
- Soil Map Unit Polygons
- Soil Map Unit Lines
- Soil Map Unit Points

**Special Point Features**
- Blowout
- Borrow Pit
- Clay Spot
- Closed Depression
- Gravel Pit
- Gravelly Spot
- Landfill
- Lava Flow
- Marsh or swamp
- Mine or Quarry
- Miscellaneous Water
- Perennial Water
- Rock Outcrop
- Saline Spot
- Sandy Spot
- Severely Eroded Spot
- Sinkhole
- Slide or Slip
- Sodic Spot
- Spoil Area
- Stony Spot
- Very Stony Spot
- Wet Spot
- Other
- Special Line Features

**Water Features**
- Streams and Canals

**Transportation**
- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

**Background**
- Aerial Photography

## MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:24,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: St. Lucie County, Florida
Survey Area Data: Version 14, Jun 9, 2020

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Mar 6, 2019—Mar 23, 2019

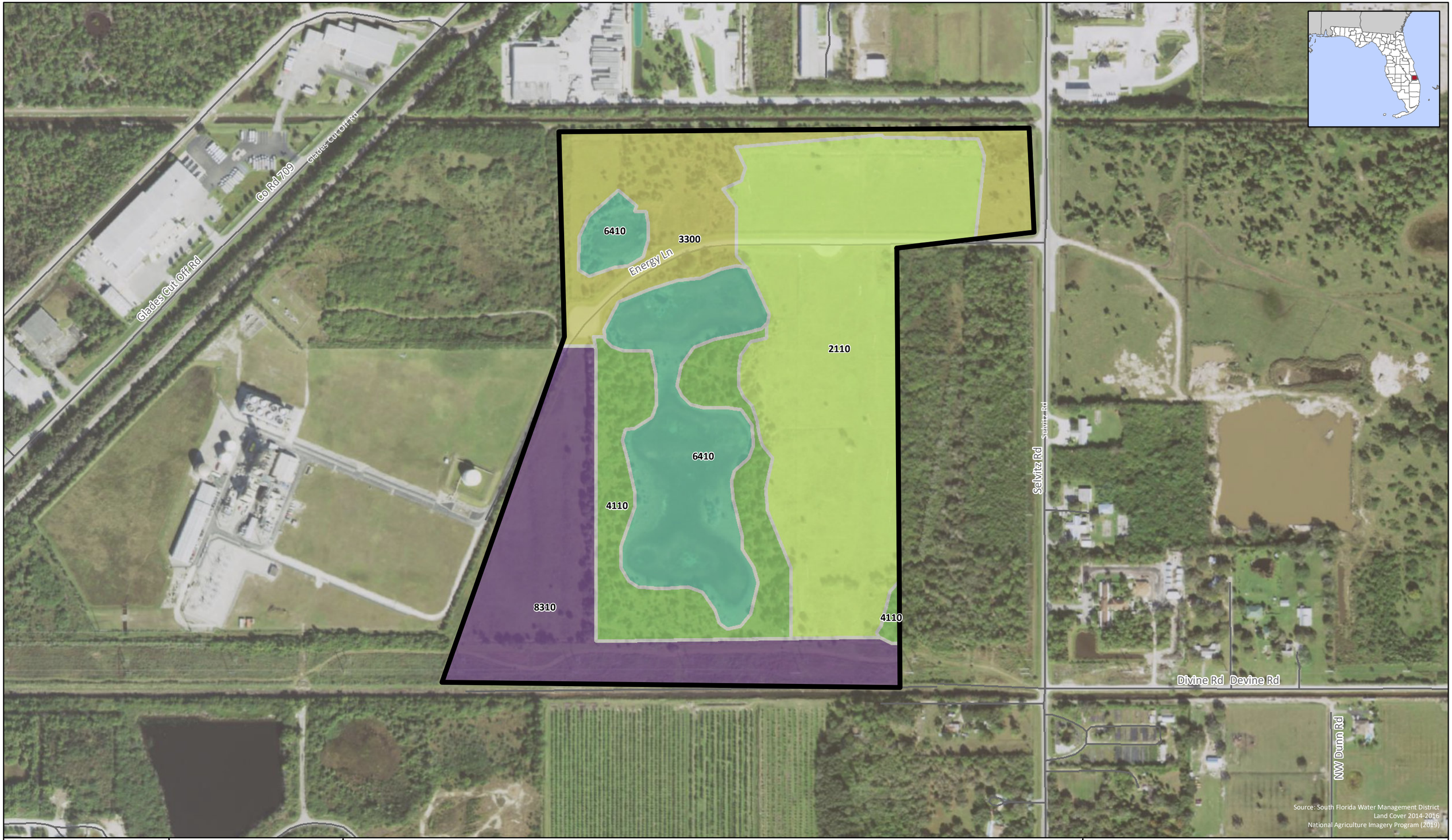
The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

# Map Unit Legend

| Map Unit Symbol | Map Unit Name | Acres in AOI | Percent of AOI |
|---|---|---|---|
| 2 | Ankona and Farmton sands | 15.7 | 14.5% |
| 13 | Floridana sand, frequently ponded, 0 to 2 percent slopes | 5.0 | 4.7% |
| 26 | Oldsmar sand, depressional | 16.1 | 15.0% |
| 44 | Tantile and Pomona sands | 70.9 | 65.8% |
| **Totals for Area of Interest** | | **107.7** | **100.0%** |

# FIGURE 4

# FLUCCS MAP




ATWELL

Environmental Impact Report
Fort Pierce, Florida
21003499
September 23, 2021

0 400
Feet

Project Area (~108 acres)
Road

**Florida Land Cover**
2110, Improved Pastures
3300, Mixed Rangeland
4110, Pine Flatwoods
6410, Freshwater Marshes / Graminoid Prairie - Marsh
8310, Electric Power Facilities

**FLUCCS Map**
**Section 31, T35S R40E**
St. Lucie County, Florida

G:\Jobs2100\T21003499_FortPierce_FL\T21003499_Fig2_FLUC.mxd 9/23/2021

# APPENDIX A

# FNAI REPORT

FLORIDA Natural Areas INVENTORY

1018 Thomasville Road
Suite 200-C
Tallahassee, FL 32303
850-224-8207
fax 850-681-9364
www.fnai.org

September 16, 2021

Elizabeth Wilk
Atwell, LLC
1240 East Diehl Road, Suite 300
Naperville, IL 60563

Dear Ms. Wilk,

Thank you for requesting information from the Florida Natural Areas Inventory (FNAI). At your request we have produced the following report for your project area.

The purpose of this Standard Data Report is to provide objective scientific information on natural resources located in the vicinity of a site of interest, in order to inform those involved in project planning and evaluation. This Report makes no determination of the suitability of a proposed project for this location, or the potential impacts of the project on natural resources in the area.

**Project:** Fort Pierce

**Date Received:** 9/15/2021

**Location:** St Lucie County

## Element Occurrences

A search of our maps and database indicates that we currently have a few element occurrences mapped in the vicinity of the study area (see enclosed map and element occurrence table). Please be advised that a lack of element occurrences in the FNAI database is not a sufficient indication of the absence of rare or endangered species on a site.

*The element occurrences data layer includes occurrences of rare species and natural communities. The map legend indicates that some element occurrences occur in the general vicinity of the label point. This may be due to lack of precision of the source data, or an element that occurs over an extended area (such as a wide ranging species or large natural community). For animals and plants, element occurrences generally refer to more than a casual sighting; they usually indicate a viable population of the species. Note that some element occurrences represent historically documented observations which may no longer be extant. Extirpated element occurrences will be marked with an 'X' following the occurrence label on the enclosed map.*

## Likely and Potential Rare Species

In addition to documented occurrences, other rare species and natural communities may be identified on or near the site based on habitat models and species range models (see enclosed Biodiversity Matrix Report). These species should be taken into consideration in field surveys, land management, and impact avoidance and mitigation.

*FNAI habitat models indicate areas, which based on land cover type, offer suitable habitat for one or more rare species that is known to occur in the vicinity. Habitat models have been developed for approximately 300 of the rarest species tracked by the Inventory, including all federally listed species.*

Florida Resources and Environmental Analysis Center

Institute of Science and Public Affairs

The Florida State University

*FNAI species range models indicate areas that are within the known or predicted range of a species, based on climate variables, soils, vegetation, and/or slope. Species range models have been developed for approximately 340 species, including all federally listed species.*

*The FNAI Biodiversity Matrix Geodatabase compiles Documented, Likely, and Potential species and natural communities for each square mile Matrix Unit statewide.*

CLIP

The enclosed map shows natural resource conservation priorities based on the Critical Lands and Waters Identification Project. CLIP is based on many of the same natural resource data developed for the Florida Forever Conservation Needs Assessment, but provides an overall picture of conservation priorities across different resource categories, including biodiversity, landscapes, surface waters, and aggregated CLIP priorities (that combine the individual resource categories). CLIP is also based primarily on remote sensed data and is not intended to be the definitive authority on natural resources on a site.

For more information on CLIP, visit https://www.fnai.org/services/clip.

The Inventory always recommends that professionals familiar with Florida's flora and fauna conduct a site-specific survey to determine the current presence or absence of rare, threatened, or endangered species.

Please visit www.fnai.org/trackinglist.cfm for county or statewide element occurrence distributions and links to more element information.

The database maintained by the Florida Natural Areas Inventory is the single most comprehensive source of information available on the locations of rare species and other significant ecological resources. However, the data are not always based on comprehensive or site-specific field surveys. Therefore this information should not be regarded as a final statement on the biological resources of the site being considered, nor should it be substituted for on-site surveys. Inventory data are designed for the purposes of conservation planning and scientific research, and are not intended for use as the primary criteria for regulatory decisions.

Information provided by this database may not be published without prior written notification to the Florida Natural Areas Inventory, and the Inventory must be credited as an information source in these publications. **The maps contain sensitive environmental information, please do not distribute or publish without prior consent from FNAI.** FNAI data may not be resold for profit.

Thank you for your use of FNAI services. An invoice will be mailed separately. If I can be of further assistance, please contact me at (850) 224-8207 or at kbrinegar@fnai.fsu.edu.

Sincerely,

Kerri Brinegar

Kerri Brinegar
GIS / Data Services

Encl

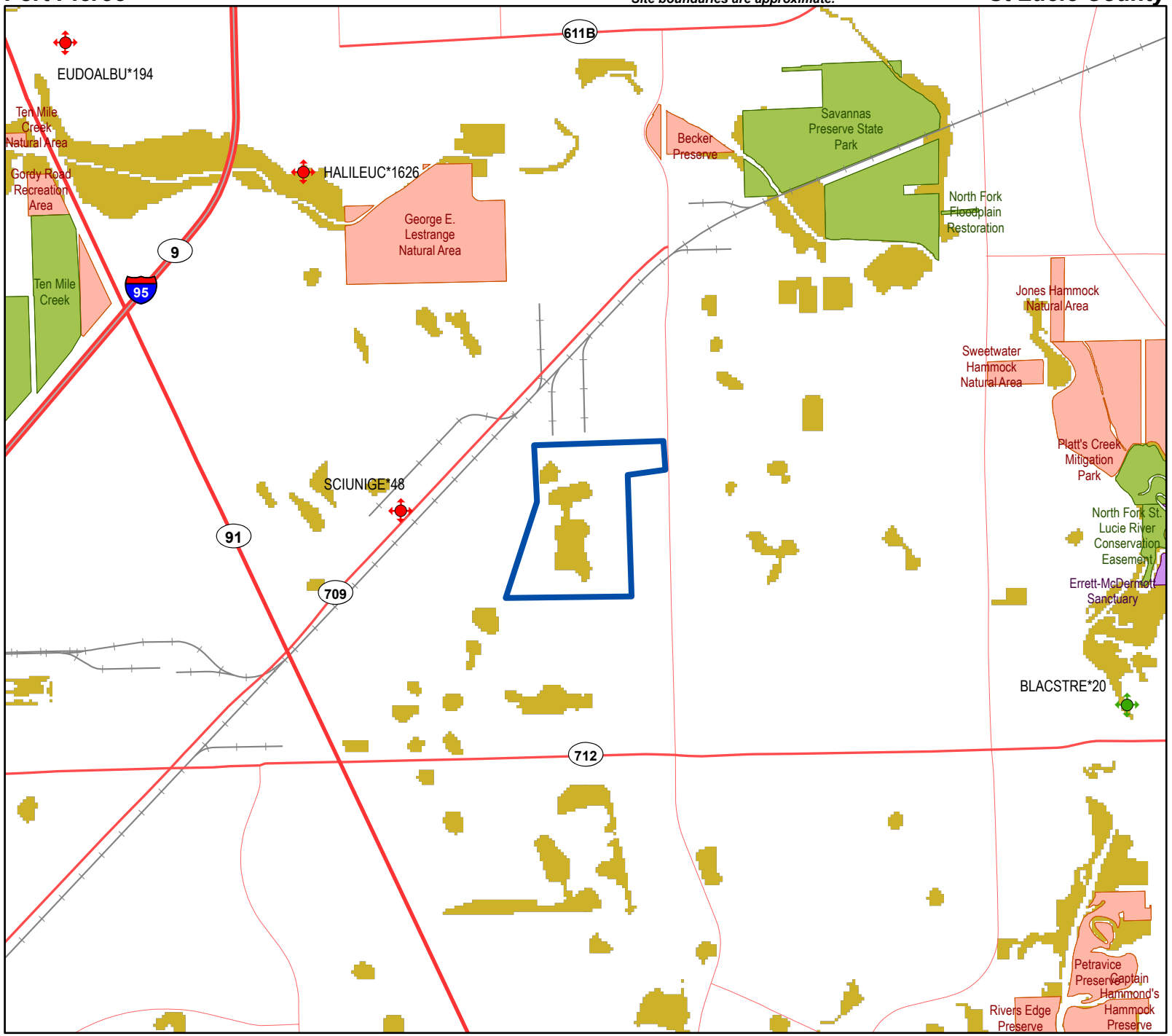
1018 Thomasville Road
Suite 200-C
Tallahassee, FL 32303
(850) 224-8207
(850) 681-9364 Fax
www.fnai.org

FLORIDA Natural Areas INVENTORY

# Fort Pierce

Site boundaries are approximate.

# St Lucie County




## Element Occurrences

- Animals
- Plants
- Communities
- Other
- Data Sensitive

Point Indicates General Vicinity of Element

U.S. Fish & Wildlife Service Scrub Jay Survey 1992-96

## Conservation Lands

- Federal
- State
- Local
- Private
- State Aquatic Preserves

N

## Land Acquisition Projects

- Florida Forever Board of Trustees Projects

- FNAI Rare Species Habitat
- FNAI Biodiversity Matrix Square Mile Units

- County Boundary
- Roads
- Water

**NOTE**
***This map contains environmentally sensitive information. Please do not distribute or publish without prior consent from FNAI. Map should not be interpreted without accompanying documents.***

***Map produced by KAB***
***9/16/2021***

1018 Thomasville Road
Suite 200-C
Tallahassee, FL 32303
(850) 224-8207
(850) 681-9364 Fax
www.fnai.org

FLORIDA Natural Areas INVENTORY

# Fort Pierce

Site boundaries are approximate.

St Lucie County

## CLIP v4.0 Resource Priorities

**Biodiversity Resource Category**
- Priority 1 - highest
- Priority 2
- Priority 3
- Priority 4
- Priority 5

**Landscape Resource Category**
- Priority 1 - highest
- Priority 2
- Priority 3
- Priority 4
- Priority 5

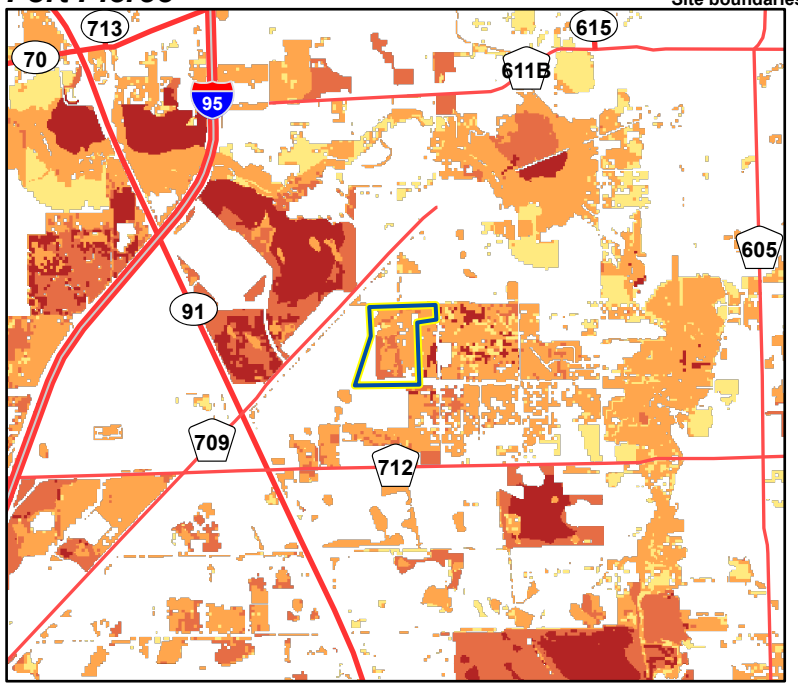
**Surface Water Resource Category**
- Priority 1 - highest
- Priority 2
- Priority 3
- Priority 4
- Priority 5

**Aggregated CLIP Priorities**
- Priority 1 - highest
- Priority 2
- Priority 3
- Priority 4
- Priority 5

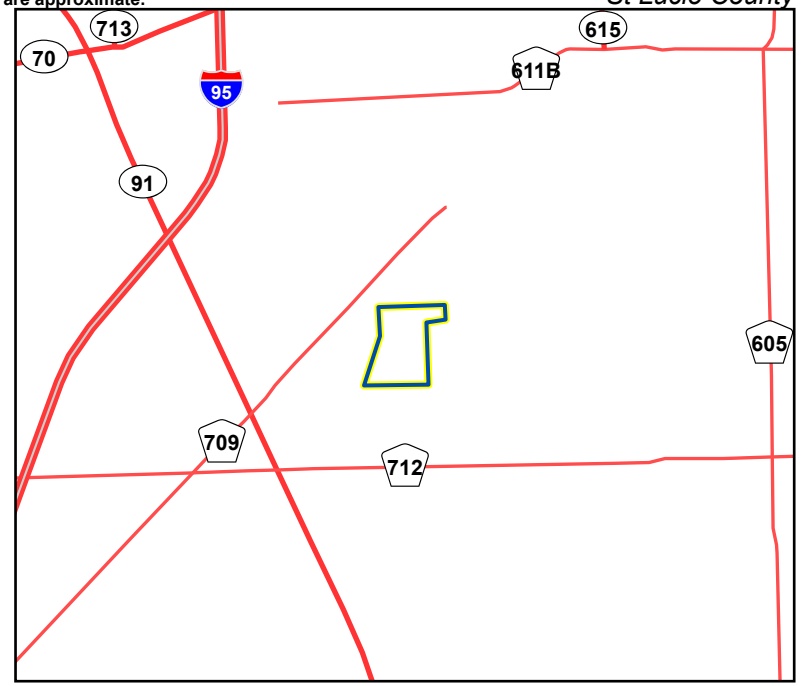
Site Boundary

*Map should not be interpreted without accompanying documents.*

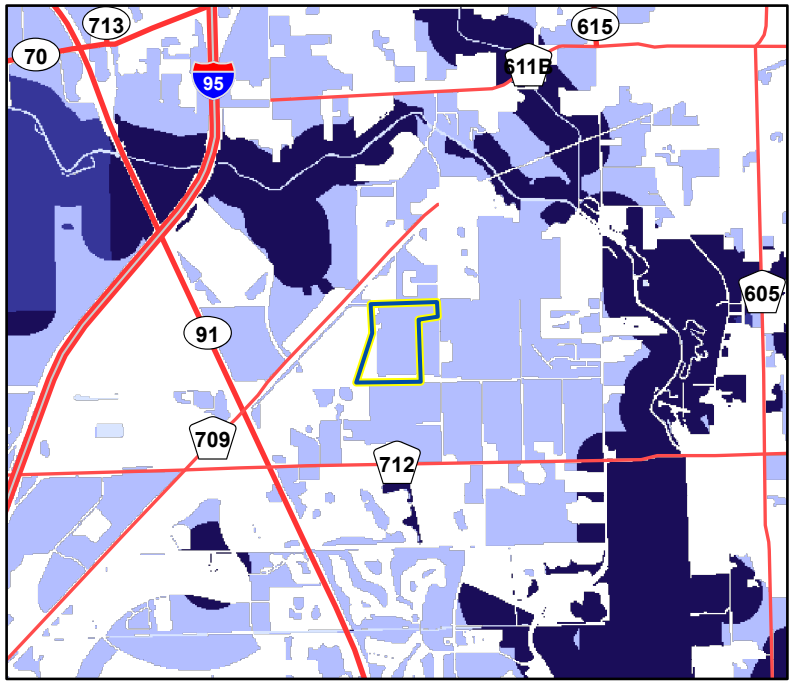
Critical Lands and Waters Identification Project (CLIP) is a cooperative effort between the FSU Florida Natural Areas Inventory, UF Center for Landscape Conservation Planning, and FL Fish & Wildlife Conservation Commission, with additional funding from FL Dept of Environmental Protection and US Fish & Wildlife Service.



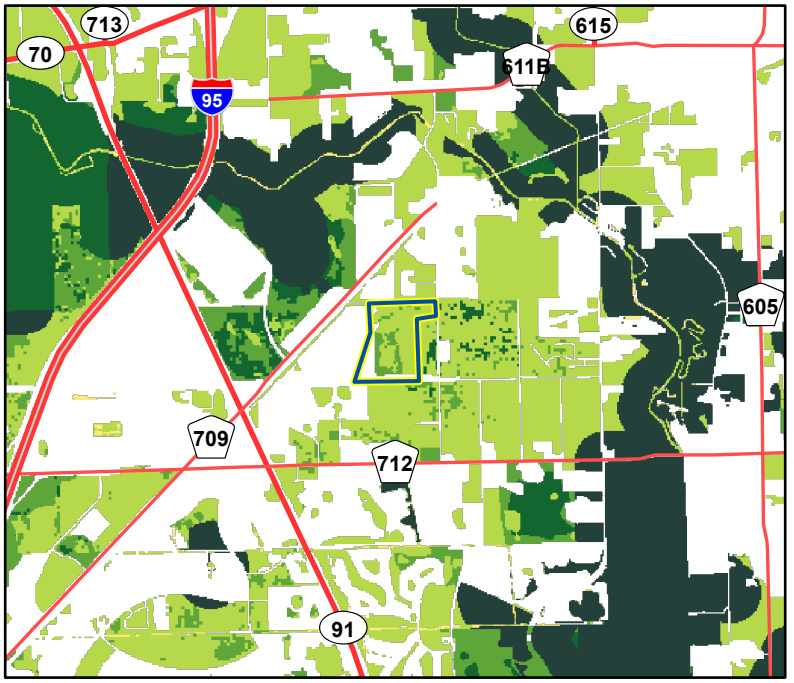

CLIP Biodiversity Resource Priorities




CLIP Landscape Resource Priorities




CLIP Surface Water Resource Priorities




CLIP Aggregated Resource Priorities

0 0.5 1 2 3 4 Miles

*Map produced by KAB*
*9/16/2021*

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(850) 681-9364 Fax
www.fnai.org

# FNAI ELEMENT OCCURRENCE REPORT on or near

## *Fort Pierce*

| Map Label | Scientific Name | Common Name | Global Rank | State Rank | Federal Status | State Listing | Observation Date | Description | EO Comments |
|---|---|---|---|---|---|---|---|---|---|
| BLACSTRE*20 | Blackwater stream | | G4 | S3 | N | N | 2004 | 16 MI OF DESIGNATED AQUATIC PRESERVE. | 2004: extant based on aerial photography (PNDJAC01FLUS). 1982-Pre: see U82NPS01FLUS. |
| HALILEUC*1626 | *Haliaeetus leucocephalus* | Bald Eagle | G5 | S3 | N | N | 2003 | 2005-07-12: Source does not provide a description. | Nest status: Active, 2003, 2002, 2001, 2000; Unknown status or not assessed, 1999;(U03FWC01FLUS) |
| SCIUNIGE*48 | *Sciurus niger niger* | Southeastern Fox Squirrel | G5T5 | S3 | N | N | 1980-06-01 | No general description given | SPEC (UF-20941) COLL 1 JUNE 1980 BY BILL AND HELEN DOWSLING. |

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Tallahassee, FL 32303
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# Florida Natural Areas Inventory

## Biodiversity Matrix Report

| Scientific Name | Common Name | Global Rank | State Rank | Federal Status | State Listing |
|---|---|---|---|---|---|
| **Matrix Unit ID: 65971** | | | | | |
| **Likely** | | | | | |
| Mesic flatwoods | | G4 | S4 | N | N |
| *Mycteria americana* | Wood Stork | G4 | S2 | T | FT |
| **Potential** | | | | | |
| *Athene cunicularia floridana* | Florida Burrowing Owl | G4T3 | S3 | N | ST |
| *Coelorachis tuberculosa* | Piedmont jointgrass | G3 | S3 | N | T |
| *Conradina grandiflora* | large-flowered rosemary | G3 | S3 | N | T |
| *Drymarchon couperi* | Eastern Indigo Snake | G3 | S2? | T | FT |
| *Glandularia maritima* | coastal vervain | G3 | S3 | N | E |
| *Gopherus polyphemus* | Gopher Tortoise | G3 | S3 | C | ST |
| *Lechea cernua* | nodding pinweed | G3 | S3 | N | T |
| *Linum carteri var. smallii* | Small's flax | G2T2 | S2 | N | E |
| *Nemastylis floridana* | celestial lily | G2 | S2 | N | E |
| *Polygala smallii* | tiny polygala | G1 | S1 | E | E |
| *Pteroglossaspis ecristata* | giant orchid | G2G3 | S2 | N | T |
| *Rostrhamus sociabilis* | Snail Kite | G4G5 | S2 | E | FE |
| *Sceloporus woodi* | Florida Scrub Lizard | G2G3 | S2S3 | N | N |
| *Sciurus niger niger* | Southeastern Fox Squirrel | G5T5 | S3 | N | N |

***Definitions:*** *Documented - Rare species and natural communities documented on or near this site.*
*Documented-Historic - Rare species and natural communities documented, but not observed/reported within the last twenty years.*
*Likely - Rare species and natural communities likely to occur on this site based on suitable habitat and/or known occurrences in the vicinity.*
*Potential - This site lies within the known or predicted range of the species listed.*

## Elements and Element Occurrences

An **element** is any exemplary or rare component of the natural environment, such as a species, natural community, bird rookery, spring, sinkhole, cave, or other ecological feature.

An **element occurrence (EO)** is an area of land and/or water in which a species or natural community is, or was, present. An EO should have practical conservation value for the Element as evidenced by potential continued (or historical) presence and/or regular recurrence at a given location.

## Element Ranking and Legal Status

Using a ranking system developed by NatureServe and the Natural Heritage Program Network, the Florida Natural Areas Inventory assigns two ranks for each element. The global rank is based on an element's worldwide status; the state rank is based on the status of the element in Florida. Element ranks are based on many factors, the most important ones being estimated number of Element Occurrences (EOs), estimated abundance (number of individuals for species; area for natural communities), geographic range, estimated number of adequately protected EOs, relative threat of destruction, and ecological fragility.

### FNAI GLOBAL ELEMENT RANK

**G1** = Critically imperiled globally because of extreme rarity (5 or fewer occurrences or less than 1000 individuals) or because of extreme vulnerability to extinction due to some natural or man-made factor.
**G2** = Imperiled globally because of rarity (6 to 20 occurrences or less than 3000 individuals) or because of vulnerability to extinction due to some natural or man-made factor.
**G3** = Either very rare and local throughout its range (21-100 occurrences or less than 10,000 individuals) or found locally in a restricted range or vulnerable to extinction from other factors.
**G4** = Apparently secure globally (may be rare in parts of range).
**G5** = Demonstrably secure globally.
**GH** = Of historical occurrence throughout its range, may be rediscovered (e.g., ivory-billed woodpecker).
**GX** = Believed to be extinct throughout range.
**GXC** = Extirpated from the wild but still known from captivity or cultivation.
**G#?** = Tentative rank (e.g., G2?).
**G#G#** = Range of rank; insufficient data to assign specific global rank (e.g., G2G3).
**G#T#** = Rank of a taxonomic subgroup such as a subspecies or variety; the G portion of the rank refers to the entire species and the T portion refers to the specific subgroup; numbers have same definition as above (e.g., G3T1).
**G#Q** = Rank of questionable species - ranked as species but questionable whether it is species or subspecies; numbers have same definition as above (e.g., G2Q).
**G#T#Q** = Same as above, but validity as subspecies or variety is questioned.
**GU** = Unrankable; due to a lack of information no rank or range can be assigned (e.g., GUT2).
**GNA** = Ranking is not applicable because the element is not a suitable target for conservation (e.g. a hybrid species).
**GNR** = Element not yet ranked (temporary).
**GNRTNR** = Neither the element nor the taxonomic subgroup has yet been ranked.

### FNAI STATE ELEMENT RANK

**S1** = Critically imperiled in Florida because of extreme rarity (5 or fewer occurrences or less than 1000 individuals) or because of extreme vulnerability to extinction due to some natural or man-made factor.
**S2** = Imperiled in Florida because of rarity (6 to 20 occurrences or less than 3000 individuals) or because of vulnerability to extinction due to some natural or man-made factor.
**S3** = Either very rare and local in Florida (21-100 occurrences or less than 10,000 individuals) or found locally in a restricted range or vulnerable to extinction from other factors.
**S4** = Apparently secure in Florida (may be rare in parts of range).
**S5** = Demonstrably secure in Florida.
**SH** = Of historical occurrence in Florida, possibly extirpated, but may be rediscovered (e.g., ivory-billed woodpecker).
**SX** = Believed to be extirpated throughout Florida.
**SU** = Unrankable; due to a lack of information no rank or range can be assigned.
**SNA** = State ranking is not applicable because the element is not a suitable target for conservation (e.g. a hybrid species).
**SNR** = Element not yet ranked (temporary).

## FEDERAL LEGAL STATUS

Legal status information provided by FNAI for information only. For official definitions and lists of protected species, consult the relevant federal agency.

Definitions derived from U.S. Endangered Species Act of 1973, Sec. 3. Note that the federal status given by FNAI refers only to Florida populations and that federal status may differ elsewhere.

**C** = Candidate species for which federal listing agencies have sufficient information on biological vulnerability and threats to support proposing to list the species as Endangered or Threatened.
**E** = Endangered: species in danger of extinction throughout all or a significant portion of its range.
**E, T** = Species currently listed endangered in a portion of its range but only listed as threatened in other areas
**E, PDL** = Species currently listed endangered but has been proposed for delisting.
**E, PT** = Species currently listed endangered but has been proposed for listing as threatened.
**E, XN** = Species currently listed endangered but tracked population is a non-essential experimental population.
**T** = Threatened: species likely to become Endangered within the foreseeable future throughout all or a significant portion of its range.
**PE** = Species proposed for listing as endangered
**PS** = Partial status: some but not all of the species' infraspecific taxa have federal
**PT** = Species proposed for listing as threatened
**SAT** = Treated as threatened due to similarity of appearance to a species which is federally listed such that enforcement personnel have difficulty in attempting to differentiate between the listed and unlisted species.
**SC** = Not currently listed, but considered a "species of concern" to USFWS.

## STATE LEGAL STATUS

Provided by FNAI for information only. For official definitions and lists of protected species, consult the relevant state agency.

**Animals:** Definitions derived from "Florida's Endangered Species and Species of Special Concern, Official Lists" published by Florida Fish and Wildlife Conservation Commission, 1 August 1997, and subsequent updates.

**C** = Candidate for listing at the Federal level by the U. S. Fish and Wildlife Service
**FE** = Listed as Endangered Species at the Federal level by the U. S. Fish and Wildlife Service
**FT** = Listed as Threatened Species at the Federal level by the U. S. Fish and Wildlife Service
**FXN** = Federal listed as an experimental population in Florida
**FT(S/A)** = Federal Threatened due to similarity of appearance
**ST** = State population listed as Threatened by the FFWCC. Defined as a species, subspecies, or isolated population which is acutely vulnerable to environmental alteration, declining in number at a rapid rate, or whose range or habitat is decreasing in area at a rapid rate and as a consequence is destined or very likely to become an endangered species within the foreseeable future.
**SSC** = Listed as Species of Special Concern by the FFWCC. Defined as a population which warrants special protection, recognition, or consideration because it has an inherent significant vulnerability to habitat modification, environmental alteration, human disturbance, or substantial human exploitation which, in the foreseeable future, may result in its becoming a threatened species. (SSC* for Pandion haliaetus (Osprey) indicates that this status applies in Monroe county only.)
**N** = Not currently listed, nor currently being considered for listing.

**Plants:** Definitions derived from Sections 581.011 and 581.185(2), Florida Statutes, and the Preservation of Native Flora of Florida Act, 5B-40.001. FNAI does not track all state-regulated plant species; for a complete list of state-regulated plant species, call Florida Division of Plant Industry, 352-372-3505 or see: http://www.doacs.state.fl.us/pi/.

**E** = Endangered: species of plants native to Florida that are in imminent danger of extinction within the state, the survival of which is unlikely if the causes of a decline in the number of plants continue; includes all species determined to be endangered or threatened pursuant to the U.S. Endangered Species Act.
**T** = Threatened: species native to the state that are in rapid decline in the number of plants within the state, but which have not so decreased in number as to cause them to be Endangered.
**N** = Not currently listed, nor currently being considered for listing.

## Element Occurrence Ranking

FNAI ranks of quality of the element occurrence in terms of its viability (EORANK). Viability is estimated using a combination of factors that contribute to continued survival of the element at the location. Among these are the size of the EO, general condition of the EO at the site, and the conditions of the landscape surrounding the EO (e.g. an immediate threat to an EO by local development pressure could lower an EO rank).

**A** = Excellent estimated viability
**A?** = Possibly excellent estimated viability
**AB** = Excellent or good estimated viability
**AC** = Excellent, good, or fair estimated viability
**B** = Good estimated viability
**B?** = Possibly good estimated viability
**BC** = Good or fair estimated viability
**BD** = Good, fair, or poor estimated viability
**C** = Fair estimated viability
**C?** = Possibly fair estimated viability
**CD** = Fair or poor estimated viability
**D** = Poor estimated viability
**D?** = Possibly poor estimated viability
**E** = Verified extant (viability not assessed)
**F** = Failed to find
**H** = Historical
**NR** = Not ranked, a placeholder when an EO is not (yet) ranked.
**U** = Unrankable
**X** = Extirpated

*For additional detail on the above ranks see: http://www.natureserve.org/explorer/eorankguide.htm

FNAI also uses the following EO ranks:

**H?** = Possibly historical
**F?** = Possibly failed to find
**X?** = Possibly extirpated

The following offers further explanation of the H and X ranks as they are used by FNAI:

The rank of H is used when there is a lack of recent field information verifying the continued existence of an EO, such as (a) when an EO is based only on historical collections data; or (b) when an EO was ranked A, B, C, D, or E at one time and is later, without field survey work, considered to be possibly extirpated due to general habitat loss or degradation of the environment in the area. This definition of the H rank is dependent on an interpretation of what constitutes "recent" field information. Generally, if there is no known survey of an EO within the last 20 to 40 years, it should be assigned an H rank. While these time frames represent suggested maximum limits, the actual time period for historical EOs may vary according to the biology of the element and the specific landscape context of each occurrence (including anthropogenic alteration of the environment). Thus, an H rank may be assigned to an EO before the maximum time frames have lapsed. Occurrences that have not been surveyed for periods exceeding these time frames should not be ranked A, B, C, or D. The higher maximum limit for plants and communities (i.e., ranging from 20 to 40 years) is based upon the assumption that occurrences of these elements generally have the potential to persist at a given location for longer periods of time. This greater potential is a reflection of plant biology and community dynamics. However, landscape factors must also be considered. Thus, areas with more anthropogenic impacts on the environment (e.g., development) will be at the lower end of the range, and less-impacted areas will be at the higher end.

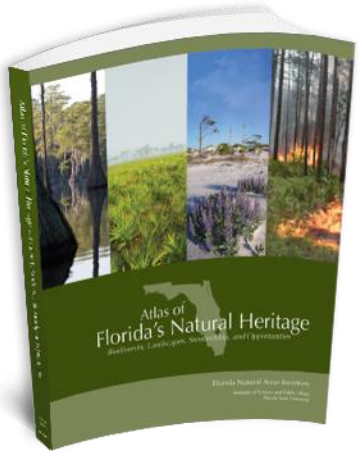
The rank of X is assigned to EOs for which there is documented destruction of habitat or environment, or persuasive evidence of eradication based on adequate survey (i.e., thorough or repeated survey efforts by one or more experienced observers at times and under conditions appropriate for the Element at that location).

ON SALE NOW

# Atlas of Florida's Natural Heritage

*Biodiversity, Landscapes, Stewardship, and Opportunities*

The Florida Natural Areas Inventory is pleased to announce the publication of the ***Atlas of Florida's Natural Heritage: Biodiversity, Landscapes, Stewardship, and Opportunities***. This high-quality, full-color *Atlas* is sure to become a standard reference for anyone involved in the conservation, management, study, or enjoyment of Florida's rich natural resources. We hope the *Atlas* will inspire, educate, and raise awareness of and interest in biodiversity and conservation issues.

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Dynamic Engineering Consultants, PC
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Delray Beach, FL 33483
T. 561-921-8570

December 10th, 2021

City of Fort Pierce
Planning Department
100 North US Highway 1
Fort Pierce, Florida 34950

**Re: Fort Pierce Commerce Center**
**Drainage Statement**
**Selvitz Road & Energy Lane**
**Parcel/Tax ID No: 2431-800-0005-000-1, 2431-800-0004-000-4, 2431-800-0002-000-0, 2431-800-0006-000-8, 2431-800-0007-000-5, 2431-800-0003-000-7**
**DEC No.: 3342-99-005**

Dear members of the Planning Department,

On behalf of our client, St. Lucie Commerce Center, LLC (the "Applicant") please accept this drainage narrative for the Fort Pierce Commerce Center (the "Project"). The 108.78-acre project site is designated at the subject location in the City of Fort Pierce. The applicant is proposing to construct +/-1,215,000 SF or 27.89 acres of industrial/warehouse building with associated site improvements including, but not limited to, truck loading, trailer storage, parking, stormwater management, utility infrastructure, landscaping, and lighting. This statement has been prepared to analyze the proposed drainage conditions for the Applicant's proposed project.

The subject property is under the jurisdiction of the City of Fort Pierce, North St. Lucie River Water Control District (NSLRWCD) and South Florida Water Management District (SFWMD), bordered on both the northern and southern boundaries by NSLRWCD canals 101 and 102. The receiving water bodies are NSLRWCD Canals 101 & 102, and have been identified as impaired by SFWMD. The subject property was previously permitted under SFWMD Permit No. 56-02297-P for a similar industrial development. A portion of the permitted work was completed, which included utility and stormwater infrastructure, and the construction of Energy Lane. The existing stormwater management system consists of approximately 17.53 acres of preserved wetlands, a series of interconnected catch basins, and two control structures that allow stormwater runoff discharge from the subject property into the NSLRWCD canals 101 and 102.

The following table, Table 1, shows the pre-development and post-development land use breakdown.

| Land Use | Approved Under Permit 56-02297-P (ac) | Pre-Development (ac) | Post-Development (ac) | Post Development (%) |
|---|---|---|---|---|
| Building | 40.79 | 0.00 | 27.89 | 25.64 |
| Wetland Area | 17.06 | 17.53 | 17.53 | 16.12 |
| Wet Detention | N/A | 0.00 | 3.67 | 3.37 |
| Other Impervious | 25.51 | 1.82 | 28.35 | 26.06 |
| Pervious (excluding Dry Detention) | 17.59 | 89.43 | 27.84 | 25.59 |
| Dry Detention | 7.80 | 0.00 | 3.50 | 3.22 |
| **Total** | **108.78** | **108.78** | **108.78** | **100.00** |

*Table 1*

The proposed stormwater management design for the subject property will include dry detention ponds, wet detention ponds, swales, existing wetlands, and a series of interconnected inlets and underground drainage pipe system that will route the stormwater through the existing two control structures to outfall stormwater to the NSLRWCD canals 101 and 102. Water quality is attained by following the SWERP Manual – Surface Water Quality Standards of the Florida Department of Environmental Protection Rule 62-302. The required design treatment volume for new development is the greater of the following:

a. The first inch of runoff from the entire contributing area,
b. 2.5 inches times the percentage of imperviousness for the contributing area.

For the subject property, the greater of the two criteria above referenced is option (b). 2.5 inches times the percentage of imperviousness for the contributing area. Based on the proposed land values in Table 1 provided above, a treatment volume of 9.72 ac-ft is required. Separately, 0.5" of dry-pretreatment is required for the entire project area, which equates to 3.66 ac-ft of dry-pretreatment. Treatment calculations were based on developable project area. The preserved wetland area was not included in required treatment calculations.

The 3.66 ac-ft of dry pre-treatment volume is provided by interpolation, using the proposed stage storage calculations provided, at stage 17.77 (N.A.V.D.) within the dry swales and dry detention areas. Therefore, catch basins' elevations will be set at the pre-treatment elevation prior to draining into the wet detention areas. This is to ensure that all dry-pretreatment is provided prior to overflow into the wet detention system. Additionally, the 8.64 ac-ft of treatment volume is being provided at stage 15.96 (N.A.V.D.). Therefore, the weirs, prior to any discharge into the wetlands, will be set at 16.00 (N.A.V.D.) to ensure all water quality is provided prior to outfall into the preserved wetlands. The calculations for these design parameters are conceptual in nature and available in the Drainage Calculations attached to this document, and were calculated without discharge using TR-55 criteria.

Based on the findings of the geotechnical investigation report by Dynamic Earth (DEARTH), the groundwater table was located at an average of 3' below ground level. The control water elevation is 15.51 (N.A.V.D.). Available information for the water table data for the NSLRWCD Canals 101 and 102 were also used to set the control water elevation, and the available data was consistent with the 15.51 (N.A.V.D.) elevation.

Per NSLRWCD, the allowable discharge during the 10-yr/72-hr storm event is 2" volume per day. Therefore, the allowable discharge for the proposed development is 9.14 cfs.

The perimeter berm elevation is based on the 25-yr/72-hr storm event. The subject property has no base flood information per FEMA FIRMette 12111C0188K (attached to this document); therefore, the Finished Floor Elevation (FFE) was governed by the 100 year/72-hr storm stage elevation. The preliminary peak stages (no discharge accounted for) and proposed grading parameters are as listed on the following table, Table 2:

| Design Storm Event (Freq/Duration) | Rainfall (in) | Runoff Volume (ac-ft) (NAVD) | Post Development (ft) (NAVD) | Proposed Minimum Design Parameters (NAVD) | Parameter Criteria |
|---|---|---|---|---|---|
| 10-Year/1-hr | 3.20 | 15.73 | 16.30 | N/A | N/A |
| 10-Year/24-hr | 6.00 | 38.72 | 17.22 | 18.18 | Inlet/TOB |
| 10-Year/72-hr | 8.00 | 56.01 | 17.86 | N/A | Discharge |
| 25-Year/72-hr | 9.50 | 69.18 | 18.32 | 18.51 | Perimeter Berm |
| 100-Year/72-hr | 12.23 | 93.39 | 18.85 | 23.59 | Finished Floor |

*Table 2*

The proposed development has been conceptually designed with provisions for the safe and efficient control of stormwater runoff in a manner that will not adversely impact the existing drainage patterns, adjacent roadways or adjacent parcels. A final site grading and drainage calculations/impacts will be provided at time of permit. We respectfully request your review and approval of the requested stormwater permits for construction.

Sincerely,
Dynamic Engineering Consultants, P.C.

_____
Michael D. Miles, PE
Regional Manager/ Principal
FL Professional Engineer License No.81313

Attachments:

- FEMA FIRMette 12111C0188K
- Drainage Calculations

# National Flood Hazard Layer FIRMette

FEMA

80°22'34"W 27°23'17"N




0 250 500 1,000 1,500 2,000 Feet 1:6,000

80°21'57"W 27°22'45"N

*Basemap: USGS National Map: Orthoimagery: Data refreshed October, 2020*

## Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

**SPECIAL FLOOD HAZARD AREAS**
- Without Base Flood Elevation (BFE) *Zone A, V, A99*
- With BFE or Depth *Zone AE, AO, AH, VE, AR*
- Regulatory Floodway

**OTHER AREAS OF FLOOD HAZARD**
- 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile *Zone X*
- Future Conditions 1% Annual Chance Flood Hazard *Zone X*
- Area with Reduced Flood Risk due to Levee. See Notes. *Zone X*
- Area with Flood Risk due to Levee *Zone D*

**OTHER AREAS**
- NO SCREEN Area of Minimal Flood Hazard *Zone X*
- Effective LOMRs
- Area of Undetermined Flood Hazard *Zone D*

**GENERAL STRUCTURES**
- Channel, Culvert, or Storm Sewer
- Levee, Dike, or Floodwall

**OTHER FEATURES**
- 20.2 / 17.5 Cross Sections with 1% Annual Chance / Water Surface Elevation
- Coastal Transect
- Base Flood Elevation Line (BFE)
- Limit of Study
- Jurisdiction Boundary
- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature

**MAP PANELS**
- Digital Data Available
- No Digital Data Available
- Unmapped

N

The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 11/19/2021 at 11:26 AM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

DYNAMIC
ENGINEERING EARTH SURVEY TRAFFIC

# Land Use & Soil Storage Calculations

**Fort Pierce Commerce Center**

Job No: 3342-99-005

Designed by: JCP/ ACM
Checked by: MDM/ ACM
Date: 12/9/2021

| **Post-Development Land Uses** | Sub-Area (ac) | Area (ac) |
|---|---|---|
| Impervious Areas | | 60.04 |
| Buildings | 27.89 | |
| Asphalt, Pavement, Sidewalk, Misc. Impervious | 28.35 | |
| Wet Detention Surfaces | 3.80 | |
| Wet Detention Banks | 0.77 | |
| Wetland Surfaces | | 17.53 |
| Wetland Banks | | 3.37 |
| Pervious Areas | | 27.84 |
| Dry Detention (17.50) | 0.20 | |
| Dry Detention Banks (19.50-17.50) | 0.11 | |
| Dry Detention (16.51) | 0.99 | |
| Dry Detention Banks (17.51-16.51) | 0.23 | |
| Dry Detention (17.28) | 0.05 | |
| Dry Detention Banks (18.28-17.28) | 0.02 | |
| Dry Detention (16.51) | 1.27 | |
| Dry Detention Banks (18.51-16.51) | 0.63 | |
| Landscaping | 23.57 | |
| Total Area | | 108.78 |

| **Soil Storage** | Existing | Proposed | |
|---|---|---|---|
| Control Water Elevation | 15.51 | 15.51 | NAVD |
| | | | |
| Average Site Elevation (Dry Detention) | 10.85 | 17.60 | NAVD |
| Average Depth to Water Table (Dry Detention) | -4.66 | 2.09 | ft |
| Soil Storage Capability (Coastal) | 0.00 | 1.88 | in |
| Soil Storage (S) Over the Site (Dry Detention) | 0.00 | 0.03 | in |
| | | | |
| Average Site Elevation (Landscaping) | 15.87 | 19.51 | NAVD |
| Average Depth to Water Table (Landscaping) | 0.36 | 4.00 | ft |
| Soil Storage Capability (Coastal) | 0.00 | 8.18 | in |
| Soil Storage (S) Over the Site (Landscaping) | 0.00 | 1.77 | in |
| | | | |
| Soil Storage (S) Over the Site (Entire Site) | **0.00** | **1.81** | in |
| | | | |
| Curve Number (CN) Based on Soil Storage (S) | 100.00 | 84.71 | |

# Post Development Stage-Storage Calculations

## Fort Pierce Commerce Center

| Land Uses | Storage Type (Linear/Vertical) | Area (AC) | Elevation Range Average Low | NAVD Average High | Stage Step Interval: | 0.50 |
|---|---|---|---|---|---|---|
| | | | | | Start Stage Elevation: | 15.50 |
| Impervious Areas | L | 28.35 | 18.18 | 21.59 | | |
| Dry Detention (17.50) | V | 0.20 | 17.50 | | | |
| Dry Detention Banks (19.50-17.50) | L | 0.11 | 17.50 | 19.50 | | |
| Dry Detention (16.51) | V | 0.99 | 16.51 | | | |
| Dry Detention Banks (17.51-16.51) | L | 0.23 | 16.51 | 17.51 | | |
| Dry Detention (17.28) | V | 0.05 | 17.28 | | | |
| Dry Detention Banks (18.28-17.28) | L | 0.02 | 17.28 | 18.28 | | |
| Dry Detention (16.51) | V | 1.27 | 16.51 | | | |
| Dry Detention Banks (18.51-16.51) | L | 0.63 | 16.51 | 18.51 | | |
| Landscaping | L | 23.57 | 18.18 | 21.59 | | |
| Wet Detention Surfaces | V | 0.00 | 15.51 | | | |
| Wet Detention Banks | L | 0.00 | 15.51 | 18.51 | | |
| Wetland Surfaces | V | 17.53 | 15.51 | | | |
| Wetland Banks | L | 3.37 | 15.51 | 16.51 | | |
| | Total Area = | 76.32 | DOES NOT INCLUDE BLDGS | | | |

| Stage | Impervious Areas | Dry Detention (16.51) | Dry Detention Banks (18.51-16.51) | Landscaping | Wetland Surfaces | Wetland Banks | Wet Detention Surfaces | Wet Detention Banks | Dry Detention (17.50) | Dry Detention Banks (19.50-17.50) | Dry Detention (16.51) | Dry Detention Banks (17.51-16.51) | Dry Detention (17.28) | Dry Detention Banks (18.28-17.28) | TOTAL CUMULATIVE STORAGE (AC-FT) | DRY CUMULATIVE STORAGE (AC-FT) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **15.50** | 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** |
| **16.00** | 0.00 | 0.00 | 0.00 | 0.00 | 8.77 | 0.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **9.17** | **0.00** |
| **16.50** | 0.00 | 0.00 | 0.00 | 0.00 | 17.53 | 1.65 | 0.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **19.59** | **0.00** |
| **17.00** | 0.00 | 0.64 | 0.04 | 0.00 | 26.30 | 3.34 | 1.65 | 0.00 | 0.00 | 0.00 | 0.50 | 0.03 | 0.00 | 0.00 | **32.48** | **1.20** |
| **17.50** | 0.00 | 1.27 | 0.15 | 0.00 | 35.06 | 5.02 | 3.34 | 0.00 | 0.00 | 0.00 | 0.99 | 0.11 | 0.03 | 0.00 | **45.97** | **2.55** |
| **18.00** | 0.00 | 1.91 | 0.35 | 0.00 | 43.83 | 6.71 | 5.02 | 0.00 | 0.10 | 0.01 | 1.49 | 0.23 | 0.05 | 0.01 | **59.68** | **4.13** |
| **18.50** | 0.43 | 2.54 | 0.62 | 0.35 | 52.59 | 8.39 | 6.71 | 0.00 | 0.20 | 0.03 | 1.98 | 0.34 | 0.08 | 0.02 | **74.27** | **5.80** |
| **19.00** | 2.80 | 3.18 | 0.94 | 2.32 | 61.36 | 10.08 | 8.39 | 8.39 | 0.30 | 0.06 | 2.48 | 0.46 | 0.10 | 0.03 | **100.87** | **7.53** |
| **19.50** | 7.24 | 3.81 | 1.25 | 6.02 | 70.12 | 11.76 | 10.08 | 10.08 | 0.40 | 0.11 | 2.97 | 0.57 | 0.13 | 0.04 | **124.58** | **9.28** |
| **20.00** | 13.77 | 4.45 | 1.57 | 11.45 | 78.89 | 13.45 | 11.76 | 11.76 | 0.50 | 0.17 | 3.47 | 0.69 | 0.15 | 0.05 | **152.10** | **11.03** |
| **20.50** | 22.37 | 5.08 | 1.88 | 18.60 | 87.65 | 15.13 | 13.45 | 13.45 | 0.60 | 0.22 | 3.96 | 0.80 | 0.18 | 0.06 | **183.43** | **12.78** |
| **21.00** | 33.06 | 5.72 | 2.20 | 27.48 | 96.42 | 16.82 | 15.13 | 15.13 | 0.70 | 0.28 | 4.46 | 0.92 | 0.20 | 0.07 | **218.56** | **14.53** |
| **21.50** | 45.82 | 6.35 | 2.51 | 38.09 | 105.18 | 18.50 | 16.82 | 16.82 | 0.80 | 0.33 | 4.95 | 1.03 | 0.23 | 0.08 | **257.50** | **16.28** |
| **22.00** | 59.99 | 6.99 | 2.83 | 49.88 | 113.95 | 20.19 | 18.50 | 18.50 | 0.90 | 0.39 | 5.45 | 1.15 | 0.25 | 0.09 | **299.03** | **18.03** |
| **22.50** | 74.17 | 7.62 | 3.14 | 61.66 | 122.71 | 21.87 | 20.19 | 20.19 | 1.00 | 0.44 | 5.94 | 1.26 | 0.28 | 0.10 | **340.56** | **19.78** |
| **23.00** | 88.34 | 8.26 | 3.46 | 73.45 | 131.48 | 23.56 | 21.87 | 21.87 | 1.10 | 0.50 | 6.44 | 1.38 | 0.30 | 0.11 | **382.09** | **21.53** |
| **23.50** | 102.52 | 8.89 | 3.77 | 85.23 | 140.24 | 25.24 | 23.56 | 23.56 | 1.20 | 0.55 | 6.93 | 1.49 | 0.33 | 0.12 | **423.62** | **23.28** |
| **24.00** | 116.69 | 9.53 | 4.09 | 97.02 | 149.01 | 26.93 | 25.24 | 25.24 | 1.30 | 0.61 | 7.43 | 1.61 | 0.35 | 0.13 | **465.15** | **25.03** |
| **24.50** | 130.87 | 10.16 | 4.40 | 108.80 | 157.77 | 28.61 | 26.93 | 26.93 | 1.40 | 0.66 | 7.92 | 1.72 | 0.38 | 0.14 | **506.68** | **26.78** |
| **25.00** | 145.04 | 10.80 | 4.72 | 120.59 | 166.54 | 30.30 | 28.61 | 28.61 | 1.50 | 0.72 | 8.42 | 1.84 | 0.40 | 0.15 | **548.21** | **28.53** |

DYNAMIC ENGINEERING EARTH SURVEY TRAFFIC

# Fort Pierce Commerce Center

## Water Quality Treatment Calculations

### LAND USE

| | | | |
|---|---|---|---|
| Wet Detention Surface Area = | 3.80 | ac. | 4.13% |
| Buildings = | 27.89 | ac. | 30.31% |
| Pavement & Others = | 28.35 | ac. | 30.81% |
| Green Areas = | 31.98 | ac. | 34.75% |
| **Total =** | **92.02** | **ac.*** | **100%** |

*** Total area excludes wetlands for calculation purposes**

**Total overall impervious surface = 65.25%**

### WATER QUALITY CRITERIA:

Water quality treatment shall be provided during a 3 year, 1 hour storm event (3.28") for one of the following conditions:

If a wet detention system is proposed, then whichever is the greater of the following governs treatment criteria:

a. The first inch of runoff from the entire contributing area.
b. 2.5 inches times the percentage of imperviousness for the contributing area.

2. Exfiltration trench requires the volume required for the wet detention system.

3. If a dry detention system is proposed, 75% of volume required for wet detention is required.

4. If a retention system (no outfall) is proposed, 50% of volume required for wet detention is required.

### WATER QUALITY CALCULATIONS:

Volume of first inch of runoff from the entire contributing area:
= 1.00 inch X 92.02 acres X ( 1 foot / 12 inches )
= **7.67 ac-ft for the first inch of runoff required of wet detention storage**

Volume of 2.5 inches times the percentage of imperviousness for the contributing area:
Site area for water quality pervious & impervious calculations only:
Total Project - (Wet Detention Surface Area + Buildings)
= 92.020 acres - 31.69 acres
= **60.33 acres of contributing area for quality calculations**

Impervious area for water quality pervious / impervious calculations:
= Site Area (wq) - Pervious
= 60.33 acres - 31.98 acres
= **28.35 acres of impervious area requiring treatment**

Percentage of impervious area requiring quality treatment:
= Impervious area requiring treatment / contributing area requiring treatment
= 28.35 acres / 60.33 acres
= **46.99 % Impervious**

For 2.5 inches times the percentage of impervious area:
= 2.5 inches X 46.99 %
= **1.17 inches to be treated**

Volume required for quality detention treatment:
= Inches to be treated X (Total Contributing Area - Wet Detention Surface Areas)
= 1.17 inches X ( 92.02 acres - 3.80 acres ) x ( 1 foot / 12 inches )
= **8.64 ac-ft treatment required of wet detention storage**

The first inch of runoff from the entire developed site = 7.67 ac-ft
2.5 inches times the percentage of impervious area = 8.64 ac-ft

| | | | |
|---|---|---|---|
| **The volume of** | **8.64** | **ac-ft** | |
| **The volume of** | **6.48** | **ac-ft** | 25% Credit per Note 3 above |
| **The volume of** | **9.72** | **ac-ft controls** | Additional 50% for impaired receiving water bodies |

**Post-Development**
**TR-55 Volume Calculations**
**Fort Pierce Commerce Center**

Equations Utilized (TR55)
S = (1000/CN)-10
$Q = (P_{25} - 0.2S)^2 / (P_{25} + 0.8S)$
$V_r$ (ac-ft) = (Q)(A)/12

| STAGE-STORAGE TABLE | |
|---|---|
| Stage (elev., ft) | Site Storage (ac-ft) |
| 15.50 | 0.00 |
| 16.00 | 9.17 |
| 16.50 | 19.59 |
| 17.00 | 32.48 |
| 17.50 | 45.97 |
| 18.00 | 59.68 |
| 18.50 | 74.27 |
| 19.00 | 100.87 |
| 19.50 | 124.58 |
| 20.00 | 152.10 |
| 20.50 | 183.43 |
| 21.00 | 218.56 |
| 21.50 | 257.50 |
| 22.00 | 299.03 |
| 22.50 | 340.56 |
| 23.00 | 382.09 |
| 23.50 | 423.62 |
| 24.00 | 465.15 |
| 24.50 | 506.68 |
| 25.00 | 548.213 |

| RUNOFF VOLUMES | | | | | |
|---|---|---|---|---|---|
| Design Storm Event | 10-year / 1-hr | 10-year / 24-hr | 10-year / 72-hr | 25-year / 72-hr | 100-year / 72-hr |
| Soil Retention (S) (in) | 1.81 | 1.81 | 1.81 | 1.81 | 1.81 |
| Rainfall (P) (in) | 3.20 | 6.00 | 8.00 | 9.50 | 12.23 |
| Site Drainage Area (A) (ac) | 108.78 | 108.78 | 108.78 | 108.78 | 108.78 |
| | | | | | |
| Runoff (Q) (in) | 1.74 | 4.27 | 6.18 | 7.63 | 10.30 |
| | | | | | |
| Volume of Runoff ($V_r$) (ac-ft) | 15.73 | 38.72 | 56.01 | 69.18 | 93.39 |

| SUMMARY | | | | | |
|---|---|---|---|---|---|
| Design Storm | | Proposed TR-55 Peak Stage (ft) | ICPR Routed Peak Stage (ft) | Design Elevation Parameter Criteria | Proposed Design Parameter |
| 10-year / 1-hr | | 16.30 | N/A | N/A | N/A |
| 10-year / 24-hr | | 17.22 | N/A | Inlet | 18.18 |
| 10-year / 72-hr | | 17.86 | N/A | Discharge | N/A |
| 25-year / 72-hr | | 18.32 | N/A | Perimeter Berm | 18.51 |
| 100-year / 72-hr | | 18.85 | N/A | Finished Floor | 23.59 |
| Design Storm | | Allowable Discharge (cfs) | Allowable Discharge: | | |
| 10-year / 72-hr | | 9.14 | 2"/AC/DAY PER NSLRWCD DESIGN STANDARDS FOR CANALS 101 & 102 | | |

O'ROURKE
ENGINEERING & PLANNING

# TRAFFIC ANALYSIS

**FOR**

**Ft. Pierce Commerce Center**
**(FKA Energy & Selvitz)**

**Prepared for:**

**Mr. Michael D. Miles, P.E.**
**Dynamic Engineering Consultants, P.C.**
**100 NE 5th Ave, Suite B2**
**Delray Beach, FL 33483**

**Prepared by:**

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

**December 7, 2021**
**Updated May 12, 2022**
**Updated August 11, 2022**

**SR21093.0**

| | |
|---|---|
| Prepared by:<br>O'Rourke Engineering & Planning<br>Certificate of Authorization: #26869<br>22 SE Seminole Street<br>Stuart, Florida 34994<br>772-781-7918 | Professional Engineer<br><br>Susan E. O'Rourke, P.E.<br>Date signed and sealed: 8/11/2022<br>License #: 42684 |

O'ROURKE
ENGINEERING & PLANNING

December 3, 2021

Mr. Michael D. Miles, P.E.
Dynamic Engineering Consultants, P.C.
100 NE 5th Ave, Suite B2
Delray Beach, FL 33483

**Re: Ft. Pierce Commerce Center**

Dear Mr. Miles, P.E. :

O'Rourke Engineering & Planning has completed the analysis of the proposed Ft. Pierce Commerce Center warehouse development located on Energy Lane and west of Selvitz Road in St. Lucie County, Florida. The steps in the analysis and the ensuing results are presented herein.

It has been a pleasure working with you. If you have any questions or comments, please give me a call.

Respectfully submitted,

**O'Rourke Engineering & Planning**

Susan E. O'Rourke, P.E.
Registered Civil Engineer

*Ft. Pierce Commerce Ctr Traffic Analysis 8.11.2022*

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## APPENDICES


APPENDIX A: Site Plan
APPENDIX B: St. Lucie County 2021 Level of Service Report, FDOT 2012 Quality Level of Service, and St. Lucie County 5-Year TIP
APPENDIX C: Other Project Data/Growth Rate
APPENDIX D: Intersection Analysis Data/Driveway Analysis Data

## INTRODUCTION

O'Rourke Engineering & Planning was retained to prepare a traffic analysis for the proposed commercial development located south of Prosperity Drive and west of Selvitz Road in St. Lucie County. The purpose of this report is to determine the projects impact on the surrounding roadway system.

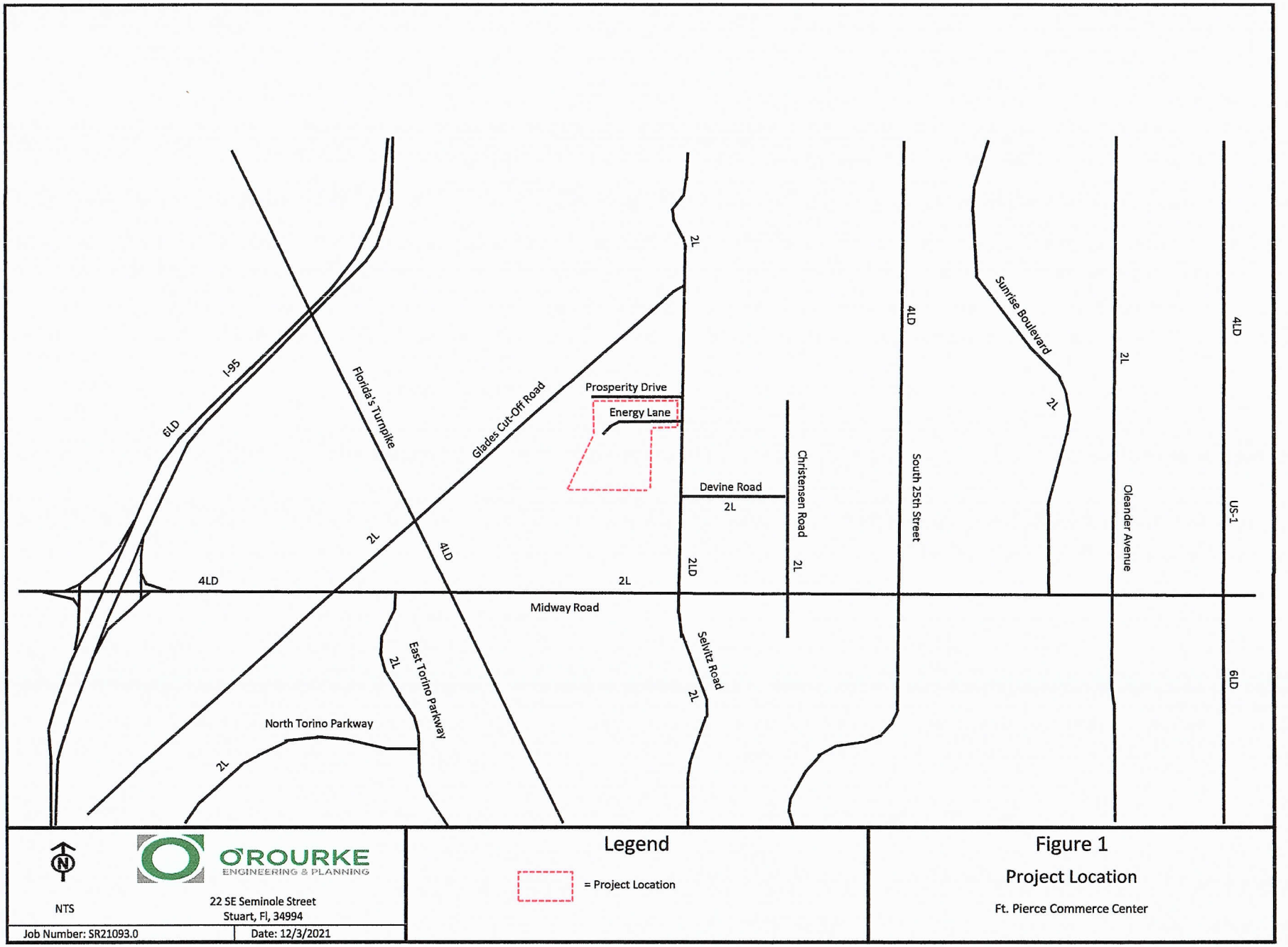
In order to make the determination that the project complies with County Concurrency Guidelines, the following analytical steps were taken:

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

Each of these steps is outlined herein.

## PROJECT DESCRIPTION

The proposed development south of Prosperity Drive and west of Selvitz Road in St. Lucie County will consist of 1,115,000 square feet of warehousing and 100,000 square feet of Industrial Park (Flex Warehouse). The site is currently vacant. A transit center with limited government offices is proposed to the east of the project. The applicant and team are coordinating impact and access and will make necessary adjustments to the plan moving forward. The analyses reflect the impact from the transit center as known today. The project location is shown in **Figure 1**.


I-95
6LD
Florida's Turnpike
Glades Cut-Off Road
2L
Prosperity Drive
Energy Lane
Devine Road
2L
Christensen Road
2L
4LD
South 25th Street
Sunrise Boulevard
2L
2L
Oleander Avenue
4LD
US-1
6LD
4LD
2L
4LD
2L
2LD
Midway Road
East Torino Parkway
2L
North Torino Parkway
2L
Selvitz Road
2L
NTS
O'ROURKE
ENGINEERING & PLANNING
22 SE Seminole Street
Stuart, Fl, 34994
Job Number: SR21093.0
Date: 12/3/2021
Legend
= Project Location
Figure 1
Project Location
Ft. Pierce Commerce Center

## EXISTING CONDITIONS

The study area is defined as the roadways upon which the project has an impact of 3% of the level of service capacity of the roadway and 1% on the adjacent link. Once the project traffic was assigned, the study area was refined based on the impact percentages.

The study area roadways were defined in terms of existing lane geometrics and existing traffic volumes.

### Existing Lane Geometrics and Traffic Control

The study area was reviewed to determine the existing number and type of lanes, and the traffic control along the roadway. Each roadway is described below.

- W Midway Road is a two-lane arterial west of Selvitz Rd and a four-lane arterial east of Selvitz road with an east/west alignment. Midway Road from Glades Cut-Off to Selvitz is included in the LRTP to go to four lanes divided for year 2026 to 2030.
- Selvitz road is a four-lane arterial and transitions into a two lane arterial, 1,200 feet north of Midway road. It has a north/south alignment.
- S Jenkins Road is a two-lane minor arterial with a north/ south alignment.
- 25th Street is a four-lane arterial with a north/south alignment.

### Existing Traffic Volumes/ Service Volume

Traffic volumes were obtained from the St. Lucie County TPO and FDOT. The count data along with the number of lanes and the associated peak hour/peak direction service volumes will be summarized in the upcoming sections of the report. The service volumes were developed based on the functional classification contained in the County Comprehensive Plan and the St. Lucie County Traffic Counts and Level of Service Report. The 2012 FDOT Quality Level of Service and St. Lucie TPO 2021 Level of Service Report were used to establish capacity. These documents are included in **Appendix B.**

## PROJECT TRAFFIC

To estimate future traffic generated by the development, the ITE Trip Generation, 11th Edition trip rates were applied to the office and manufacturing land uses to estimate the trips generated by the proposed development. These calculations are shown in **Tables 1a and 1b.**

Buildout will generate 2,137 gross daily trips. There will be 224 new AM peak hour trips with 174 entering the project and 50 trips exiting the project. There will be 235 net new PM peak hour trips with 63 trips entering the project and 172 trips exiting the project.

## PROJECT DISTRIBUTION/ ASSIGNMENT/IMPACT

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

**Distribution/ Assignment** – This general distribution led to an assignment of trips based on the anticipated ultimate destinations and the roadway paths used to reach those destinations. The project assignment is shown in **Figure 2.**

**Impact – Tables 2a and 2b** summarize the project impact as a percent of service volume capacity for Phase 1. Significant is defined as 1% or more on an adjacent link and 3% or more on all other links. As shown, the project is significant on Midway Road.

## Table 1 - Trip Generation

**Table 1a: Daily**

| Land Use | ITE Code | Intensity | Units | Trip Generation Rate | Directional Split | | Net New Trips | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | In | Out | In | Out | Total |
| Industrial Park | 130 | 100,000 | SF | T = 3.37(X) | 50% | 50% | 169 | 168 | 337 |
| Warehousing | 150 | 1,115,000 | SF | T = 1.58(X) + 38.29 | 50% | 50% | 900 | 900 | 1,800 |
| **TOTALS** | | | | | | | **1,069** | **1,068** | **2,137** |

**Source: ITE 11th Edition Trip Generation Rates**

**Table 1b: AM Peak Hour**

| Land Use | ITE Code | Intensity | Units | Trip Generation Rate | Directional Split | | Net New Trips | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | In | Out | In | Out | Total |
| Industrial Park | 130 | 100,000 | SF | T = 0.34(X) | 81% | 19% | 28 | 6 | 34 |
| Warehousing | 150 | 1,115,000 | SF | T = 0.17(X) | 77% | 23% | 146 | 44 | 190 |
| **TOTALS** | | | | | | | **174** | **50** | **224** |

**Source: ITE 11th Edition Trip Generation Rates**

**Table 1c: PM Peak Hour**

| Land Use | ITE Code | Intensity | Units | Trip Generation Rate | Directional Split | | Net New Trips | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | In | Out | In | Out | Total |
| Industrial Park | 130 | 100,000 | SF | T = 0.34(X) | 22% | 78% | 7 | 27 | 34 |
| Warehousing | 150 | 1,115,000 | SF | T = 0.18(X) | 28% | 72% | 56 | 145 | 201 |
| **TOTALS** | | | | | | | **63** | **172** | **235** |

**Source: ITE 11th Edition Trip Generation Rates**

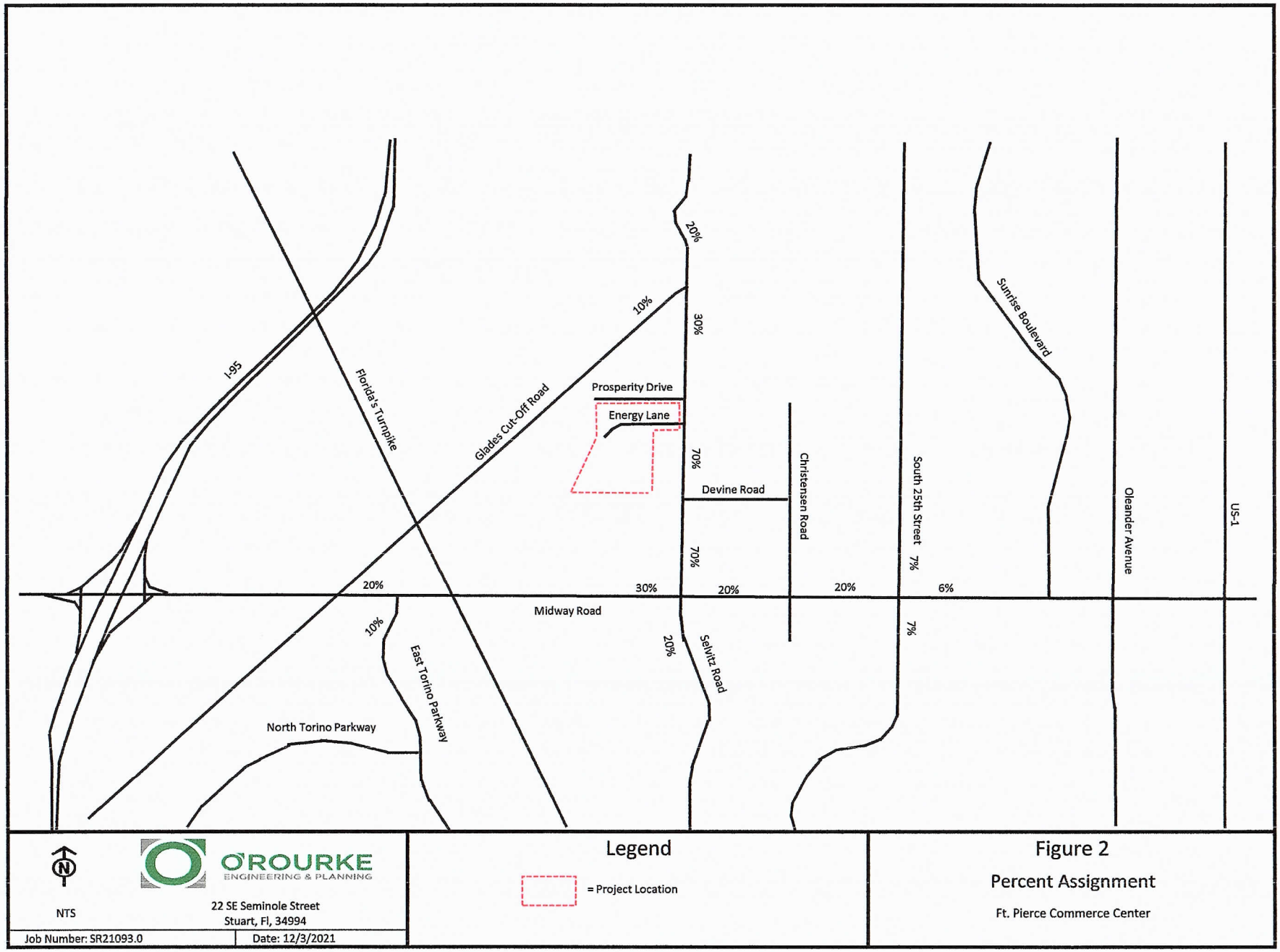

I-95
Florida's Turnpike
Glades Cut-Off Road
Prosperity Drive
Energy Lane
Devine Road
Christensen Road
South 25th Street
Sunrise Boulevard
Oleander Avenue
US-1
Midway Road
East Torino Parkway
North Torino Parkway
Selvitz Road
20%
10%
30%
70%
20%
30%
20%
20%
6%
7%
10%
20%
7%
NTS
O'ROURKE ENGINEERING & PLANNING
22 SE Seminole Street
Stuart, Fl, 34994
Job Number: SR21093.0
Date: 12/3/2021
Legend
= Project Location
Figure 2
Percent Assignment
Ft. Pierce Commerce Center

**TABLE 2 - Project Percent Impact - AM**

| Segment | From | To | Direction | IN/OUT | Greater than 3% (1% on Adjacent Links)[2] | Peak Hour Service Capacity (E+C)[1] | Project Volume Peak Direction | % Project of Capacity-Peak Hour | Project Percent Assignment |
|---|---|---|---|---|---|---|---|---|---|
| **Midway Rd** | Glades Cut-Off | East Torino Pkwy | EB | IN | NO | 2100 | 35 | 1.67% | 20% |
| | Glades Cut-Off | East Torino Pkwy | WB | OUT | NO | 2100 | 10 | 0.48% | 20% |
| | East Torino Pkwy | Milner(Jenkins) | EB | IN | YES | 880 | 52 | 5.91% | 30% |
| | East Torino Pkwy | Milner(Jenkins) | WB | OUT | NO | 880 | 15 | 1.70% | 30% |
| | Milner(Jenkins) | W of Selvitz Rd | EB | IN | YES | 790 | 52 | 6.58% | 30% |
| | Milner(Jenkins) | W of Selvitz Rd | WB | OUT | NO | 790 | 15 | 1.90% | 30% |
| | W of Selvitz Rd | Selvitz Rd * | EB | IN | YES | 2100 | 52 | 2.48% | 30% |
| | W of Selvitz Rd | Selvitz Rd * | WB | OUT | NO | 2100 | 15 | 0.71% | 30% |
| | Selvitz Rd | Christensen Road * | EB | OUT | NO | 2100 | 10 | 0.48% | 20% |
| | Selvitz Rd | Christensen Road * | WB | IN | YES | 2100 | 35 | 1.67% | 20% |
| | Christensen Rd | E 25th St * | EB | OUT | NO | 2100 | 10 | 0.48% | 20% |
| | Christensen Rd | E 25th St * | WB | IN | NO | 2100 | 35 | 1.67% | 20% |
| | E 25th St | Sunrise Blvd * | EB | OUT | NO | 790 | 3 | 0.38% | 6% |
| | E 25th St | Sunrise Blvd * | WB | IN | NO | 790 | 10 | 1.27% | 6% |
| **St James Drive** | Telford Ave | Midway Rd | NB | IN | NO | 2100 | 0 | 0.00% | 0% |
| | Telford Ave | Midway Rd | SB | OUT | NO | 2100 | 0 | 0.00% | 0% |
| **E Torino Pkwy** | Midway Rd | Torino Pkwy | NB | IN | NO | 880 | 17 | 1.93% | 10% |
| | Midway Rd | Torino Pkwy | SB | OUT | NO | 880 | 5 | 0.57% | 10% |
| **25th Street** | Midway Rd | Bell Ave | NB | OUT | NO | 1800 | 4 | 0.22% | 7% |
| | Midway Rd | Bell Ave | SB | IN | NO | 1800 | 12 | 0.67% | 7% |
| **Selvitz Rd** | Glades Cut-Off Rd | Project Entrance | NB | OUT | YES | 790 | 15 | 1.90% | 30% |
| | Glades Cut-Off Rd | Project Entrance | SB | IN | YES | 790 | 52 | 6.58% | 30% |
| | Project Entrance | Midway Rd | NB | IN | YES | 790 | 122 | 15.44% | 70% |
| | Project Entrance | Midway Rd | SB | OUT | YES | 790 | 35 | 4.43% | 70% |
| | Midway Rd | St. James Rd | NB | IN | YES | 540 | 35 | 6.48% | 20% |
| | Midway Rd | St. James Rd | SB | OUT | YES | 540 | 10 | 1.85% | 20% |

(1) FDOT 2012 Service Capacity Tables & St. Lucie TPO - Midway is 4LD and/or committed to 4LD from w. of Selvitz to Selvitz

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

* Currently 2L, under construction to 4DL

| | |
|---|---|
| Two-Way: | 224 |
| Net In: | 174 |
| Net Out: | 50 |

**TABLE 2 - Project Percent Impact - PM**

| Segment | From | To | Direction | IN/OUT | Greater than 3% (1% on Adjacent Links)[2] | Peak Hour Service Capacity (E+C)[1] | Project Volume Peak Direction | % Project of Capacity-Peak Hour | Project Percent Assignment |
|---|---|---|---|---|---|---|---|---|---|
| **Midway Rd** | Glades Cut-Off | East Torino Pkwy | EB | IN | NO | 2100 | 13 | 0.62% | 20% |
| | Glades Cut-Off | East Torino Pkwy | WB | OUT | NO | 2100 | 34 | 1.62% | 20% |
| | East Torino Pkwy | Milner(Jenkins) | EB | IN | NO | 880 | 19 | 2.16% | 30% |
| | East Torino Pkwy | Milner(Jenkins) | WB | OUT | YES | 880 | 52 | 5.91% | 30% |
| | Milner(Jenkins) | W of Selvitz Rd | EB | IN | NO | 790 | 19 | 2.41% | 30% |
| | Milner(Jenkins) | W of Selvitz Rd | WB | OUT | YES | 790 | 52 | 6.58% | 30% |
| | W of Selvitz Rd | Selvitz Rd * | EB | IN | NO | 2100 | 19 | 0.90% | 30% |
| | W of Selvitz Rd | Selvitz Rd * | WB | OUT | YES | 2100 | 52 | 2.48% | 30% |
| | Selvitz Rd | Christensen Road * | EB | OUT | YES | 2100 | 34 | 1.62% | 20% |
| | Selvitz Rd | Christensen Road * | WB | IN | NO | 2100 | 13 | 0.62% | 20% |
| | Christensen Road | E 25th St * | EB | OUT | NO | 2100 | 34 | 1.62% | 20% |
| | Christensen Road | E 25th St * | WB | IN | NO | 2100 | 13 | 0.62% | 20% |
| | E 25th St | Sunrise Blvd * | EB | OUT | NO | 790 | 10 | 1.27% | 6% |
| | E 25th St | Sunrise Blvd * | WB | IN | NO | 790 | 4 | 0.51% | 6% |
| **St James Drive** | Telford Ave | Midway Rd | NB | IN | NO | 2100 | 0 | 0.00% | 0% |
| | Telford Ave | Midway Rd | SB | OUT | NO | 2100 | 0 | 0.00% | 0% |
| **E Torino Pkwy** | Midway Rd | Torino Pkwy | NB | IN | NO | 880 | 6 | 0.68% | 10% |
| | Midway Rd | Torino Pkwy | SB | OUT | NO | 880 | 17 | 1.93% | 10% |
| **25th Street** | Midway Rd | Bell Ave | NB | OUT | NO | 1800 | 12 | 0.67% | 7% |
| | Midway Rd | Bell Ave | SB | IN | NO | 1800 | 4 | 0.22% | 7% |
| **Selvitz Rd** | Glades Cut-Off Rd | Project Entrance | NB | OUT | YES | 790 | 52 | 6.58% | 30% |
| | Glades Cut-Off Rd | Project Entrance | SB | IN | YES | 790 | 19 | 2.41% | 30% |
| | Project Entrance | Midway Rd | NB | IN | YES | 790 | 44 | 5.57% | 70% |
| | Project Entrance | Midway Rd | SB | OUT | YES | 790 | 120 | 15.19% | 70% |
| | Midway Rd | St. James Rd | NB | IN | YES | 540 | 13 | 2.41% | 20% |
| | Midway Rd | St. James Rd | SB | OUT | YES | 540 | 34 | 6.30% | 20% |

(1) FDOT 2012 Service Capacity Tables & St. Lucie TPO - Midway is 4LD and/or committed to 4LD from w. of Selvitz to Selvitz

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

* Currently 2L, under construction to 4DL

| | |
|---|---|
| Two-Way: | 235 |
| Net In: | 63 |
| Net Out: | 172 |

**OTHER PROJECT TRAFFIC/GROWTH RATE**

Existing traffic volumes were grown using a 1% growth rate plus other projects. Other project data includes committed traffic from Southern Groves DRI, Western Grove, Wilson Groves, Riverland, LTC Ranch, Village at Midway, Willow Lakes, Ravinia, Wawa, the County Transit Center, Waste Pro, and Arcosa. The resultant growth rate exceeds the countywide growth rate of 2.5% per year.

Details of the background traffic and growth rate calculation are included in **Appendix C.**

**LINK ANALYSIS / REVIEW**

The adjacent links of Midway Road have an impact of more than 1% and 3%, Selvitz Road also has links that have impacts of more than 1% and 3%. These links were analyzed further to ensure they will meet concurrency. **Table 3a and 3b** summarizes the results of the link analysis. As shown, the link of Midway Road from Milner to west of Selvitz will operate below acceptable standards. However, because the road operated below acceptable standards for the "without project" scenario, the project is not obligated to any improvements needed to address the "backlogged condition." The future four-laning of Midway will provide the needed capacity. As shown, all other roadways operate at an acceptable level of service for Project Buildout.

**INTERSECTION ANALYSIS**

Five intersections were analyzed using HCS: Selvitz and Midway, Selvitz and Glades Cut-Off, Selvitz and Edwards Road, Midway Road and Edwards Road, and Selvitz and Energy Lane.

The results of the analyses are summarized below.

**Table 4: Intersection Results**

| INTERSECTIONS | EXISTING | | | | 2024 WITHOUT PROJECT | | | | 2024 WITH PROJECT | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | AM | | PM | | AM | | PM | | AM | | PM | |
| | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS |
| Selvitz / Midway | 36.5 | D | 31.2 | C | 61.0 | E | 44.7 | D | 66.6 | E | 50.7 | D |
| Selvitz / Edwards | 68.5 | E | 65.8 | E | 89.1 | F | 87.0 | F | 97.3 | F | 93.1 | F |
| Selvitz / Glades Cut-Off* | 337.5 | F | 466.3 | F | 486.6 | F | 663.7 | F | 550.8 | F | 741.7 | F |
| Midway / East Torino | 62.6 | E | 38.8 | D | 114.8 | F | 80.3 | F | 123.9 | F | 92.4 | F |
| Selvitz / Energy Ln* | → | | | | | | → | | 15.4 | C | 14.6 | B |

*EBL

The intersection data and analyses are included in **Appendix D.**

As shown, Selvitz at Edwards Road, Selvitz at Glades Cut-Off, and Midway at E. Torino are all backlogged facilities. Therefore, the project is not obligated to improvements to address backlogged facilities. All three intersections are in the process of being improved.

**TABLE 3 -Link Analysis - AM**

| Segment | From | To | Direction | IN/OUT | Greater than 3% (1% on Adjacent Links) | 2021 Peak Hour Directional Volumes[2] | Growth Rate | 2021 AM Peak Hour + Growth | AM Peak Hour Committed Projects Directional | 2024 Growth + Committed Peak Direction | Resultant Growth | Peak Hour Service Capacity (E+C)[1] | Project Volume Peak Direction | Total Traffic (Peak Direction) | % Project of Capacity-Peak Hour | Does Project Meet Concurrency? | Project Percent Assignment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Midway Rd** | Glades Cut-Off | East Torino Pkwy | EB | IN | NO | 1056 | 1.01 | 1088 | 209 | 1297 | 1.0709 | 2100 | 35 | 1332 | 1.67% | YES | 20% |
| | Glades Cut-Off | East Torino Pkwy | WB | OUT | NO | 1056 | 1.01 | 1088 | 248 | 1336 | 1.0816 | 2100 | 10 | 1346 | 0.48% | YES | 20% |
| | East Torino Pkwy | Milner(Jenkins) | EB | IN | YES | 1001 | 1.01 | 1031 | 301 | 1332 | 1.1000 | 880 | 52 | 1384 | 5.91% | YES[3] | 30% |
| | East Torino Pkwy | Milner(Jenkins) | WB | OUT | NO | 1001 | 1.01 | 1031 | 345 | 1376 | 1.1120 | 880 | 15 | 1391 | 1.70% | YES[3] | 30% |
| | Milner(Jenkins) | W of Selvitz Rd | EB | IN | YES | 1001 | 1.01 | 1031 | 200 | 1231 | 1.0715 | 790 | 52 | 1283 | 6.58% | YES[3] | 30% |
| | Milner(Jenkins) | W of Selvitz Rd | WB | OUT | NO | 1001 | 1.01 | 1031 | 273 | 1304 | 1.0922 | 790 | 15 | 1319 | 1.90% | YES[3] | 30% |
| | W of Selvitz Rd | Selvitz Rd * | EB | IN | NO | 1001 | 1.01 | 1031 | 200 | 1231 | 1.0715 | 2100 | 52 | 1283 | 2.48% | YES | 30% |
| | W of Selvitz Rd | Selvitz Rd * | WB | OUT | NO | 1001 | 1.01 | 1031 | 273 | 1304 | 1.0922 | 2100 | 15 | 1319 | 0.71% | YES | 30% |
| | Selvitz Rd | Christensen Road* | EB | OUT | NO | 793 | 1.01 | 817 | 169 | 986 | 1.0753 | 2100 | 10 | 996 | 0.48% | YES | 20% |
| | Selvitz Rd | Christensen Road* | WB | IN | NO | 793 | 1.01 | 817 | 232 | 1049 | 1.0978 | 2100 | 35 | 1084 | 1.67% | YES | 20% |
| | Christensen Rd | E 25th St* | EB | OUT | NO | 793 | 1.01 | 817 | 169 | 986 | 1.0753 | 2100 | 10 | 996 | 0.48% | YES | 20% |
| | Christensen Rd | E 25th St* | WB | IN | NO | 793 | 1.01 | 817 | 232 | 1049 | 1.0978 | 2100 | 35 | 1084 | 1.67% | YES | 20% |
| **Selvitz Rd** | Glades Cut-Off Rd | Project Entrance | NB | OUT | NO | 504 | 1.01 | 519 | 35 | 554 | 1.0322 | 700 | 15 | 569 | 2.14% | YES | 30% |
| | Glades Cut-Off Rd | Project Entrance | SB | IN | YES | 504 | 1.01 | 519 | 32 | 551 | 1.0303 | 700 | 52 | 603 | 7.43% | YES | 30% |
| | Project Entrance | Midway Rd | NB | IN | YES | 504 | 1.01 | 519 | 35 | 554 | 1.0322 | 700 | 122 | 676 | 17.43% | YES | 70% |
| | Project Entrance | Midway Rd | SB | OUT | YES | 504 | 1.01 | 519 | 32 | 551 | 1.0303 | 700 | 35 | 586 | 5.00% | YES | 70% |
| | Midway Rd | St. James Rd | NB | IN | YES | 419 | 1.01 | 432 | 40 | 472 | 1.0403 | 750 | 35 | 507 | 4.67% | YES | 20% |
| | Midway Rd | St. James Rd | SB | OUT | YES | 419 | 1.01 | 432 | 47 | 479 | 1.0454 | 750 | 10 | 489 | 1.33% | YES | 20% |

(1) St. Lucie County 2019 Traffic Counts and LOS Report

(2) FDOT Florida Traffic Online

* Currently 2L under construction to 4DL

(3) Background traffic backlogged, improvements for backlog of 4LD with 2100 capacity will resolve "with project traffic"

| | |
|---|---|
| Two-Way: | 224 |
| Net In: | 174 |
| Net Out: | 50 |
| Years Grown: | 3 |

**TABLE 3 - Link Analysis - PM**

| Segment | From | To | Direction | IN/OUT | Greater than 3% (1% on Adjacent Links) | 2021 Peak Hour Directional Volumes[2] | Growth Rate | 2021 PM Peak Hour + Growth | PM Peak Hour Committed Projects Directional | 2024 Growth + Committed Peak Direction | Resultant Growth | Peak Hour Service Capacity (E+C)[1] | Project Volume Peak Direction | Total Traffic (Peak Direction) | % Project of Capacity-Peak Hour | Does Project Meet Concurrency? | Project Percent Assignment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Midway Rd** | Glades Cut-Off | East Torino Pkwy | EB | IN | NO | 1087 | 1.01 | 1120 | 288 | 1408 | 1.0901 | 2100 | 13 | 1421 | 0.62% | YES | 20% |
| | Glades Cut-Off | East Torino Pkwy | WB | OUT | NO | 1087 | 1.01 | 1120 | 248 | 1368 | 1.0796 | 2100 | 34 | 1402 | 1.62% | YES | 20% |
| | East Torino Pkwy | Milner(Jenkins) | EB | IN | NO | 1053 | 1.01 | 1085 | 433 | 1518 | 1.1296 | 880 | 19 | 1537 | 2.16% | YES[3] | 30% |
| | East Torino Pkwy | Milner(Jenkins) | WB | OUT | YES | 1053 | 1.01 | 1085 | 365 | 1450 | 1.1125 | 880 | 52 | 1502 | 5.91% | YES[3] | 30% |
| | Milner(Jenkins) | W of Selvitz Rd | EB | IN | NO | 1053 | 1.01 | 1085 | 299 | 1384 | 1.0954 | 790 | 19 | 1403 | 2.41% | YES[3] | 30% |
| | Milner(Jenkins) | W of Selvitz Rd | WB | OUT | YES | 1053 | 1.01 | 1085 | 255 | 1340 | 1.0836 | 790 | 52 | 1392 | 6.58% | YES[3] | 30% |
| | W of Selvitz Rd | Selvitz Rd * | EB | IN | NO | 1053 | 1.01 | 1085 | 299 | 1384 | 1.0954 | 2100 | 19 | 1403 | 0.90% | YES | 30% |
| | W of Selvitz Rd | Selvitz Rd * | WB | OUT | NO | 1053 | 1.01 | 1085 | 255 | 1340 | 1.0836 | 2100 | 52 | 1392 | 2.48% | YES | 30% |
| | Selvitz Rd | Christensen Road* | EB | OUT | NO | 756 | 1.01 | 779 | 259 | 1038 | 1.1114 | 2100 | 34 | 1072 | 1.62% | YES | 20% |
| | Selvitz Rd | Christensen Road* | WB | IN | NO | 756 | 1.01 | 779 | 222 | 1001 | 1.0981 | 2100 | 13 | 1014 | 0.62% | YES | 20% |
| | Christensen Rd | E 25th St* | EB | OUT | NO | 756 | 1.01 | 779 | 259 | 1038 | 1.1114 | 2100 | 34 | 1072 | 1.62% | YES | 20% |
| | Christensen Rd | E 25th St* | WB | IN | NO | 756 | 1.01 | 779 | 222 | 1001 | 1.0981 | 2100 | 13 | 1014 | 0.62% | YES | 20% |
| **Selvitz Rd** | Glades Cut-Off Rd | Project Entrance | NB | OUT | YES | 508 | 1.01 | 523 | 31 | 554 | 1.0296 | 700 | 52 | 606 | 7.43% | YES | 30% |
| | Glades Cut-Off Rd | Project Entrance | SB | IN | NO | 508 | 1.01 | 523 | 36 | 559 | 1.0326 | 700 | 19 | 578 | 2.71% | YES | 30% |
| | Project Entrance | Midway Rd | NB | IN | YES | 508 | 1.01 | 523 | 31 | 554 | 1.0296 | 700 | 44 | 598 | 6.29% | YES | 70% |
| | Project Entrance | Midway Rd | SB | OUT | YES | 508 | 1.01 | 523 | 36 | 559 | 1.0326 | 700 | 120 | 679 | 17.14% | YES | 70% |
| | Midway Rd | St. James Blvd | NB | IN | NO | 419 | 1.01 | 432 | 37 | 469 | 1.0381 | 750 | 13 | 482 | 1.73% | YES | 20% |
| | Midway Rd | St. James Blvd | SB | OUT | YES | 419 | 1.01 | 432 | 40 | 472 | 1.0403 | 750 | 34 | 506 | 4.53% | YES | 20% |

(1) St. Lucie County 2019 Traffic Counts and LOS Report

(2) FDOT Florida Traffic Online

* Currently 2L, under construction to 4DL

(3) Background traffic backlogged, improvements for backlog of 4LD with 2100 capacity will resolve "with project traffic"

| | |
|---|---|
| Two-Way: | 235 |
| Net In: | 63 |
| Net Out: | 172 |
| Years Grown: | 3 |

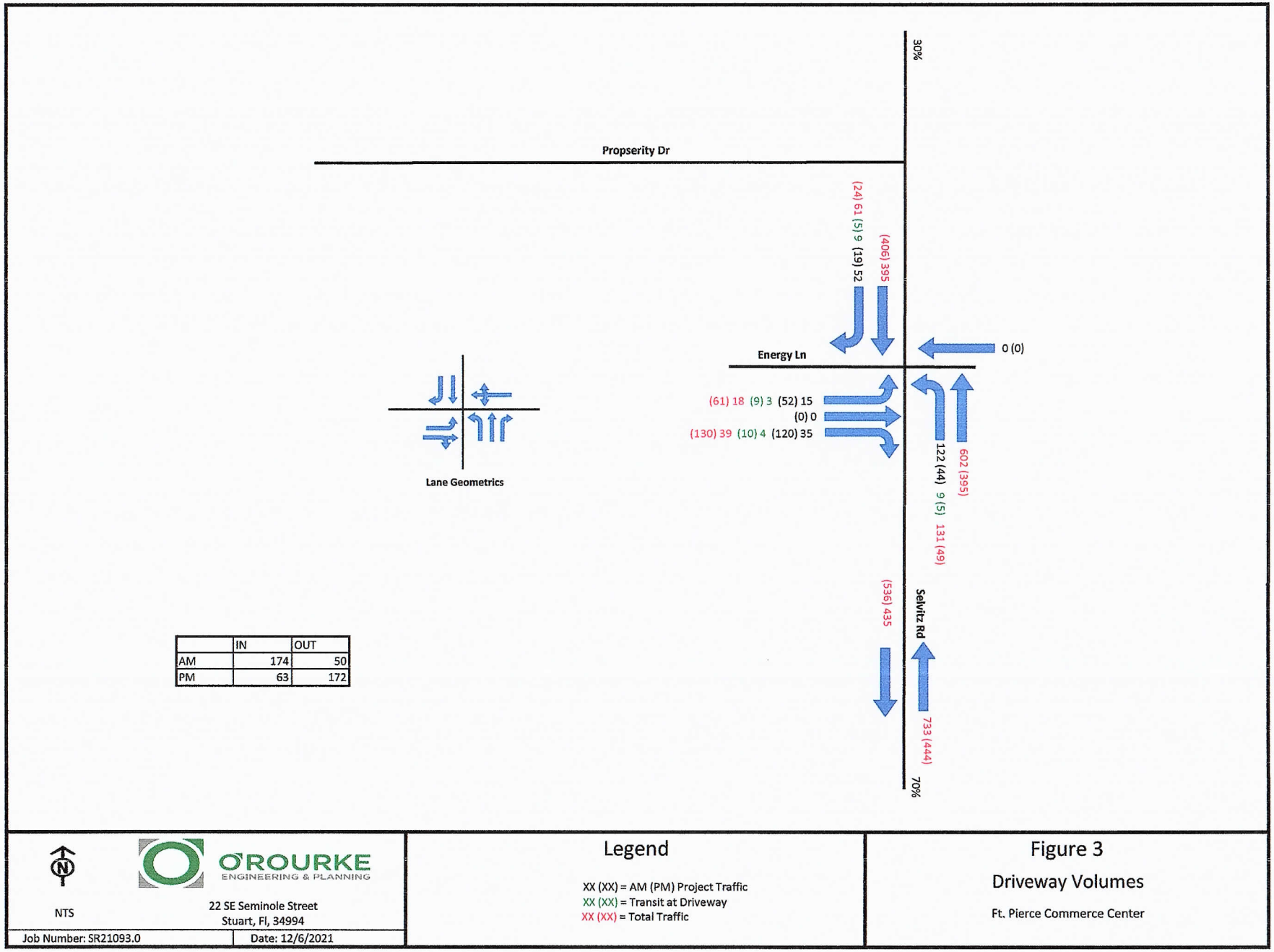
## DRIVEWAY ANALYSIS

The project proposes one full access driveway to Selvitz Road from Energy Lane. Energy Lane has a southbound right turn lane and a northbound left turn lane. **Figure 3** illustrates the driveway volumes. The intersection was analyzed using HCS. The intersection of Energy Lane / Selvitz Road will operate at LOS C in the AM peak hour and LOS B in the PM peak hour. The HCS worksheets are included in **Appendix D**.

## CONCLUSION

With 224 net new AM peak hour trips and 235 net new PM peak hour trips, all links and intersections operate at acceptable levels of service with the existing and committed roadway network with the exception of Midway between E. Torino and west of Selvitz. This is a backlogged link with long term cost feasible improvement. Therefore, the project meets the requirements for concurrency.

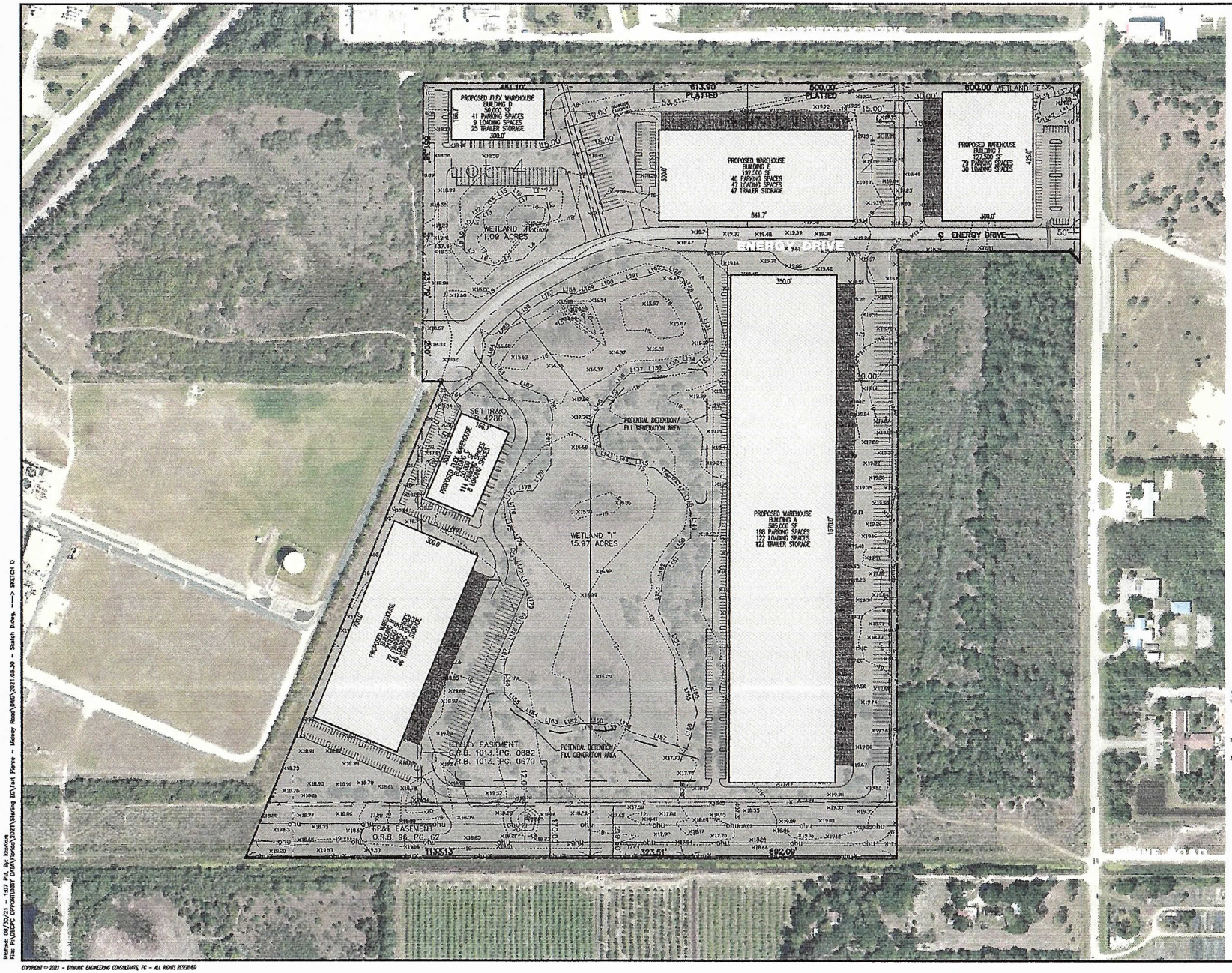
As noted, the project will continue to coordinate with St. Lucie County on the transit center.




| | IN | OUT |
|---|---|---|
| AM | 174 | 50 |
| PM | 63 | 172 |

# APPENDIX A

# SITE PLAN




## GENERAL NOTES

1. THIS PLAN HAS BEEN PREPARED BASED ON REFERENCES INCLUDING: BOUNDARY & TOPOGRAPHIC SURVEY PREPARED BY: CULTEPPER & TERPENING, INC. LAST REVISED: 04/17/2006

   GOOGLE AERIALS: DATED: 01/21/2021

2. THIS PLAN IS INTENDED FOR SKETCH PURPOSES ONLY. NO ORDINANCE OR OTHER AGENCY GUIDELINES HAVE BEEN REFERENCED IN THE DESIGN OF THIS PLAN AND IS SUBJECT TO A DUE DILIGENCE REVIEW.

3. THE EXISTING CONDITIONS SHOWN HEREON IS BASED UPON INFORMATION THAT WAS SUPPLIED TO OUR OFFICE AT THE TIME OF SKETCH PREPARATION AND MAY BE SUBJECT TO CHANGE AND MUST BE UPDATED UPON PERFORMANCE OF A SURVEY.

**SKETCH LAYOUT**

**DYNAMIC ENGINEERING**

SKETCH D
08/30/2021
1"=150'

PROPOSED INDUSTRIAL DEVELOPMENT
TREASURE COAST BUSINESS PARK PLAT
FT PIERCE, ST LUCIE COUNTY, FLORIDA

STERLING EG

PREPARED BY:
MICHAEL D. MILES, P.E.
DYNAMIC ENGINEERING CONSULTANTS, P.C.
100 NE 5th AVE, SUITE B2
DELRAY BEACH, FLORIDA 33484

DYNAMIC PROJECT NUMBER:

Plotted: 08/30/21 - 1:07 PM, By: kbarlow
File: P:\DECPC OPPORTUNITY DATA\Florida\2021\Sterling EG\Fort Pierce - Midway Road\DWG\2021.08.30 - Sketch D.dwg, ---> SKETCH D

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# APPENDIX B

## ST. LUCIE COUNTY 2021 LEVEL OF SERVICE REPORT, FDOT 2012 QUALITY LEVEL OF SERVICE, & ST. LUCIE COUNTY 5-YEAR TIP

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
## 2021

| Roadway Name | Location | STATION ID | AADT | Last Count Year | Pk Hr Service Capacity | AM Pk Hr Pk Dir | | | PM Pk Hr Pk Dir | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | Volume | LOS | V/C | Volume | LOS | V/C |
| PORT ST LUCIE BLVD | MORNINGSIDE BLVD to US 1 | 945072 | 33,000 | 2020 | 3,170 | 2,399 | C | 0.757 | 1,496 | C | 0.472 |
| PRIMA VISTA BLVD | BAYSHORE BLVD to AIROSO BLVD | 314 | 24,000 | 2021 | 2,100 | 1,055 | C | 0.502 | 1,157 | C | 0.551 |
| PRIMA VISTA BLVD | AIROSO BLVD to FLORESTA DR | 150 | 20,000 | 2021 | 2,100 | 850 | C | 0.405 | 843 | C | 0.401 |
| PRIMA VISTA BLVD | FLORESTA DR to NARANJA AVE | 148 | 26,500 | 2021 | 2,100 | 1,525 | C | 0.726 | 1,451 | C | 0.691 |
| PRIMA VISTA BLVD | NARANJA AVE to RIO MAR DR | 148 | 26,500 | 2021 | 2,000 | 1,525 | C | 0.763 | 1,451 | C | 0.726 |
| PRIMA VISTA BLVD | RIO MAR DR to US 1 | 146 | 17,500 | 2021 | 2,100 | 911 | C | 0.434 | 824 | C | 0.392 |
| PRIMA VISTA BLVD | US 1 to LENNARD RD | 699 | 8,500 | 2021 | 1,790 | 459 | C | 0.256 | 437 | C | 0.244 |
| RANGE LINE RD | MARTIN C.L. to BECKER RD | 145 | 1,767 | 2019 | 1,080 | 118 | B | 0.109 | 118 | B | 0.109 |
| RANGE LINE RD | BECKER RD to 2 MI S OF GLADES CUT-OFF RD | 145 | 1,767 | 2019 | 1,080 | 118 | B | 0.109 | 118 | B | 0.109 |
| RANGE LINE RD | 2 MI S OF GLADES CUT-OFF RD to GLADES CUT-OF... | 145 | 1,767 | 2019 | 1,080 | 118 | B | 0.109 | 118 | B | 0.109 |
| RIO MAR DR | PRIMA VISTA BLVD to BEACH AVE | 147 | 5,856 | 2020 | 750 | 362 | C | 0.483 | 380 | D | 0.507 |
| RIO MAR DR | BEACH AVE to US 1 | 147 | 5,856 | 2020 | 790 | 362 | C | 0.458 | 380 | C | 0.481 |
| ROSSER BLVD | APRICOT RD to GATLIN BLVD | 948510 | 4,400 | 2020 | 920 | 203 | C | 0.221 | 203 | C | 0.221 |
| ROSSER BLVD | PAAR DR to APRICOT RD | 948510 | 4,400 | 2020 | 1,070 | 203 | B | 0.19 | 203 | B | 0.19 |
| SAVONA BLVD | BECKER RD to PAAR DR | 236 | 9,200 | 2021 | 790 | 819 | E | 1.037 | 736 | D | 0.932 |
| SAVONA BLVD | PAAR DR to GATLIN BLVD | 236 | 9,200 | 2021 | 750 | 819 | F | 1.092 | 736 | D | 0.981 |
| SAVONA BLVD | GATLIN BLVD to CALIFORNIA BLVD | 702 | 13,000 | 2021 | 790 | 603 | D | 0.763 | 636 | D | 0.805 |
| SAVAGE BLVD | GATLIN BLVD to GALIANO RD | 168 | 4,030 | 2018 | 920 | 265 | C | 0.288 | 214 | C | 0.233 |
| SAVANNAH RD | US 1 to INDIAN RIVER DR | 514 | 2,178 | 2019 | 540 | 155 | C | 0.287 | 152 | C | 0.281 |
| SELVITZ RD | BAYSHORE BLVD to ST JAMES BLVD | 948501 | 8,600 | 2020 | 750 | 419 | D | 0.559 | 419 | D | 0.559 |
| SELVITZ RD | ST JAMES BLVD to MIDWAY RD | 948501 | 8,600 | 2020 | 750 | 419 | D | 0.559 | 419 | D | 0.559 |
| SELVITZ RD | MIDWAY RD to GLADES CUT-OFF RD | 703 | 8,600 | 2021 | 700 | 504 | C | 0.72 | 508 | C | 0.726 |
| SELVITZ RD | GLADES CUT-OFF RD to EDWARDS RD | 704 | 13,500 | 2021 | 790 | 715 | D | 0.905 | 713 | D | 0.903 |
| SHINN RD | MIDWAY RD to OKEECHOBEE RD | 705 | 800 | 2017 | 580 | 53 | C | 0.091 | 50 | C | 0.086 |
| SHINN RD | OKEECHOBEE RD to ORANGE AVE | 149 | 804 | 2019 | 1,080 | 60 | B | 0.056 | 61 | B | 0.056 |

B-1

* Note: A six digit number in the "STATION ID" column identifies segment counted by FDOT
* Volumes shown were adjusted using FDOT Seasonal Factors
* AADT = Annual Average Daily Traffic (volumes for both directions where applicable)
*** Counts with an ID format of 6 digits have data extracted from FDOT count stations.**

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
## 2021

| Roadway Name | Location | STATION ID | AADT | Last Count Year | Pk Hr Service Capacity | AM Pk Hr Pk Dir | | | PM Pk Hr Pk Dir | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | Volume | LOS | V/C | Volume | LOS | V/C |
| 17TH ST | ORANGE AVE to AVENUE D | 608 | 2,400 | 2021 | 750 | 134 | C | 0.179 | 128 | C | 0.171 |
| 17TH ST | AVENUE D to AVENUE Q | 608 | 2,400 | 2021 | 750 | 134 | C | 0.179 | 128 | C | 0.171 |
| 25TH ST | MIDWAY RD to BELL AVE | 940016 | 18,200 | 2020 | 2,100 | 1,097 | C | 0.522 | 1,023 | C | 0.487 |
| 25TH ST | BELL AVE to EDWARDS RD | 159 | 17,500 | 2021 | 2,100 | 1,026 | C | 0.489 | 1,024 | C | 0.488 |
| 25TH ST | EDWARDS RD to CORTEZ BLVD | 940021 | 19,700 | 2020 | 2,000 | 1,097 | C | 0.549 | 1,093 | C | 0.547 |
| 25TH ST | CORTEZ BLVD to VIRGINIA AVE | 529 | 23,633 | 2020 | 2,000 | 1,330 | C | 0.665 | 1,419 | C | 0.71 |
| 25TH ST | VIRIGINIA AVE to NEBRASKA AVE | 940015 | 22,000 | 2020 | 2,000 | 1,195 | C | 0.598 | 1,071 | C | 0.536 |
| 25TH ST | NEBRASKA AVE to OKEECHOBEE RD | 940015 | 22,000 | 2020 | 2,000 | 1,195 | C | 0.598 | 1,071 | C | 0.536 |
| 25TH ST | OKEECHOBEE RD to GEORGIA AVE | 609 | 21,500 | 2021 | 1,630 | 993 | D | 0.609 | 1,030 | D | 0.632 |
| 25TH ST | GEORGIA AVE to DELAWARE AVE | 609 | 21,500 | 2021 | 1,630 | 993 | D | 0.609 | 1,030 | D | 0.632 |
| 25TH ST | DELAWARE AVE to ORANGE AVE | 940014 | 20,200 | 2020 | 1,630 | 976 | D | 0.599 | 970 | D | 0.595 |
| 25TH ST | ORANGE AVE to AVENUE D | 610 | 17,459 | 2020 | 1,630 | 805 | D | 0.494 | 831 | D | 0.51 |
| 25TH ST | AVENUE D to AVENUE Q | 940050 | 18,900 | 2020 | 1,630 | 904 | D | 0.555 | 879 | D | 0.539 |
| 25TH ST | AVENUE Q to JUANITA AVE | 945152 | 17,200 | 2020 | 2,000 | 849 | C | 0.425 | 778 | C | 0.389 |
| 25TH ST | JUANITA AVE to ST LUCIE BLVD | 945165 | 9,400 | 2020 | 2,100 | 438 | C | 0.209 | 488 | C | 0.232 |
| 25TH ST | ST LUCIE BLVD to US 1 | 945165 | 9,400 | 2020 | 2,100 | 438 | C | 0.209 | 488 | C | 0.232 |
| 33RD ST | OKEECHOBEE RD to DELAWARE AVE | 611 | 6,647 | 2020 | 750 | 398 | D | 0.531 | 349 | C | 0.465 |
| 33RD ST | DELAWARE AVE to ORANGE AVE | 948507 | 6,000 | 2020 | 790 | 277 | C | 0.351 | 277 | C | 0.351 |
| 35TH ST | KIRBY LOOP RD to CORTEZ BLVD | 612 | 6,559 | 2020 | 540 | 517 | D | 0.957 | 422 | D | 0.781 |
| 35TH ST | CORTEZ BLVD to VIRGINIA AVE | 612 | 6,559 | 2020 | 790 | 517 | D | 0.654 | 422 | D | 0.534 |
| 35TH ST | VIRGINIA AVE to OKEECHOBEE RD | 613 | 4,500 | 2021 | 750 | 221 | C | 0.295 | 238 | C | 0.317 |
| 53RD ST | ANGLE RD to JUANITA AVE | 614 | 2,833 | 2016 | 540 | 151 | C | 0.28 | 167 | C | 0.309 |
| AE BACKUS AVE | 7TH ST to US 1 | 632 | 1,067 | 2017 | 750 | 72 | C | 0.096 | 84 | C | 0.112 |
| AIROSO BLVD | PORT ST LUCIE BLVD to THORNHILL DR | 303 | 17,605 | 2019 | 2,100 | 1,149 | C | 0.547 | 967 | C | 0.46 |
| AIROSO BLVD | THORNHILL DR to CROSSTOWN PKWY | 303 | 17,605 | 2019 | 2,100 | 1,149 | C | 0.547 | 967 | C | 0.46 |

B-2

* Note: A six digit number in the "STATION ID" column identifies segment counted by FDOT
* Volumes shown were adjusted using FDOT Seasonal Factors
* AADT = Annual Average Daily Traffic (volumes for both directions where applicable)
*** Counts with an ID format of 6 digits have data extracted from FDOT count stations.**

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
## 2021

| Roadway Name | Location | STATION ID | AADT | Last Count Year | Pk Hr Service Capacity | AM Pk Hr Pk Dir | | | PM Pk Hr Pk Dir | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | Volume | LOS | V/C | Volume | LOS | V/C |
| EAST TORINO PKWY | TORINO PKWY to MIDWAY RD | 237 | 14,500 | 2021 | 880 | 940 | F | 1.068 | 811 | C | 0.922 |
| EASY ST | US 1 to BUCHANAN DR | 106 | 5,400 | 2021 | 750 | 299 | C | 0.399 | 379 | D | 0.505 |
| EASY ST | BUCHANAN DR to YUCCA DR | 106 | 5,400 | 2021 | 540 | 299 | D | 0.554 | 379 | D | 0.702 |
| EDWARDS RD | JENKINS RD to MCNEIL RD | 174 | 11,500 | 2021 | 630 | 529 | C | 0.84 | 533 | C | 0.846 |
| EDWARDS RD | MCNEIL RD to SELVITZ RD | 174 | 11,500 | 2021 | 700 | 529 | C | 0.756 | 533 | C | 0.761 |
| EDWARDS RD | SELVITZ RD to 25TH ST | 110 | 14,500 | 2021 | 880 | 729 | C | 0.828 | 741 | C | 0.842 |
| EDWARDS RD | 25TH ST to SUNRISE BLVD | 108 | 16,000 | 2021 | 1,700 | 778 | D | 0.458 | 778 | D | 0.458 |
| EDWARDS RD | SUNRISE BLVD to OLEANDER AVE | 502 | 15,401 | 2019 | 1,700 | 764 | D | 0.449 | 745 | D | 0.438 |
| EDWARDS RD | OLEANDER AVE to US 1 | 173 | 9,616 | 2019 | 1,700 | 529 | C | 0.311 | 462 | C | 0.272 |
| FARMER'S MARKET RD | OLEANDER AVE to US 1 | 112 | 1,848 | 2019 | 750 | 128 | C | 0.171 | 125 | C | 0.167 |
| FLORESTA DR | OAKLYN ST to PORT ST LUCIE BLVD | 317 | 17,572 | 2019 | 920 | 1,216 | F | 1.322 | 929 | F | 1.01 |
| FLORESTA DR | THORNHILL DR to CROSSTOWN PKWY | 315 | 15,459 | 2019 | 880 | 1,002 | F | 1.139 | 913 | F | 1.038 |
| FLORESTA DR | PORT ST LUCIE BLVD to THORNHILL DR | 315 | 15,459 | 2019 | 880 | 1,002 | F | 1.139 | 913 | F | 1.038 |
| FLORESTA DR | CROSSTOWN PKWY to PRIMA VISTA BLVD | 109 | 11,000 | 2021 | 920 | 609 | C | 0.662 | 559 | C | 0.608 |
| FLORESTA DR | PRIMA VISTA BLVD to AIROSO BLVD | 107 | 9,000 | 2021 | 920 | 497 | C | 0.54 | 549 | C | 0.597 |
| FLORESTA DR | SELVITZ RD to BAYSHORE BLVD | 313 | 4,400 | 2021 | 630 | 316 | C | 0.502 | 336 | C | 0.533 |
| FLORESTA DR | AIROSO BLVD to SELVITZ RD | 313 | 4,400 | 2021 | 880 | 316 | C | 0.359 | 336 | C | 0.382 |
| FT PIERCE BLVD | INDRIO RD to EMERSON AVE | 226 | 3,613 | 2019 | 580 | 271 | D | 0.467 | 277 | D | 0.478 |
| GARDENIA AVE | OLEANDER AVE to US 1 | 666 | 2,867 | 2017 | 750 | 191 | C | 0.255 | 204 | C | 0.272 |
| GATLIN BLVD | W OF I-95 to E OF I-95 | 945075 | 48,500 | 2020 | 3,170 | 3,352 | F | 1.057 | 2,732 | C | 0.862 |
| GATLIN BLVD | E OF I-95 to SAVAGE BLVD | 945075 | 48,500 | 2020 | 3,170 | 3,352 | F | 1.057 | 2,732 | C | 0.862 |
| GATLIN BLVD | SAVAGE BLVD to ROSSER BLVD | 945075 | 48,500 | 2020 | 3,170 | 3,352 | F | 1.057 | 2,732 | C | 0.862 |
| GATLIN BLVD | ROSSER BLVD to SAVONA BLVD | 945075 | 48,500 | 2020 | 3,170 | 3,352 | F | 1.057 | 2,732 | C | 0.862 |
| GATLIN BLVD | SAVONA BLVD to PORT ST LUCIE BLVD | 945075 | 48,500 | 2020 | 3,170 | 3,352 | F | 1.057 | 2,732 | C | 0.862 |
| GEORGIA AVE | 25TH ST to OKEECHOBEE RD | 667 | 4,778 | 2020 | 600 | 295 | C | 0.492 | 266 | C | 0.443 |

* Note: A six digit number in the "STATION ID" column identifies segment counted by FDOT
* Volumes shown were adjusted using FDOT Seasonal Factors
* AADT = Annual Average Daily Traffic (volumes for both directions where applicable)
*** Counts with an ID format of 6 digits have data extracted from FDOT count stations.**

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
## 2021

| Roadway Name | Location | STATION ID | AADT | Last Count Year | Pk Hr Service Capacity | AM Pk Hr Pk Dir | | | PM Pk Hr Pk Dir | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | Volume | LOS | V/C | Volume | LOS | V/C |
| MCCARTY RD | WILLIAMS RD to MIDWAY RD | 680 | 383 | 2017 | 540 | 33 | C | 0.061 | 36 | C | 0.067 |
| MCCARTY RD | MIDWAY RD to OKEECHOBEE RD | 681 | 391 | 2020 | 540 | 34 | C | 0.063 | 34 | C | 0.063 |
| MCNEIL RD | OKEECHOBEE RD to KIRBY LOOP RD | 682 | 6,480 | 2020 | 790 | 396 | D | 0.501 | 395 | D | 0.5 |
| MCNEIL RD | KIRBY LOOP RD to EDWARDS RD | 682 | 6,480 | 2020 | 540 | 396 | D | 0.733 | 395 | D | 0.731 |
| MELALEUCA BLVD | LENNARD RD to GREEN RIVER PKWY | 683 | 11,000 | 2021 | 920 | 647 | C | 0.703 | 617 | C | 0.671 |
| MIDWAY RD | EAST TORINO PKWY to MILNER DR | 134 | 20,500 | 2021 | 880 | 1,001 | F | 1.137 | 1,053 | F | 1.197 |
| MIDWAY RD | MILNER DR to W OF SELVITZ RD | 134 | 20,500 | 2021 | 790 | 1,001 | F | 1.267 | 1,053 | F | 1.333 |
| MIDWAY RD | OKEECHOBEE RD to SHINN RD | 940732 | 8,400 | 2020 | 760 | 408 | C | 0.537 | 519 | C | 0.683 |
| MIDWAY RD | SHINN RD to MCCARTY RD | 940732 | 8,400 | 2020 | 630 | 408 | C | 0.648 | 519 | C | 0.824 |
| MIDWAY RD | MCCARTY RD to I-95 | 940732 | 8,400 | 2020 | 700 | 408 | C | 0.583 | 519 | C | 0.741 |
| MIDWAY RD | I-95 to GLADES CUT-OFF RD | 945140 | 19,400 | 2020 | 2,100 | 899 | C | 0.428 | 996 | C | 0.474 |
| MIDWAY RD | GLADES CUT-OFF RD to EAST TORINO PKWY | 228 | 20,000 | 2021 | 2,100 | 1,056 | C | 0.503 | 1,087 | C | 0.518 |
| MIDWAY RD | W OF SELVITZ RD to SELVITZ RD | 134 | 20,500 | 2021 | 920 | 1,001 | F | 1.088 | 1,053 | F | 1.145 |
| MIDWAY RD | SELVITZ RD to CHRISTENSEN RD | 132 | 16,500 | 2021 | 920 | 793 | C | 0.862 | 756 | C | 0.822 |
| MIDWAY RD | CHRISTENSEN RD to 25TH ST | 132 | 16,500 | 2021 | 840 | 793 | E | 0.944 | 756 | D | 0.9 |
| MIDWAY RD | 25TH ST to SUNRISE BLVD | 130 | 18,855 | 2016 | 840 | 1,029 | F | 1.225 | 945 | F | 1.125 |
| MIDWAY RD | SUNRISE BLVD to OLEANDER AVE | 130 | 18,855 | 2016 | 840 | 1,029 | F | 1.225 | 945 | F | 1.125 |
| MIDWAY RD | OLEANDER AVE to US 1 | 242 | 15,197 | 2016 | 840 | 802 | E | 0.955 | 794 | E | 0.945 |
| MIDWAY RD | US 1 to WALLACE ST | 940023 | 3,600 | 2020 | 840 | 196 | C | 0.233 | 216 | C | 0.257 |
| MIDWAY RD | WALLACE ST to WEATHERBEE RD | 940023 | 3,600 | 2020 | 920 | 196 | C | 0.213 | 216 | C | 0.235 |
| MIDWAY RD | WEATHERBEE RD to INDIAN RIVER DR | 940023 | 3,600 | 2020 | 630 | 196 | C | 0.311 | 216 | C | 0.343 |
| MORNINGSIDE BLVD | WESTMORELAND BLVD to PORT ST LUCIE BLVD | 333 | 2,577 | 2017 | 920 | 155 | C | 0.168 | 148 | C | 0.161 |
| MORNINGSIDE BLVD | PORT ST LUCIE BLVD to LYNGATE DR | 331 | 3,910 | 2020 | 880 | 311 | C | 0.353 | 330 | C | 0.375 |
| NEBRASKA AVE | 25TH ST to 13TH ST | 684 | 3,733 | 2017 | 1,710 | 232 | C | 0.136 | 196 | C | 0.115 |
| OAKRIDGE DR | MOUNTWELL ST to OAKLYN ST | 621 | 6,623 | 2019 | 700 | 412 | C | 0.589 | 358 | C | 0.511 |

* Note: A six digit number in the "STATION ID" column identifies segment counted by FDOT
* Volumes shown were adjusted using FDOT Seasonal Factors
* AADT = Annual Average Daily Traffic (volumes for both directions where applicable)
* **Counts with an ID format of 6 digits have data extracted from FDOT count stations.**

# APPENDIX C

## OTHER PROJECT DATA/GROWTH RATE

| AM APPROVED PROJECTS | | | Southern Grove DRI | | | | Western Grove DRI | | | | Wilson Groves DRI | | | | Riverland DRI | | | | Arcosa | | | | LTC Ranch | | | Wawa Midway & Selvitz | | | | Village at Midway | | | | Ravinia | | | | Willow Lakes | | | | SUM Directional N/E | | SUM Directional S/W | | Directional N/E | | Directional S/W | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Road Name | From | To | % | Is N/E In or Out | Directional N/E | Directional S/W | % | Is N/E In or Out | Directional N/E | Directional S/W | % | Is N/E In or Out | Directional N/E | Directional S/W | % | Is N/E In or Out | Directional N/E | Directional S/W | % | Is N/E In or Out | Directional N/E | Directional S/W | % | Is N/E In or Out | Directional N/E | Directional S/W | % | Is N/E In or Out | Directional N/E | Directional S/W | % | Is N/E In or Out | Directional N/E | Directional S/W | % | Is N/E In or Out | Directional N/E | Directional S/W | % | Is N/E In or Out | Directional N/E | Directional S/W | Non-Residential | Residential | Non-Residential | Residential | Double Count | Net | Double Count | Net |
| **Midway Rd** | Glades Cut Off Rd | East Torino Pkwy | 0.2% | Out | 3 | 3 | 0.7% | Out | 4 | 2 | 0.7% | Out | 7 | 7 | 0.7% | Out | 10 | 8 | 42% | In | 25 | 7 | 17% | Out | 69 | 78 | 22% | In | 17 | 17 | 10% | Out | 15 | 36 | 40% | In | 9 | 27 | 25% | - | 67 | 85 | 149 | 75 | 158 | 112 | -15 | 209 | -22 | 248 |
| | East Torino Pkwy | Florida's Turnpike | 1.6% | Out | 21 | 25 | 0.7% | Out | 4 | 2 | 0.7% | Out | 7 | 7 | 0.7% | Out | 10 | 8 | 50% | In | 30 | 8 | 34% | Out | 138 | 155 | 29% | In | 23 | 23 | 10% | Out | 15 | 36 | 40% | In | 9 | 27 | 23% | - | 61 | 78 | 246 | 70 | 265 | 105 | -14 | 302 | -21 | 349 |
| | Florida's Turnpike | Corporate Way | 1.6% | Out | 21 | 25 | 0.7% | Out | 4 | 2 | 0.7% | Out | 7 | 7 | 0.7% | Out | 10 | 8 | 50% | In | 30 | 8 | 34% | Out | 138 | 155 | 29% | In | 23 | 23 | 9% | Out | 14 | 33 | 40% | In | 9 | 27 | 23% | - | 61 | 78 | 245 | 70 | 261 | 105 | -14 | 301 | -21 | 345 |
| | Corporate Way | Jenkins Rd | 1.4% | Out | 18 | 22 | 0.7% | Out | 4 | 2 | 0.7% | Out | 7 | 7 | 0.7% | Out | 10 | 8 | 50% | In | 30 | 8 | 19% | Out | 76 | 86 | 29% | In | 23 | 23 | 7% | Out | 11 | 25 | 40% | In | 9 | 27 | 23% | - | 61 | 78 | 178 | 70 | 181 | 105 | -14 | 234 | -21 | 265 |
| | Jenkins Rd | Selvitz Rd | 1.1% | Out | 14 | 17 | 0.7% | Out | 4 | 2 | 0.7% | Out | 7 | 7 | 0.7% | Out | 10 | 8 | 51% | Out | 8 | 30 | 15% | Out | 62 | 70 | 36% | In | 28 | 28 | 7% | Out | 11 | 25 | 40% | In | 9 | 27 | 23% | - | 61 | 78 | 144 | 70 | 189 | 105 | -14 | 200 | -21 | 273 |
| | Selvitz Rd | 25th St | 1.1% | Out | 14 | 17 | 0.6% | Out | 3 | 2 | 0.6% | Out | 6 | 6 | 0.6% | Out | 8 | 7 | 31% | Out | 5 | 18 | 13% | Out | 51 | 58 | 31% | out | 24 | 24 | 5% | Out | 8 | 18 | 55% | In | 12 | 37 | 19% | - | 51 | 64 | 119 | 63 | 151 | 102 | -13 | 169 | -20 | 232 |
| **Selvitz Rd** | Bayshore Blvd | Midway Rd | 0.2% | Out | 3 | 3 | 0.0% | Out | 0 | 0 | 0.0% | Out | 0 | 0 | 0.0% | Out | 0 | 0 | 8% | In | 5 | 1 | 1% | In | 2 | 2 | 15% | In | 12 | 12 | 0% | - | 0 | 0 | 0% | - | 0 | 0 | 3% | - | 8 | 10 | 21 | 8 | 18 | 10 | -2 | 28 | -2 | 26 |
| | Midway Rd | Glades Cut Off Rd | 0.1% | Out | 1 | 2 | 0.0% | Out | 0 | 0 | 0.0% | Out | 0 | 0 | 0.0% | Out | 0 | 0 | 10% | Out | 2 | 6 | 1% | out | 2 | 2 | 18% | out | 14 | 14 | 0% | - | 0 | 0 | 0% | - | 0 | 0 | 1% | - | 3 | 3 | 19 | 3 | 24 | 3 | -1 | 21 | -1 | 27 |
| | | | | | In | 1,555 | | | In | 338 | | | In | 969 | | | In | 1,198 | | | In | 59 | | | In | 457 | | | In | 79 | | | In | 363 | | | In | 22 | | | In | 339 | | | | | | | |
| 15% of Large Project for 3 year horizon) | | | | | Out | 1,308 | | | Out | 534 | | | Out | 952 | | | Out | 1,392 | | | Out | 16 | | | Out | 405 | | | Out | 78 | | | Out | 151 | | | Out | 68 | | | Out | 266 | | | | | | | |
| | | | | | In | 6,218 | | | In | 1,352 | | | In | 3,875 | | | In | 4,791 | | | In | 59 | | | In | 1,828 | | | In | 79 | | | In | 1,451 | | | In | 22 | | | In | 1,355 | | | | | | | |
| | | | | | Out | 5,233 | | | Out | 2,135 | | | Out | 3,807 | | | Out | 5,568 | | | In | 16 | | | Out | 1,619 | | | Out | 78 | | | Out | 603 | | | Out | 68 | | | Out | 1,065 | | | | | | | |

+ Transit/Wastepro

2/1 5/5 35/32
9770 1010 40147

| PM APPROVED PROJECTS | | | Southern Grove DRI | | | | Western Grove DRI | | | | Wilson Groves DRI | | | | Riverland DRI | | | | | | Arcosa | | | | LTC Ranch | | | | Wawa Midway & Selvitz | | | | Village at Midway | | | | Ravinia | | | | Willow Lakes | | | | | | SUM Directional N/E | | SUM Directional S/W | | Directional N/E | | Directional S/W | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Road Name | From | To | % | Is N/E In or Out | Directional N/E | Directional S/W | % | Is N/E In or Out | Directional N/E | Directional S/W | % | Is N/E In or Out | Directional N/E | Directional S/W | % | Daily | Two-Way Trips | Is N/E In or Out | Directional N/E | Directional S/W | % | Is N/E In or Out | Directional N/E | Directional S/W | % | Is N/E In or Out | Directional N/E | Directional S/W | % | Is N/E In or Out | Directional N/E | Directional S/W | % | Is N/E In or Out | Directional N/E | Directional S/W | % | Two-Way Trips | Is N/E In or Out | Directional N/E | Directional S/W | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | Non-Residential | Residential | Non-Residential | Residential | Double Count | Net | Double Count | Net |
| Midway Rd | Glades Cut Off Rd | East Torino Pkwy | 0.2% | Out | 5 | 3 | 0.7% | Out | 4 | 4 | 0.7% | Out | 10 | 8 | 0.7% | 0 | 25 | Out | 13 | 12 | 42.0% | In | 9 | 14 | 17.0% | Out | 112 | 87 | 22.0% | in | 14 | 14 | 10.0% | Out | 46 | 18 | 40.0% | In | 31 | 18 | 25% | 248 | - | 65 | 91 | 212 | 96 | 162 | 108 | -19 | 288 | -22 | 248 |
| | East Torino Pkwy | Florida's Turnpike | 1.6% | Out | 40 | 28 | 0.7% | Out | 4 | 4 | 0.7% | Out | 10 | 8 | 0.7% | 0 | 25 | Out | 13 | 12 | 50.0% | In | 11 | 17 | 34.0% | Out | 225 | 174 | 29.0% | in | 18 | 18 | 10.0% | Out | 46 | 18 | 40.0% | In | 31 | 25 | 23% | 228 | - | 60 | 83 | 365 | 90 | 280 | 108 | -18 | 437 | -22 | 367 |
| | Florida's Turnpike | Corporate Way | 1.6% | Out | 40 | 28 | 0.7% | Out | 4 | 4 | 0.7% | Out | 10 | 8 | 0.7% | 0 | 25 | Out | 13 | 12 | 50.0% | In | 11 | 17 | 34.0% | Out | 225 | 174 | 29.0% | in | 18 | 18 | 9.0% | Out | 41 | 16 | 40.0% | In | 31 | 25 | 23% | 228 | - | 60 | 83 | 361 | 90 | 278 | 108 | -18 | 433 | -22 | 365 |
| | Corporate Way | Jenkins Rd | 1.4% | Out | 35 | 24 | 0.7% | Out | 4 | 4 | 0.7% | Out | 10 | 8 | 0.7% | 0 | 25 | Out | 13 | 12 | 50.0% | In | 11 | 17 | 18.8% | OUt | 124 | 96 | 29.0% | in | 18 | 18 | 7.0% | Out | 32 | 13 | 40.0% | In | 31 | 25 | 23% | 228 | - | 60 | 83 | 361 | 90 | 193 | 108 | -18 | 318 | -22 | 280 |
| | Jenkins Rd | Selvitz Rd | 1.1% | Out | 28 | 19 | 0.7% | Out | 4 | 4 | 0.7% | Out | 10 | 8 | 0.7% | 0 | 25 | Out | 13 | 12 | 51.0% | Out | 17 | 11 | 15.4% | Out | 102 | 79 | 36.0% | in | 22 | 22 | 7.0% | Out | 32 | 13 | 40.0% | In | 31 | 25 | 23% | 228 | - | 60 | 83 | 246 | 90 | 193 | 108 | -18 | 299 | -22 | 255 |
| | Selvitz Rd | 25th St | 1.1% | Out | 28 | 19 | 0.6% | Out | 3 | 4 | 0.6% | Out | 8 | 7 | 0.6% | 0 | 22 | Out | 11 | 11 | 31.0% | Out | 11 | 7 | 12.6% | Out | 83 | 65 | 31.0% | out | 19 | 19 | 5.0% | Out | 23 | 9 | 55.0% | In | 42 | 34 | 19% | 189 | - | 49 | 69 | 186 | 92 | 140 | 103 | -18 | 259 | -21 | 222 |
| Selvitz Rd | Bayshore Blvd | Midway Rd | 0.2% | Out | 5 | 3 | 0.0% | Out | 0 | 0 | 0.0% | Out | 0 | 0 | 0.0% | 0 | 0 | Out | 0 | 0 | 8.0% | In | 2 | 3 | 0.5% | in | 3 | 3 | 15.0% | in | 9 | 9 | 0.0% | - | 0 | 0 | 0.0% | - | 0 | 0 | 1% | 10 | - | 3 | 4 | 20 | 3 | 18 | 4 | -1 | 22 | -1 | 20 |
| | Midway Rd | Glades Cut Off Rd | 0.1% | Out | 3 | 2 | 0.0% | Out | 0 | 0 | 0.0% | Out | 0 | 0 | 0.0% | 0 | 0 | Out | 0 | 0 | 10.0% | Out | 3 | 2 | 0.5% | out | 3 | 3 | 18.0% | out | 11 | 11 | 0.0% | - | 0 | 0 | 0.0% | - | 0 | 0 | 1% | 10 | - | 3 | 4 | | | | | | | | |
| (Using 25% of large project for 3 year horizon) | | | | In | 1,748 | | | In | 628 | | | In | 1,136 | | | 0 | 3,593 | | In | 1,774 | | 0 | In | 21 | | In | 513 | | In | 62 | | In | 182 | | In | 77 | | | In | 363 | | | | | | | | | | | |
| | | | | Out | 2,518 | | | Out | 515 | | | Out | 1,410 | | | | | | Out | 1,819 | | | Out | 34 | | Out | 661 | | Out | 62 | | Out | 456 | | Out | 44 | | | Out | 259 | | | | | | | | | | | |
| | | | | In | 6,990 | | | In | 2,510 | | | In | 4,543 | | | 0 | 14,372 | | In | 7,095 | | 0 | In | 21 | | In | 2,052 | | In | 62 | | In | 726 | | In | 77 | | | In | 1,450 | | | | | | | | | | | |
| | | | | Out | 10,071 | | | Out | 2,061 | | | Out | 5,639 | | | | | | Out | 7,277 | | | Out | 34 | | Out | 2,642 | | Out | 62 | | Out | 1,824 | | Out | 44 | | | Out | 1,036 | | | | | | | | | | | |

* Transit and Waste Pro 1/3 5/15 21/36
5/10 10/10 37/40

993

Historical Growth Rate Calculation

| Segment | From | To | 2018 AADT | 2021 AADT | 3 Year Historical Growth Rate |
|---|---|---|---|---|---|
| Midway | Milner(Jenkins) | W of Selvitz Rd | 21,000 | 20,500 | -0.80% |
| | W of Selvitz Rd | Selvitz Rd | 21,000 | 20,500 | -0.80% |
| | Selvitz Rd | Christensen Rd | 22,000 | 16,500 | -9.14% |
| | | Total | 64,000 | 57,500 | -2.64% |

*Source St Lucie Historical Traffic Counts Use 1% + Committed

MILLER LEGG

**St. Lucie County Bus Maintenance Facility Trip Generation**

The proposed Project includes a 20,000 square foot administration building, a 4,500 square foot maintenance building with four bus maintenance bays, a four-pump fueling station, and 50 total employees. The Project will also include parking for approximately 150 buses and 180 cars. It is assumed that 150 bus routes will start and end at the facility each day. Bus drivers will arrive for work and park their personal vehicles, transfer to a bus for their shift, and transfer back to their personal vehicle at the end of their shift.

Project trip generation is based on the rates published in the Institute of Transportation Engineers (ITE) *Trip Generation, 8th Edition*, and is calculated on a daily basis as well as for the A.M. and P.M peak periods. Because the *Trip Generation* Manual does not include a specific land use for bus maintenance facilities, Warehousing (Land Use 150) was used to represent the administration and maintenance portion of the Project (Table 1). The *Trip Generation* description of Warehousing states "Warehouses are primarily devoted to the storage of materials, but they may also include office and maintenance areas."

*Table 1: ITE Land Use*

| ITE LAND USE | | | |
|---|---|---|---|
| **ITE CODE** | **LAND USE** | **INTENSITY** | **UNITS** |
| 150 | Warehousing | 50 | Employees |

The Daily, AM Peak Hour and PM Peak Hour trips for the Administration and Maintenance buildings were calculated using the average trip generation rates rather than the fitted curve equations because the average rate provided more accurate estimates for sites with fewer than 500 employees. (See Tables 2-4)

*Table 2: Daily Trip Generation*

| DAILY (ADMIN & MAINTENANCE) | | | | | |
|---|---|---|---|---|---|
| **RATE / EQUATION** | **TRIPS** | **% IN** | **IN** | **% OUT** | **OUT** |
| T=3.89X | 195 | 50% | 97 | 50% | 97 |

*X= Number of employees*

*Table 3: AM Peak Hour Trip Generation*

| AM PEAK HOUR | | | | | |
|---|---|---|---|---|---|
| **RATE / EQUATION** | **TRIPS** | **% IN** | **IN** | **% OUT** | **OUT** |
| T=0.51X | 26 | 72% | 18 | 28% | 7 |

*X= Number of employees*


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*Table 4: PM Peak Hour Trip Generation*

| PM PEAK HOUR | | | | | |
|---|---|---|---|---|---|
| **RATE / EQUATION** | **TRIPS** | **% IN** | **IN** | **% OUT** | **OUT** |
| T=0.59X | 30 | 35% | 10 | 65% | 19 |

*X= Number of employees*

Daily trips for the bus fleet were estimated by including both bus drivers coming to and from work in their personal vehicles (150x2=300 trips per day) as well as the buses exiting and returning to the Project site (an additional 150x2=300 trips per day) for at total of 600 trips per day. (Table 5) Because bus routes typically begin earlier than the AM peak and end later than the PM peak, the bus fleet trips are included in the daily trips, but not the AM and PM peak hour trips.

*Table 5: Daily Trip Generation (Bus Fleet)*

| DAILY (BUS FLEET) | | | | | |
|---|---|---|---|---|---|
| **RATE / EQUATION** | **TRIPS** | **% IN** | **IN** | **% OUT** | **OUT** |
| T=2N+2N | 600 | 50% | 300 | 50% | 300 |

*N= Number of bus routes originating at facility*

The total daily trips generated by the administration building, bus maintenance facility, and bus fleet are shown in Table 6. The Project is expected to add approximately 800 additional daily trips to the surrounding roadways, with 26 of these trips occurring during the AM peak hour and 30 during the PM peak hour (Tables 3 and 4).

*Table 6: Total Daily Trip Generation*

| DAILY (TOTAL) | | | | |
|---|---|---|---|---|
| **TRIPS** | **% IN** | **IN** | **% OUT** | **OUT** |
| **795** | 50% | **397** | 50% | **397** |


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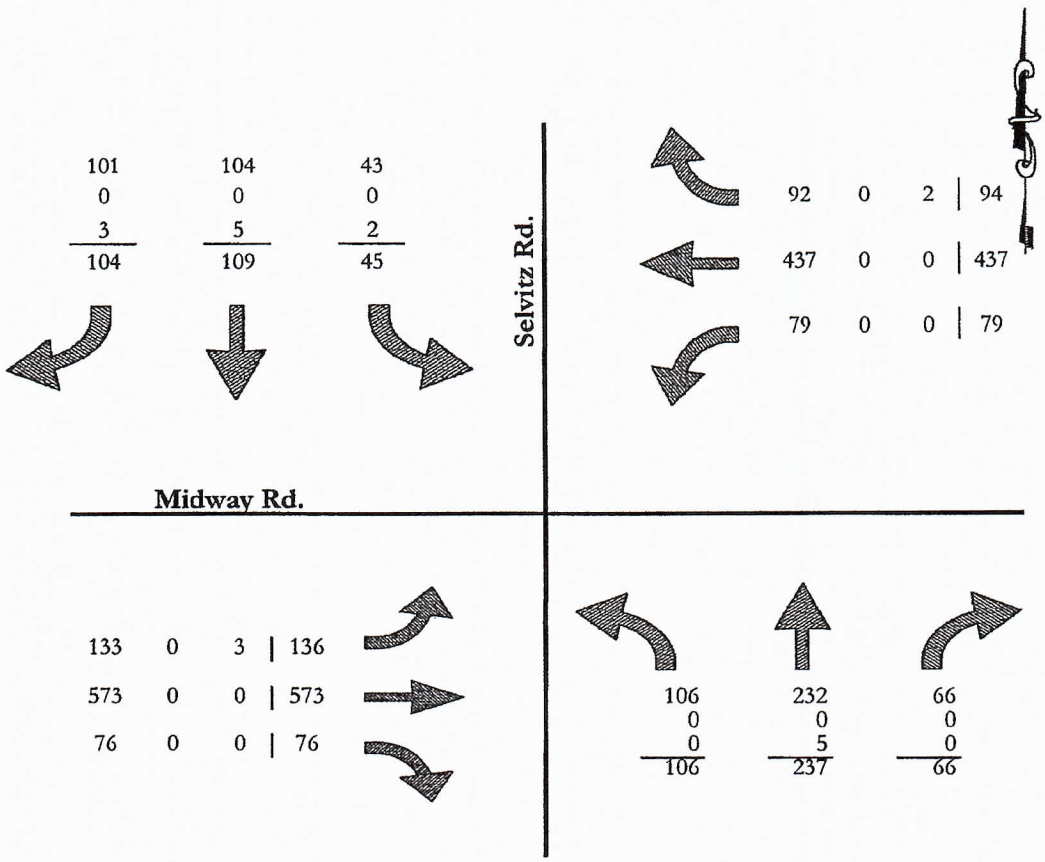



LEGEND

XXX EXISTING TRAFFIC
XXX BACKGROUND
XXX WASTE PRO TRAFFIC IMPACT STUDY
XXX TOTAL TRAFFIC

**Buildout year: 2017**

Note: No background trips have been identified

**FIGURE 4**

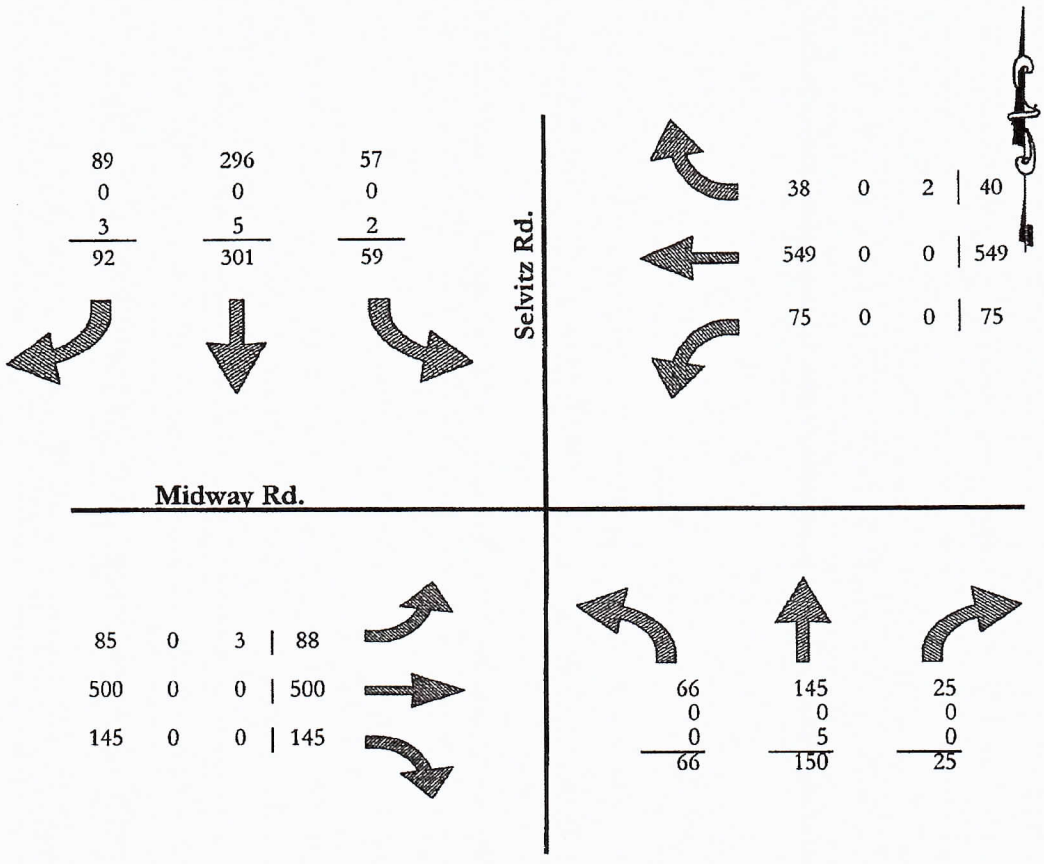

CULPEPPER & TERPENING, INC.
CONSULTING ENGINEERS LAND SURVEYORS
2980 SOUTH 25th STREET
FORT PIERCE, FLORIDA 34981
(772) 464-3537
STATE OF FLORIDA BOARD PROFESSIONAL ENGINEERS AUTHORIZATION NO. 4288


AM PEAK HOUR TURNING MOVEMENTS

Selvitz Rd. & Midway Rd.

**Waste Pro Traffic Impact Study**

P:\Proj-2011\11-033 Waste Pro - Selvitz Location\Traffic\11-033 Traffic Analysis.xls
Calculated by: John Adair, E.I.
Checked By: Stef Matthes, P.E.




LEGEND

XXX EXISTING TRAFFIC
XXX BACKGROUND
XXX WASTE PRO TRAFFIC IMPACT STUDY
XXX TOTAL TRAFFIC

**Buildout year: 2017**

Note: No background trips have been identified

**FIGURE 5**


CULPEPPER & TERPENING, INC.
CONSULTING ENGINEERS LAND SURVEYORS
2980 SOUTH 25th STREET
FORT PIERCE, FLORIDA 34981
(772) 464-3537
STATE OF FLORIDA BOARD PROFESSIONAL ENGINEERS AUTHORIZATION NO. 4288


PM PEAK HOUR TURNING MOVEMENTS

Selvitz Rd. & Midway Rd.

**Waste Pro Traffic Impact Study**

P:\Proj-2011\11-033 Waste Pro - Selvitz Location\Traffic\11-033 Traffic Analysis.xls
Calculated by: John Adair, E.I.
Checked By: Stef Matthes, P.E.

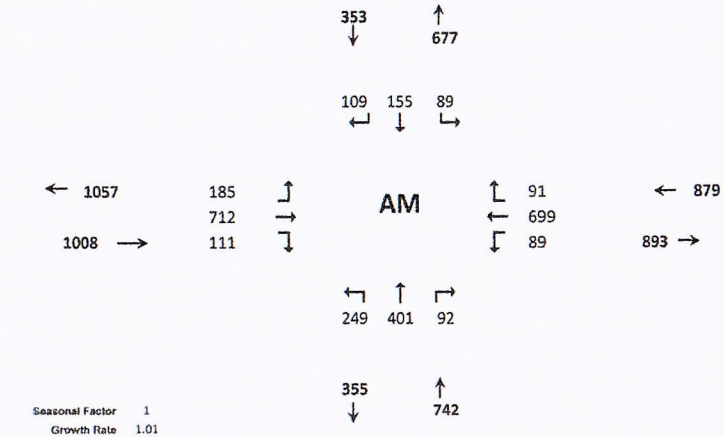
# APPENDIX D

# INTERSECTION ANALYSIS DATA

# TURNING MOVEMENT VOLUME COUNTS

**N/S STREET:** Selvitz Rd
**E/W STREET:** Midway Rd
**CONTROL:** Signalized
**FILENAME:** Energy and Selvitz
**COUNT DATE:** 2/18/2020
**DAY:** Tuesday
**CITY:** St Lucie
**REPORT DATE:**
**ANALYSIS YEAR:** 2020 - Exisitng

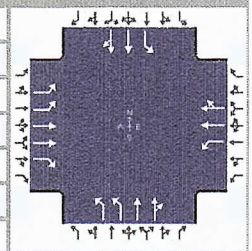
| 15 Min Period | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | | ONE HOUR SUM |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | TOTAL | |
| 7:00-7:15 | 45 | 71 | 24 | 18 | 24 | 32 | 30 | 196 | 33 | 9 | 148 | 21 | 651 | 2982 |
| 7:15-7:30 | 63 | 81 | 22 | 15 | 32 | 27 | 44 | 183 | 28 | 18 | 145 | 23 | 681 | 2958 |
| 7:30-7:45 | 67 | 122 | 22 | 37 | 39 | 22 | 59 | 151 | 32 | 22 | 213 | 21 | 807 | 2853 |
| 7:45-8:00 | 74 | 127 | 24 | 19 | 60 | 28 | 52 | 182 | 18 | 40 | 193 | 26 | 843 | 2606 |
| 8:00-8:15 | 54 | 52 | 11 | 21 | 31 | 20 | 40 | 173 | 28 | 16 | 168 | 13 | 627 | 2265 |
| 8:15-8:30 | 52 | 59 | 23 | 13 | 28 | 20 | 34 | 127 | 26 | 17 | 167 | 10 | 576 | |
| 8:30-8:45 | 60 | 57 | 23 | 12 | 33 | 25 | 30 | 151 | 29 | 7 | 111 | 22 | 560 | |
| 8:45-9:00 | 38 | 39 | 23 | 19 | 15 | 15 | 30 | 150 | 30 | 10 | 116 | 17 | 502 | |
| AM PEAK HOUR IS FROM: | 7:00AM TO 8:00AM | | | | | | | | | | | | | |
| Volumes | 249 | 401 | 92 | 89 | 155 | 109 | 185 | 712 | 111 | 89 | 699 | 91 | 2982 | |
| Season Factor | 249 | 401 | 92 | 89 | 155 | 109 | 185 | 712 | 111 | 89 | 699 | 91 | 2982 | |
| Growth | 249 | 401 | 92 | 89 | 155 | 109 | 185 | 712 | 111 | 89 | 699 | 91 | 2982 | |
| Total | 249 | 401 | 92 | 89 | 155 | 109 | 185 | 712 | 111 | 89 | 699 | 91 | 2982 | |




| | |
|---|---|
| Seasonal Factor | 1 |
| Growth Rate | 1.01 |
| Years Grown | 0 |

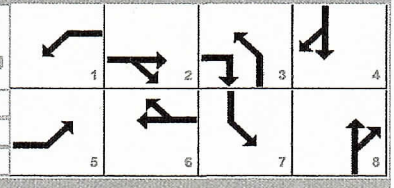
# HCS Signalized Intersection Input Data

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | O'Rourke Engineering | | | Duration, h | 0.250 |
| Analyst | MM | Analysis Date | Aug 11, 2022 | Area Type | Other |
| Jurisdiction | St. Lucie County | Time Period | AM Peak Hour | PHF | 0.88 |
| Urban Street | Midway Rd | Analysis Year | Existing | Analysis Period | 1> 7:00 |
| Intersection | Selvitz and Midway | File Name | Midway Rd Selvitz.AM.existingmax 8.11.2022.xus | | |
| Project Description | Ft. Pierce Commerce CenterExisting | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 185 | 712 | 111 | 89 | 699 | 91 | 249 | 401 | 92 | 89 | 155 | 109 |

| Signal Information | | | | | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Cycle, s | 84.1 | Reference Phase | 2 | | | | | | | | | | | | | |
| Offset, s | 0 | Reference Point | End | Green | 9.1 | 2.9 | | 23.1 | 9.1 | 0.9 | 15.1 | | | | | |
| Uncoordinated | Yes | Simult. Gap E/W | On | Yellow | 4.0 | 0.0 | | 4.0 | 4.0 | 0.0 | 4.0 | | | | | |
| Force Mode | Fixed | Simult. Gap N/S | On | Red | 2.0 | 0.0 | | 2.0 | 2.0 | 0.0 | 2.0 | | | | | |




| Traffic Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand (*v*), veh/h | 185 | 712 | 111 | 89 | 699 | 91 | 249 | 401 | 92 | 89 | 155 | 109 |
| Initial Queue ($Q_b$), veh/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Base Saturation Flow Rate ($s_o$), veh/h | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Parking ($N_m$), man/h | | None | | 0 | L + R | 0 | | None | | | None | |
| Heavy Vehicles ($P_{HV}$), % | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Ped / Bike / RTOR, /h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Buses ($N_b$), buses/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Arrival Type (*AT*) | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Upstream Filtering (*I*) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lane Width ( *W* ), ft | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | | 12.0 | 12.0 | | 12.0 | 12.0 | |
| Turn Bay Length, ft | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Grade (*Pg*), % | | 0 | | | 0 | | | 0 | | | 0 | |
| Speed Limit, mi/h | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 |

| Phase Information | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Maximum Green ($G_{max}$) or Phase Split, s | 22.0 | 24.0 | 16.0 | 24.0 | 14.0 | 60.0 | 13.0 | 60.0 |
| Yellow Change Interval (*Y*), s | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Red Clearance Interval ( $R_c$), s | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Minimum Green ( $G_{min}$), s | 12 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Start-Up Lost Time ( *lt*), s | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Extension of Effective Green (*e*), s | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Passage (*PT*), s | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Recall Mode | Off | Min | Off | Min | Off | Off | Off | Off |
| Dual Entry | No | Yes | No | Yes | No | Yes | No | Yes |
| Walk (*Walk*), s | | 0.0 | | 0.0 | | 0.0 | | 0.0 |
| Pedestrian Clearance Time (*PC*), s | | 0.0 | | 0.0 | | 0.0 | | 0.0 |

| Multimodal Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 85th % Speed / Rest in Walk / Corner Radius | 0.0 | No | 25.0 | 0.0 | No | 25.0 | 0.0 | No | 25.0 | 0.0 | No | 25.0 |
| Walkway / Crosswalk Width / Length, ft | 9.0 | 12.0 | 0.0 | 9.0 | 12.0 | 0.0 | 9.0 | 12.0 | 0.0 | 9.0 | 12.0 | 0.0 |
| Street Width / Island / Curb, ft | 0.0 | 0 | No | 0.0 | 0 | No | 0.0 | 0 | No | 0.0 | 0 | No |
| Width Outside / Bike Lane / Shoulder, ft | 12.0 | 5.0 | 2.0 | 12.0 | 5.0 | 2.0 | 12.0 | 5.0 | 2.0 | 12.0 | 5.0 | 2.0 |
| Pedestrian Signal / Occupied Parking | No | | 0.50 | No | | 0.50 | No | | 0.50 | No | | 0.50 |

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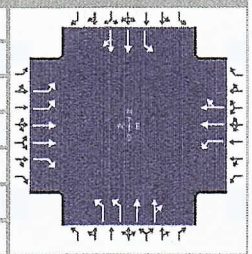
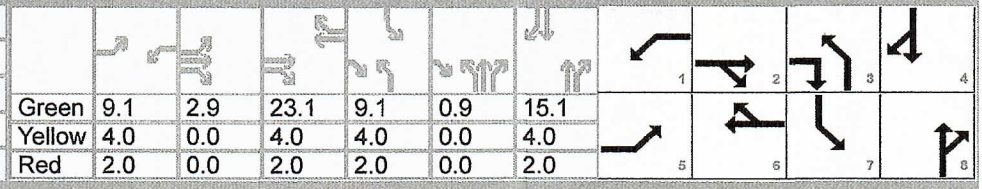
# HCS Signalized Intersection Intermediate Values

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | O'Rourke Engineering | | | Duration, h | 0.250 |
| Analyst | MM | Analysis Date | Aug 11, 2022 | Area Type | Other |
| Jurisdiction | St. Lucie County | Time Period | AM Peak Hour | PHF | 0.88 |
| Urban Street | Midway Rd | Analysis Year | Existing | Analysis Period | 1> 7:00 |
| Intersection | Selvitz and Midway | File Name | Midway Rd Selvitz.AM.existingmax 8.11.2022.xus | | |
| Project Description | Ft. Pierce Commerce CenterExisting | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( $v$ ), veh/h | 185 | 712 | 111 | 89 | 699 | 91 | 249 | 401 | 92 | 89 | 155 | 109 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 84.1 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |




| | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Green | 9.1 | 2.9 | | 23.1 | 9.1 | 0.9 | 15.1 | | | | | |
| Yellow | 4.0 | 0.0 | | 4.0 | 4.0 | 0.0 | 4.0 | | | | | |
| Red | 2.0 | 0.0 | | 2.0 | 2.0 | 0.0 | 2.0 | | | | | |

| Saturation Flow / Delay | L | T | R | L | T | R | L | T | R | L | T | R |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Width Adjustment Factor ($f_w$) | | | | | | | | | | | | |
| Heavy Vehicles and Grade Factor ($f_{HVg}$) | | | | | | | | | | | | |
| Parking Activity Adjustment Factor ($f_p$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 0.900 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Bus Blockage Adjustment Factor ($f_{bb}$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Area Type Adjustment Factor ($f_a$) | | | | | | | | | | | | |
| Lane Utilization Adjustment Factor ($f_{LU}$) | 0.971 | 0.952 | 1.000 | 1.000 | 1.000 | 1.000 | 0.971 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Left-Turn Adjustment Factor ($f_{LT}$) | 0.952 | 0.000 | | 0.952 | 0.000 | | 0.952 | 0.000 | | 0.952 | 0.000 | |
| Right-Turn Adjustment Factor ($f_{RT}$) | | 0.000 | 0.847 | | 0.861 | 0.861 | | 0.935 | 0.935 | | 0.866 | 0.866 |
| Left-Turn Pedestrian Adjustment Factor ($f_{Lpb}$) | 1.000 | | | 1.000 | | | 1.000 | | | 1.000 | | |
| Right-Turn Ped-Bike Adjustment Factor ($f_{Rpb}$) | | | 1.000 | | | 1.000 | | | 1.000 | | | 1.000 |
| Work Zone Adjustment Factor ($f_{wz}$) | | | | | | | | | | | | |
| DDI Factor ($f_{DDI}$) | | | | | | | | | | | | |
| Movement Saturation Flow Rate ($s$), veh/h | 3514 | 3618 | 1610 | 1810 | 3129 | 407 | 3514 | 2995 | 682 | 1810 | 2132 | 1414 |
| Proportion of Vehicles Arriving on Green ($P$) | 0.14 | 0.31 | 0.31 | 0.11 | 0.28 | 0.28 | 0.12 | 0.19 | 0.19 | 0.11 | 0.18 | 0.18 |
| Incremental Delay Factor ($k$) | 0.04 | 0.25 | 0.04 | 0.04 | 0.40 | 0.40 | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 |

| Signal Timing / Movement Groups | EBL | EBT/R | WBL | WBT/R | NBL | NBT/R | SBL | SBT/R |
|---|---|---|---|---|---|---|---|---|
| Lost Time ($t_L$) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Green Ratio ($g/C$) | 0.14 | 0.31 | 0.11 | 0.28 | 0.12 | 0.19 | 0.11 | 0.18 |
| Permitted Saturation Flow Rate ($s_p$), veh/h/ln | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Shared Saturation Flow Rate ($s_{sh}$), veh/h/ln | | | | | | | | |
| Permitted Effective Green Time ($g_p$), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Permitted Service Time ($g_u$), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Permitted Queue Service Time ($g_{ps}$), s | | | | | | | | |
| Time to First Blockage ($g_f$), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Queue Service Time Before Blockage ($g_{fs}$), s | | | | | | | | |
| Protected Right Saturation Flow ($s_R$), veh/h/ln | | 1610 | | | | | | |
| Protected Right Effective Green Time ($g_R$), s | | 10.0 | | | | | | |

| Multimodal | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian $F_w$ / $F_v$ | 1.710 | 0.000 | 1.557 | 0.000 | 1.557 | 0.000 | 1.852 | 0.000 |
| Pedestrian $F_s$ / $F_{delay}$ | 0.000 | 0.120 | 0.000 | 0.124 | 0.000 | 0.133 | 0.000 | 0.134 |
| Pedestrian $M_{corner}$ / $M_{cw}$ | 0.00 | | 0.00 | | 0.00 | | 0.00 | |
| Bicycle $c_b$ / $d_b$ | 617.95 | 20.08 | 550.16 | 22.10 | 380.39 | 27.58 | 358.38 | 28.33 |
| Bicycle $F_w$ / $F_v$ | -3.64 | 0.95 | -3.64 | 0.82 | -3.64 | 0.70 | -3.64 | 0.33 |

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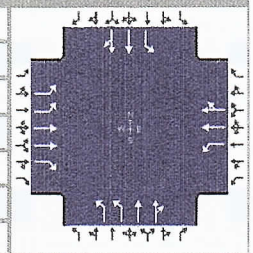
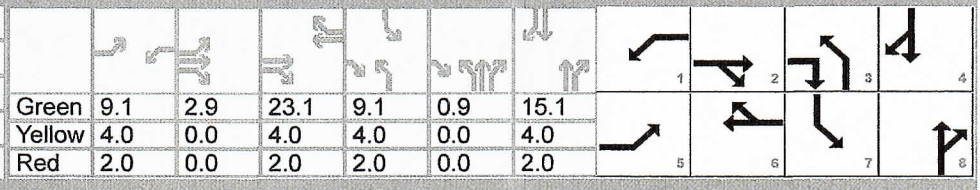
# HCS Signalized Intersection Results Graphical Summary

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | O'Rourke Engineering | | | Duration, h | 0.250 |
| Analyst | MM | Analysis Date | Aug 11, 2022 | Area Type | Other |
| Jurisdiction | St. Lucie County | Time Period | AM Peak Hour | PHF | 0.88 |
| Urban Street | Midway Rd | Analysis Year | Existing | Analysis Period | 1> 7:00 |
| Intersection | Selvitz and Midway | File Name | Midway Rd Selvitz.AM.existingmax 8.11.2022.xus | | |
| Project Description | Ft. Pierce Commerce CenterExisting | | | | |



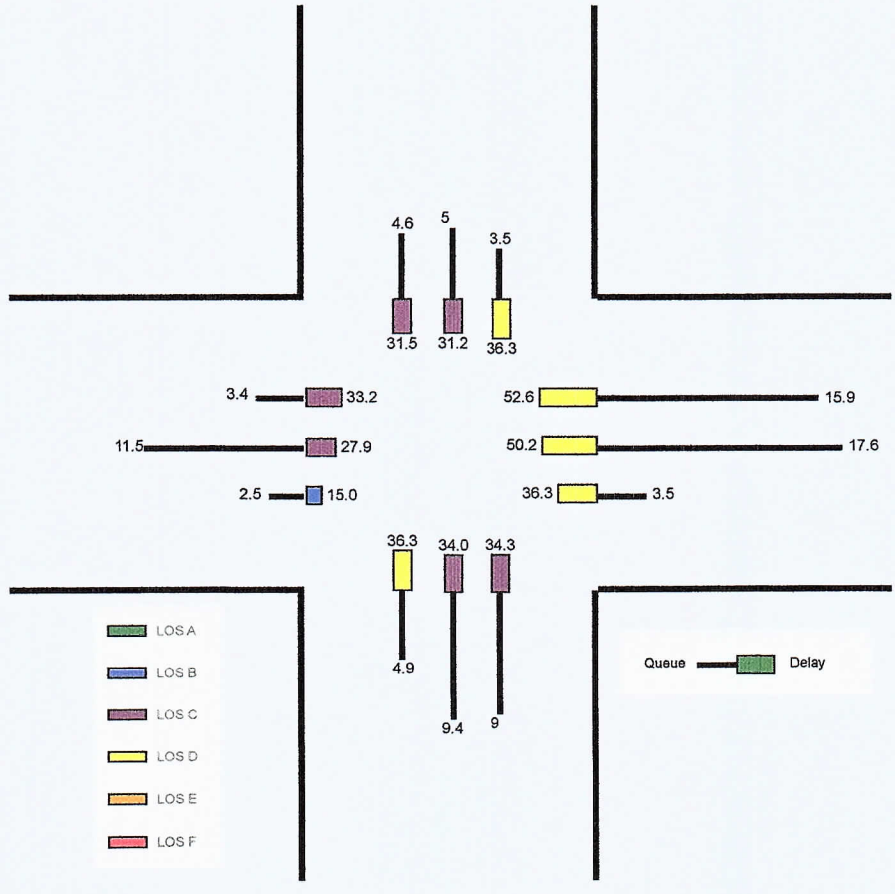
| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 185 | 712 | 111 | 89 | 699 | 91 | 249 | 401 | 92 | 89 | 155 | 109 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 84.1 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |




| | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Green | 9.1 | 2.9 | | 23.1 | 9.1 | 0.9 | 15.1 | | | | | |
| Yellow | 4.0 | 0.0 | | 4.0 | 4.0 | 0.0 | 4.0 | | | | | |
| Red | 2.0 | 0.0 | | 2.0 | 2.0 | 0.0 | 2.0 | | | | | |

| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Back of Queue ( *Q* ), ft/ln ( 95 th percentile) | | | | | | | | | | | | |
| Back of Queue ( *Q* ), veh/ln ( 95 th percentile) | 3.4 | 11.5 | 2.5 | 3.5 | 17.6 | 15.9 | 4.9 | 9.4 | 9.0 | 3.5 | 5.0 | 4.6 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Control Delay ( *d* ), s/veh | 33.2 | 27.9 | 15.0 | 36.3 | 50.2 | 52.6 | 36.3 | 34.0 | 34.3 | 36.3 | 31.2 | 31.5 |
| Level of Service (LOS) | C | C | B | D | D | D | D | C | C | D | C | C |
| Approach Delay, s/veh / LOS | 27.5 | | C | 49.8 | | D | 34.9 | | C | 32.6 | | C |
| Intersection Delay, s/veh / LOS | 36.5 | | | | | | D | | | | | |

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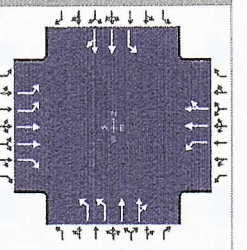
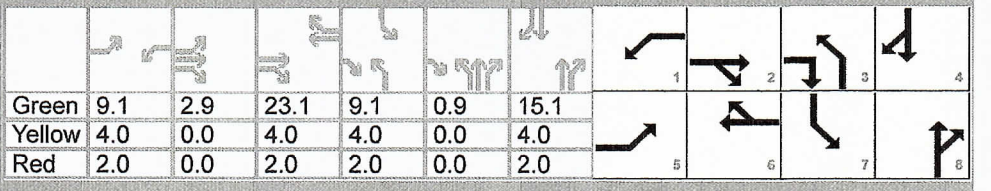
# HCS Signalized Intersection Results Summary

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | O'Rourke Engineering | | | Duration, h | 0.250 |
| Analyst | MM | Analysis Date | Aug 11, 2022 | Area Type | Other |
| Jurisdiction | St. Lucie County | Time Period | AM Peak Hour | PHF | 0.88 |
| Urban Street | Midway Rd | Analysis Year | Existing | Analysis Period | 1> 7:00 |
| Intersection | Selvitz and Midway | File Name | Midway Rd Selvitz.AM.existingmax 8.11.2022.xus | | |
| Project Description | Ft. Pierce Commerce CenterExisting | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 185 | 712 | 111 | 89 | 699 | 91 | 249 | 401 | 92 | 89 | 155 | 109 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 84.1 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |




| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Green | 9.1 | 2.9 | | 23.1 | 9.1 | 0.9 | 15.1 | | | | | |
| Yellow | 4.0 | 0.0 | | 4.0 | 4.0 | 0.0 | 4.0 | | | | | |
| Red | 2.0 | 0.0 | | 2.0 | 2.0 | 0.0 | 2.0 | | | | | |

| Timer Results | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Assigned Phase | 5 | 2 | 1 | 6 | 3 | 8 | 7 | 4 |
| Case Number | 2.0 | 3.0 | 2.0 | 4.0 | 2.0 | 4.0 | 2.0 | 4.0 |
| Phase Duration, s | 17.9 | 32.0 | 15.1 | 29.1 | 16.0 | 22.0 | 15.1 | 21.1 |
| Change Period, ( $Y+R_c$ ), s | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Max Allow Headway ( *MAH* ), s | 3.1 | 3.1 | 3.1 | 3.1 | 3.1 | 3.1 | 3.1 | 3.1 |
| Queue Clearance Time ( $g_s$ ), s | 6.6 | 18.7 | 6.4 | 22.7 | 8.5 | 14.3 | 6.4 | 8.6 |
| Green Extension Time ( $g_e$ ), s | 0.4 | 2.4 | 0.1 | 0.4 | 0.3 | 1.7 | 0.1 | 1.7 |
| Phase Call Probability | 0.99 | 1.00 | 0.91 | 1.00 | 1.00 | 1.00 | 0.91 | 1.00 |
| Max Out Probability | 0.00 | 0.68 | 0.00 | 1.00 | 0.10 | 0.00 | 0.01 | 0.00 |

| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Adjusted Flow Rate ( *v* ), veh/h | 210 | 809 | 126 | 101 | 482 | 416 | 283 | 288 | 272 | 101 | 156 | 144 |
| Adjusted Saturation Flow Rate ( *s* ), veh/h/ln | 1757 | 1809 | 1610 | 1810 | 1900 | 1637 | 1757 | 1900 | 1777 | 1810 | 1900 | 1646 |
| Queue Service Time ( $g_s$ ), s | 4.6 | 16.7 | 4.1 | 4.4 | 20.7 | 20.7 | 6.5 | 12.2 | 12.3 | 4.4 | 6.2 | 6.6 |
| Cycle Queue Clearance Time ( $g_c$ ), s | 4.6 | 16.7 | 4.1 | 4.4 | 20.7 | 20.7 | 6.5 | 12.2 | 12.3 | 4.4 | 6.2 | 6.6 |
| Green Ratio ( *g/C* ) | 0.14 | 0.31 | 0.43 | 0.11 | 0.28 | 0.28 | 0.12 | 0.19 | 0.19 | 0.11 | 0.18 | 0.18 |
| Capacity ( *c* ), veh/h | 498 | 1118 | 689 | 195 | 523 | 450 | 417 | 361 | 338 | 195 | 341 | 295 |
| Volume-to-Capacity Ratio ( *X* ) | 0.422 | 0.724 | 0.183 | 0.519 | 0.922 | 0.923 | 0.678 | 0.796 | 0.806 | 0.519 | 0.457 | 0.489 |
| Back of Queue ( *Q* ), ft/ln ( 95 th percentile) | | | | | | | | | | | | |
| Back of Queue ( Q ), veh/ln ( 95 th percentile) | 3.4 | 11.5 | 2.5 | 3.5 | 17.6 | 15.9 | 4.9 | 9.4 | 9.0 | 3.5 | 5.0 | 4.6 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay ( $d_1$ ), s/veh | 33.0 | 25.9 | 14.9 | 35.5 | 29.6 | 29.6 | 35.5 | 32.5 | 32.6 | 35.5 | 30.9 | 31.1 |
| Incremental Delay ( $d_2$ ), s/veh | 0.2 | 2.0 | 0.0 | 0.8 | 20.6 | 22.9 | 0.7 | 1.5 | 1.7 | 0.8 | 0.4 | 0.5 |
| Initial Queue Delay ( $d_3$ ), 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 |
| Control Delay ( *d* ), s/veh | 33.2 | 27.9 | 15.0 | 36.3 | 50.2 | 52.6 | 36.3 | 34.0 | 34.3 | 36.3 | 31.2 | 31.5 |
| Level of Service (LOS) | C | C | B | D | D | D | D | C | C | D | C | C |
| Approach Delay, s/veh / LOS | 27.5 | C | | 49.8 | D | | 34.9 | C | | 32.6 | C | |
| Intersection Delay, s/veh / LOS | 36.5 | | | | | | D | | | | | |

| Multimodal Results | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian LOS Score / LOS | 2.43 | B | 2.28 | B | 2.29 | B | 2.59 | C |
| Bicycle LOS Score / LOS | 1.43 | A | 1.31 | A | 1.18 | A | 0.82 | A |

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# TURNING MOVEMENT VOLUME COUNTS

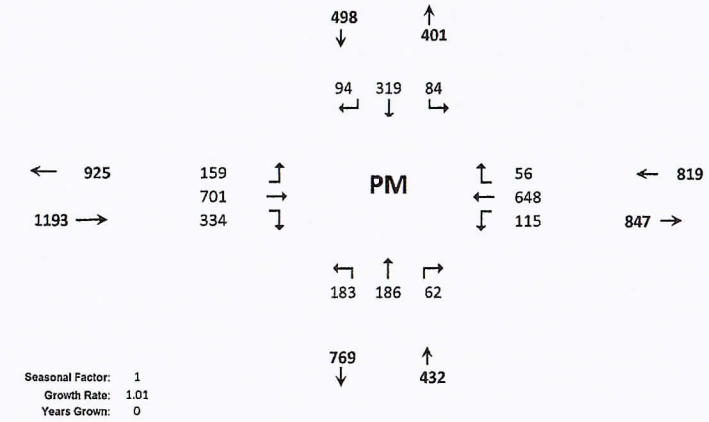
N/S STREET: Selvitz Rd
FILENAME: Energy and Selvitz
COUNT DATE: 2/18/2020
REPORT DATE: 5.12.2022

DAY: Tuesday
ANALYSIS YEAR: Existing

E/W STREET: Midway Rd
County: SLCo

CONTROL: Signalized

| 15 Min Period lanes | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | | ONE HOUR SUM |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | TOTAL | |
| 4:00-4:15 | 52 | 57 | 12 | 24 | 55 | 39 | 31 | 186 | 58 | 35 | 173 | 10 | 732 | 2810 |
| 4:15-4:30 | 72 | 56 | 17 | 15 | 66 | 27 | 36 | 159 | 44 | 37 | 154 | 16 | 699 | 2794 |
| 4:30-4:45 | 48 | 49 | 22 | 20 | 69 | 21 | 52 | 151 | 74 | 26 | 162 | 8 | 702 | 2855 |
| 4:45-5:00 | 57 | 40 | 13 | 16 | 73 | 22 | 35 | 157 | 75 | 29 | 144 | 16 | 677 | 2762 |
| 5:00-5:15 | 24 | 48 | 7 | 33 | 86 | 23 | 26 | 190 | 85 | 23 | 157 | 14 | 716 | 2635 |
| 5:15-5:30 | 49 | 44 | 18 | 13 | 82 | 25 | 41 | 182 | 90 | 34 | 166 | 16 | 760 | |
| 5:30-5:45 | 30 | 46 | 6 | 14 | 55 | 22 | 29 | 159 | 64 | 28 | 143 | 13 | 609 | |
| 5:45-6:00 | 44 | 42 | 11 | 11 | 53 | 12 | 25 | 122 | 59 | 29 | 129 | 13 | 550 | |
| PM PEAK HOUR IS FROM: | | | 4:30 PM TO 5:30PM | | | | | | | | | | | |
| Volumes | 178 | 181 | 60 | 82 | 310 | 91 | 154 | 680 | 324 | 112 | 629 | 54 | 2855 | |
| Season Factor | 178 | 181 | 60 | 82 | 310 | 91 | 154 | 680 | 324 | 112 | 629 | 54 | 2855 | |
| Growth | 183 | 186 | 62 | 84 | 319 | 94 | 159 | 701 | 334 | 115 | 648 | 56 | 2942 | |

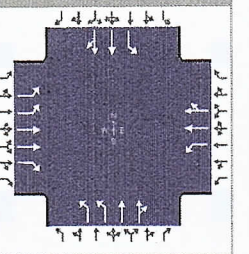



Seasonal Factor: 1
Growth Rate: 1.01
Years Grown: 0

D-6

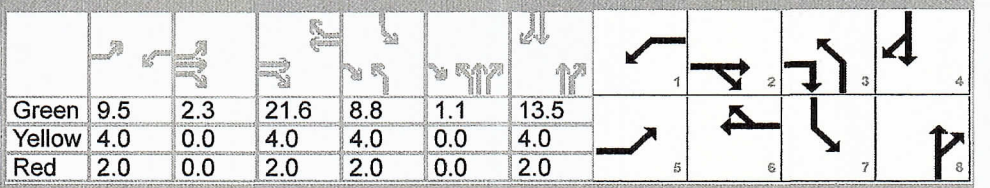
# HCS Signalized Intersection Input Data

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | O'Rourke Engineering | | | Duration, h | 0.250 |
| Analyst | MM | Analysis Date | Aug 11, 2022 | Area Type | Other |
| Jurisdiction | St. Lucie County | Time Period | PM Peak Hour | PHF | 0.88 |
| Urban Street | Midway Rd | Analysis Year | Existing | Analysis Period | 1> 7:00 |
| Intersection | Selvitz and Midway | File Name | Ft Pierce Commerce -Midway Selvitz.PM.existing... | | |
| Project Description | Ft. Pierce Commerce Center - Existing | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 159 | 701 | 334 | 115 | 648 | 56 | 183 | 186 | 62 | 84 | 319 | 94 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 80.8 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |




| | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Green | 9.5 | 2.3 | | 21.6 | 8.8 | 1.1 | 13.5 | | | | | |
| Yellow | 4.0 | 0.0 | | 4.0 | 4.0 | 0.0 | 4.0 | | | | | |
| Red | 2.0 | 0.0 | | 2.0 | 2.0 | 0.0 | 2.0 | | | | | |

| Traffic Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand (*v*), veh/h | 159 | 701 | 334 | 115 | 648 | 56 | 183 | 186 | 62 | 84 | 319 | 94 |
| Initial Queue ($Q_b$), veh/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Base Saturation Flow Rate ($s_o$), veh/h | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Parking ($N_m$), man/h | | None | | 0 | L + R | 0 | | None | | | None | |
| Heavy Vehicles ($P_{HV}$), % | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Ped / Bike / RTOR, /h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Buses ($N_b$), buses/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Arrival Type (*AT*) | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Upstream Filtering (*I*) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lane Width ( *W* ), ft | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | | 12.0 | 12.0 | | 12.0 | 12.0 | |
| Turn Bay Length, ft | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Grade (*Pg*), % | | 0 | | | 0 | | | 0 | | | 0 | |
| Speed Limit, mi/h | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 |

| Phase Information | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Maximum Green ($G_{max}$) or Phase Split, s | 22.0 | 24.0 | 16.0 | 24.0 | 14.0 | 60.0 | 13.0 | 60.0 |
| Yellow Change Interval (*Y*), s | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Red Clearance Interval ( $R_c$), s | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Minimum Green ( $G_{min}$), s | 12 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Start-Up Lost Time ( *l1*), s | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Extension of Effective Green (*e*), s | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Passage (*PT*), s | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Recall Mode | Off | Min | Off | Min | Off | Off | Off | Off |
| Dual Entry | No | Yes | No | Yes | No | Yes | No | Yes |
| Walk (*Walk*), s | | 0.0 | | 0.0 | | 0.0 | | 0.0 |
| Pedestrian Clearance Time (*PC*), s | | 0.0 | | 0.0 | | 0.0 | | 0.0 |

| Multimodal Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 85th % Speed / Rest in Walk / Corner Radius | 0.0 | No | 25.0 | 0.0 | No | 25.0 | 0.0 | No | 25.0 | 0.0 | No | 25.0 |
| Walkway / Crosswalk Width / Length, ft | 9.0 | 12.0 | 0.0 | 9.0 | 12.0 | 0.0 | 9.0 | 12.0 | 0.0 | 9.0 | 12.0 | 0.0 |
| Street Width / Island / Curb, ft | 0.0 | 0 | No | 0.0 | 0 | No | 0.0 | 0 | No | 0.0 | 0 | No |
| Width Outside / Bike Lane / Shoulder, ft | 12.0 | 5.0 | 2.0 | 12.0 | 5.0 | 2.0 | 12.0 | 5.0 | 2.0 | 12.0 | 5.0 | 2.0 |
| Pedestrian Signal / Occupied Parking | No | | 0.50 | No | | 0.50 | No | | 0.50 | No | | 0.50 |

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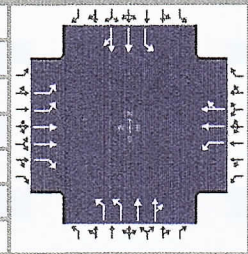
# HCS Signalized Intersection Intermediate Values

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | O'Rourke Engineering | | | Duration, h | 0.250 |
| Analyst | MM | Analysis Date | Aug 11, 2022 | Area Type | Other |
| Jurisdiction | St. Lucie County | Time Period | PM Peak Hour | PHF | 0.88 |
| Urban Street | Midway Rd | Analysis Year | Existing | Analysis Period | 1> 7:00 |
| Intersection | Selvitz and Midway | File Name | Ft Pierce Commerce -Midway Selvitz.PM.existing... | | |
| Project Description | Ft. Pierce Commerce Center - Existing | | | | |

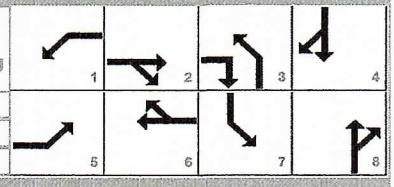


| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( $v$ ), veh/h | 159 | 701 | 334 | 115 | 648 | 56 | 183 | 186 | 62 | 84 | 319 | 94 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 80.8 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |



| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Green | 9.5 | 2.3 | | 21.6 | 8.8 | 1.1 | 13.5 | | | | | |
| Yellow | 4.0 | 0.0 | | 4.0 | 4.0 | 0.0 | 4.0 | | | | | |
| Red | 2.0 | 0.0 | | 2.0 | 2.0 | 0.0 | 2.0 | | | | | |




| Saturation Flow / Delay | L | T | R | L | T | R | L | T | R | L | T | R |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Width Adjustment Factor ($f_w$) | | | | | | | | | | | | |
| Heavy Vehicles and Grade Factor ($f_{HVg}$) | | | | | | | | | | | | |
| Parking Activity Adjustment Factor ($f_p$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 0.900 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Bus Blockage Adjustment Factor ($f_{bb}$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Area Type Adjustment Factor ($f_a$) | | | | | | | | | | | | |
| Lane Utilization Adjustment Factor ($f_{LU}$) | 0.971 | 0.952 | 1.000 | 1.000 | 1.000 | 1.000 | 0.971 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Left-Turn Adjustment Factor ($f_{LT}$) | 0.952 | 0.000 | | 0.952 | 0.000 | | 0.952 | 0.000 | | 0.952 | 0.000 | |
| Right-Turn Adjustment Factor ($f_{RT}$) | | 0.000 | 0.847 | | 0.873 | 0.873 | | 0.916 | 0.916 | | 0.922 | 0.922 |
| Left-Turn Pedestrian Adjustment Factor ($f_{Lpb}$) | 1.000 | | | 1.000 | | | 1.000 | | | 1.000 | | |
| Right-Turn Ped-Bike Adjustment Factor ($f_{Rpb}$) | | | 1.000 | | | 1.000 | | | 1.000 | | | 1.000 |
| Work Zone Adjustment Factor ($f_{wz}$) | | | | | | | | | | | | |
| DDI Factor ($f_{DDI}$) | | | | | | | | | | | | |
| Movement Saturation Flow Rate ($s$), veh/h | 3514 | 3618 | 1610 | 1810 | 3276 | 283 | 3514 | 2750 | 890 | 1810 | 2830 | 822 |
| Proportion of Vehicles Arriving on Green ($P$) | 0.15 | 0.30 | 0.30 | 0.12 | 0.27 | 0.27 | 0.12 | 0.18 | 0.18 | 0.11 | 0.17 | 0.17 |
| Incremental Delay Factor ($k$) | 0.04 | 0.26 | 0.10 | 0.04 | 0.28 | 0.28 | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 |

| Signal Timing / Movement Groups | EBL | EBT/R | WBL | WBT/R | NBL | NBT/R | SBL | SBT/R |
|---|---|---|---|---|---|---|---|---|
| Lost Time ($t_L$) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Green Ratio ($g/C$) | 0.15 | 0.30 | 0.12 | 0.27 | 0.12 | 0.18 | 0.11 | 0.17 |
| Permitted Saturation Flow Rate ($s_p$), veh/h/ln | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Shared Saturation Flow Rate ($s_{sh}$), veh/h/ln | | | | | | | | |
| Permitted Effective Green Time ($g_p$), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Permitted Service Time ($g_u$), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Permitted Queue Service Time ($g_{ps}$), s | | | | | | | | |
| Time to First Blockage ($g_f$), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Queue Service Time Before Blockage ($g_{fs}$), s | | | | | | | | |
| Protected Right Saturation Flow ($s_R$), veh/h/ln | | 1610 | | | | | | |
| Protected Right Effective Green Time ($g_R$), s | | 9.9 | | | | | | |

| Multimodal | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian $F_w$ / $F_v$ | 1.710 | 0.000 | 1.557 | 0.000 | 1.557 | 0.000 | 1.852 | 0.000 |
| Pedestrian $F_s$ / $F_{delay}$ | 0.000 | 0.120 | 0.000 | 0.123 | 0.000 | 0.132 | 0.000 | 0.134 |
| Pedestrian $M_{corner}$ / $M_{cw}$ | 0.00 | | 0.00 | | 0.00 | | 0.00 | |
| Bicycle $c_b$ / $d_b$ | 593.10 | 19.99 | 535.60 | 21.66 | 360.07 | 27.17 | 333.40 | 28.06 |
| Bicycle $F_w$ / $F_v$ | -3.64 | 1.12 | -3.64 | 0.77 | -3.64 | 0.40 | -3.64 | 0.47 |

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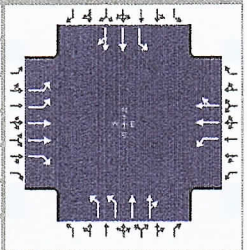
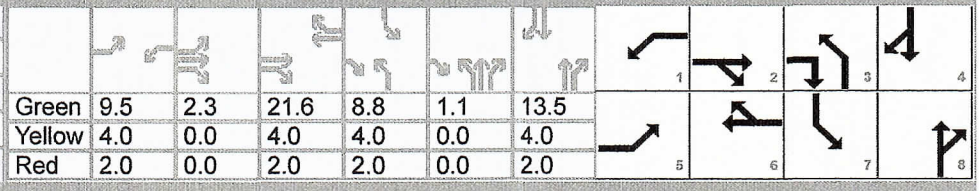
# HCS Signalized Intersection Results Graphical Summary

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | O'Rourke Engineering | | | Duration, h | 0.250 |
| Analyst | MM | Analysis Date | Aug 11, 2022 | Area Type | Other |
| Jurisdiction | St. Lucie County | Time Period | PM Peak Hour | PHF | 0.88 |
| Urban Street | Midway Rd | Analysis Year | Existing | Analysis Period | 1> 7:00 |
| Intersection | Selvitz and Midway | File Name | Ft Pierce Commerce -Midway Selvitz.PM.existing... | | |
| Project Description | Ft. Pierce Commerce Center - Existing | | | | |



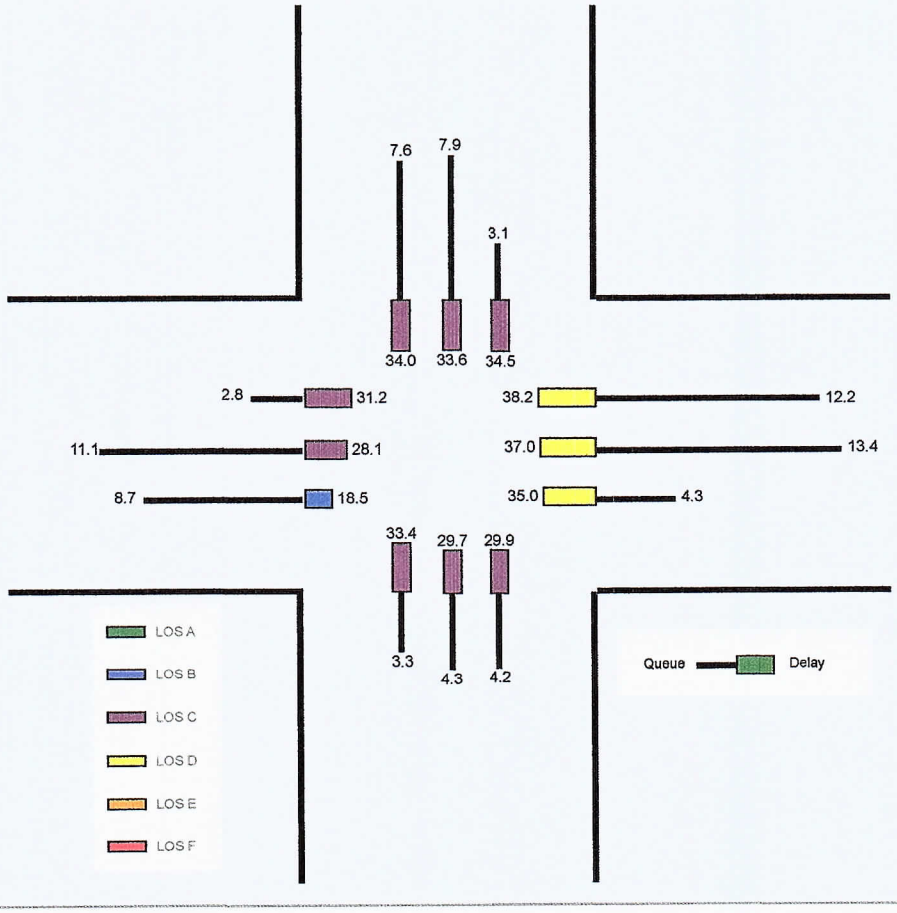
| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 159 | 701 | 334 | 115 | 648 | 56 | 183 | 186 | 62 | 84 | 319 | 94 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 80.8 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |




| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Green | 9.5 | 2.3 | | 21.6 | 8.8 | 1.1 | 13.5 | | | | | |
| Yellow | 4.0 | 0.0 | | 4.0 | 4.0 | 0.0 | 4.0 | | | | | |
| Red | 2.0 | 0.0 | | 2.0 | 2.0 | 0.0 | 2.0 | | | | | |

| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Back of Queue ( *Q* ), ft/ln ( 95 th percentile) | | | | | | | | | | | | |
| Back of Queue ( *Q* ), veh/ln ( 95 th percentile) | 2.8 | 11.1 | 8.7 | 4.3 | 13.4 | 12.2 | 3.3 | 4.3 | 4.2 | 3.1 | 7.9 | 7.6 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Control Delay ( *d* ), s/veh | 31.2 | 28.1 | 18.5 | 35.0 | 37.0 | 38.2 | 33.4 | 29.7 | 29.9 | 34.5 | 33.6 | 34.0 |
| Level of Service (LOS) | C | C | B | D | D | D | C | C | C | C | C | C |
| Approach Delay, s/veh / LOS | 25.8 | C | | 37.2 | D | | 31.3 | C | | 33.9 | C | |
| Intersection Delay, s/veh / LOS | 31.2 | | | | | | C | | | | | |

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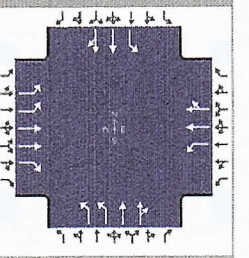
# HCS Signalized Intersection Results Summary

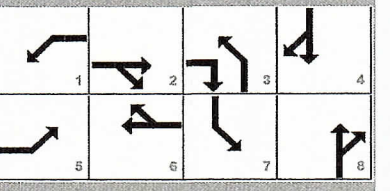
| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | O'Rourke Engineering | | | Duration, h | 0.250 |
| Analyst | MM | Analysis Date | Aug 11, 2022 | Area Type | Other |
| Jurisdiction | St. Lucie County | Time Period | PM Peak Hour | PHF | 0.88 |
| Urban Street | Midway Rd | Analysis Year | Existing | Analysis Period | 1> 7:00 |
| Intersection | Selvitz and Midway | File Name | Ft Pierce Commerce -Midway Selvitz.PM.existing... | | |
| Project Description | Ft. Pierce Commerce Center - Existing | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 159 | 701 | 334 | 115 | 648 | 56 | 183 | 186 | 62 | 84 | 319 | 94 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 80.8 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 9.5 | 2.3 | 21.6 | 8.8 | 1.1 | 13.5 | |
| Yellow | 4.0 | 0.0 | 4.0 | 4.0 | 0.0 | 4.0 | |
| Red | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | |




| Timer Results | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Assigned Phase | 5 | 2 | 1 | 6 | 3 | 8 | 7 | 4 |
| Case Number | 2.0 | 3.0 | 2.0 | 4.0 | 2.0 | 4.0 | 2.0 | 4.0 |
| Phase Duration, s | 17.8 | 30.0 | 15.5 | 27.6 | 15.9 | 20.5 | 14.8 | 19.5 |
| Change Period, ( $Y+R_c$ ), s | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Max Allow Headway ( *MAH* ), s | 3.1 | 3.1 | 3.1 | 3.1 | 3.1 | 3.1 | 3.1 | 3.1 |
| Queue Clearance Time ( $g_s$ ), s | 5.7 | 18.1 | 7.6 | 19.2 | 6.5 | 7.7 | 6.0 | 12.1 |
| Green Extension Time ( $g_e$ ), s | 0.3 | 2.8 | 0.1 | 2.5 | 0.3 | 1.4 | 0.1 | 1.4 |
| Phase Call Probability | 0.98 | 1.00 | 0.95 | 1.00 | 0.99 | 1.00 | 0.88 | 1.00 |
| Max Out Probability | 0.00 | 0.65 | 0.00 | 0.77 | 0.01 | 0.00 | 0.01 | 0.00 |

| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Adjusted Flow Rate ( *v* ), veh/h | 181 | 797 | 380 | 131 | 427 | 373 | 208 | 144 | 138 | 95 | 242 | 228 |
| Adjusted Saturation Flow Rate ( *s* ), veh/h/ln | 1757 | 1809 | 1610 | 1810 | 1900 | 1659 | 1757 | 1900 | 1740 | 1810 | 1900 | 1752 |
| Queue Service Time ( $g_s$ ), s | 3.7 | 16.1 | 14.5 | 5.6 | 17.1 | 17.2 | 4.5 | 5.4 | 5.7 | 4.0 | 9.8 | 10.1 |
| Cycle Queue Clearance Time ( $g_c$ ), s | 3.7 | 16.1 | 14.5 | 5.6 | 17.1 | 17.2 | 4.5 | 5.4 | 5.7 | 4.0 | 9.8 | 10.1 |
| Green Ratio ( *g/C* ) | 0.15 | 0.30 | 0.42 | 0.12 | 0.27 | 0.27 | 0.12 | 0.18 | 0.18 | 0.11 | 0.17 | 0.17 |
| Capacity ( *c* ), veh/h | 513 | 1073 | 675 | 212 | 509 | 444 | 431 | 342 | 313 | 198 | 317 | 292 |
| Volume-to-Capacity Ratio ( *X* ) | 0.352 | 0.742 | 0.562 | 0.616 | 0.839 | 0.840 | 0.483 | 0.421 | 0.440 | 0.483 | 0.763 | 0.779 |
| Back of Queue ( *Q* ), ft/ln ( 95 th percentile) | | | | | | | | | | | | |
| Back of Queue ( *Q* ), veh/ln ( 95 th percentile) | 2.8 | 11.1 | 8.7 | 4.3 | 13.4 | 12.2 | 3.3 | 4.3 | 4.2 | 3.1 | 7.9 | 7.6 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay ( $d_1$ ), s/veh | 31.1 | 25.6 | 17.8 | 33.9 | 27.9 | 28.0 | 33.1 | 29.4 | 29.5 | 33.8 | 32.1 | 32.2 |
| Incremental Delay ( $d_2$ ), s/veh | 0.2 | 2.5 | 0.7 | 1.1 | 9.0 | 10.3 | 0.3 | 0.3 | 0.4 | 0.7 | 1.4 | 1.7 |
| Initial Queue Delay ( $d_3$ ), 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 |
| Control Delay ( *d* ), s/veh | 31.2 | 28.1 | 18.5 | 35.0 | 37.0 | 38.2 | 33.4 | 29.7 | 29.9 | 34.5 | 33.6 | 34.0 |
| Level of Service (LOS) | C | C | B | D | D | D | C | C | C | C | C | C |
| Approach Delay, s/veh / LOS | 25.8 | C | | 37.2 | D | | 31.3 | C | | 33.9 | C | |
| Intersection Delay, s/veh / LOS | 31.2 | | | | | | C | | | | | |

| Multimodal Results | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian LOS Score / LOS | 2.43 | B | 2.28 | B | 2.29 | B | 2.58 | C |
| Bicycle LOS Score / LOS | 1.61 | B | 1.26 | A | 0.89 | A | 0.95 | A |

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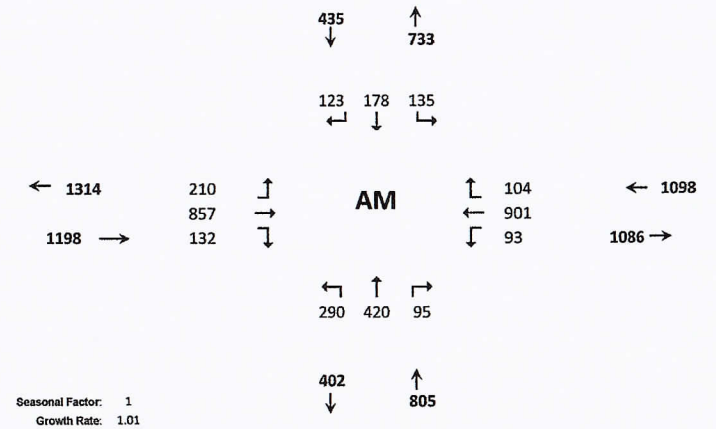
# TURNING MOVEMENT VOLUME COUNTS

**N/S STREET:** Selvitz Rd
**E/W STREET:** Midway Rd
**CONTROL:** Signalized
**FILENAME:** Energy and Selvitz
**COUNT DATE:** 2/18/2020
**DAY:** Tuesday
**CITY:** St Lucie
**REPORT DATE:**
**ANALYSIS YEAR:** 2023

| 15 Min Period | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | | ONE HOUR SUM |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | TOTAL | |
| 7:00-7:15 | 45 | 71 | 24 | 18 | 24 | 32 | 30 | 196 | 33 | 9 | 148 | 21 | 651 | 2982 |
| 7:15-7:30 | 63 | 81 | 22 | 15 | 32 | 27 | 44 | 183 | 28 | 18 | 145 | 23 | 681 | 2958 |
| 7:30-7:45 | 67 | 122 | 22 | 37 | 39 | 22 | 59 | 151 | 32 | 22 | 213 | 21 | 807 | 2853 |
| 7:45-8:00 | 74 | 127 | 24 | 19 | 60 | 28 | 52 | 182 | 18 | 40 | 193 | 26 | 843 | 2606 |
| 8:00-8:15 | 54 | 52 | 11 | 21 | 31 | 20 | 40 | 173 | 28 | 16 | 168 | 13 | 627 | 2265 |
| 8:15-8:30 | 52 | 59 | 23 | 13 | 28 | 20 | 34 | 127 | 26 | 17 | 167 | 10 | 576 | |
| 8:30-8:45 | 60 | 57 | 23 | 12 | 33 | 25 | 30 | 151 | 29 | 7 | 111 | 22 | 560 | |
| 8:45-9:00 | 38 | 39 | 23 | 19 | 15 | 15 | 30 | 150 | 30 | 10 | 116 | 17 | 502 | |
| AM PEAK HOUR IS FROM: | | | 7:00AM TO 8:00AM | | | | | | | | | | | |
| Volumes | 249 | 401 | 92 | 89 | 155 | 109 | 185 | 712 | 111 | 89 | 699 | 91 | 2982 | |
| Season Factor | 249 | 401 | 92 | 89 | 155 | 109 | 185 | 712 | 111 | 89 | 699 | 91 | 2982 | |
| Growth | 257 | 413 | 95 | 92 | 160 | 112 | 191 | 734 | 114 | 92 | 720 | 94 | 3072 | |
| In/Out | - | IN | - | OUT | OUT | OUT | IN | - | - | - | - | IN | | |
| Percentage | 0% | 20% | 0% | 20% | 20% | 30% | 30% | 0% | 0% | 0% | 0% | 20% | | |
| **PROJECT** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Arcosa % | 8% | | | | | 10% | 10% | 31% | 8% | | 31% | | | |
| **Arcosa** | 1 | 0 | 0 | 0 | 0 | 2 | 6 | 5 | 1 | 0 | 5 | 0 | | |
| Southern Grove DRI % | | | | | | | | 0.7% | | | 0.7% | | | |
| **Southern Grove DRI** | | | | | | | | 9 | | | 11 | | | |
| Western Grove DRI % | | | | | | | | 1.1% | | | 1.1% | | | |
| **Western Grove DRI** | | | | | | | | 6 | | | 4 | | | |
| Wilson Grove DRI % | | | | | | | | 0.7% | | | 0.7% | | | |
| **Wilson Grove DRI** | | | | | | | | 7 | | | 7 | | | |
| Riverland DRI % | | | | | | | | 0.6% | | | 0.6% | | | |
| ***Riverland DRI*** | | | | | | | | 8 | | | 7 | | | |
| LTC Ranch % | 1.4% | | | | | | | 6.3% | 1.4% | | 6.3% | | | |
| **LTC Ranch** | 6 | | | | | | | 25 | 6 | | 29 | | | |
| Wawa Midway & Selvitz % | 15.0% | | | 49.0% | 15.0% | | | | | | 31.0% | | | |
| **Wawa Midway & Selvitz** | 12 | | | 38 | 12 | | | | | | 25 | | | |
| Village at Midway % | 1.0% | | | | | 1.0% | 1.0% | 5.0% | 1.0% | | 5.0% | | | |
| **Village at Midway** | 4 | | | | | 2 | 4 | 8 | 2 | | 18 | | | |
| Ravina % | | | 2.0% | 6.0% | | | | 16.0% | | 2.0% | 16.0% | 6.0% | | |
| **Ravina** | | | 0 | 1 | | | | 4 | | 1 | 11 | 4 | | |
| Willow Lakes % | 3.0% | | | | | 1.0% | 1.0% | 19.0% | 3.0% | | 19.0% | | | |
| **Willow Lakes** | 10 | | | | | 3 | 3 | 51 | 8 | | 64 | | | |
| Waste Pro | | 5 | | 2 | 5 | 3 | 3 | | | | | 2 | | |
| **Transit** | | 2 | | 2 | 1 | 1 | 3 | | | | | 4 | | |
| Total | 290 | 420 | 95 | 135 | 178 | 123 | 210 | 857 | 132 | 93 | 901 | 104 | 3072 | |

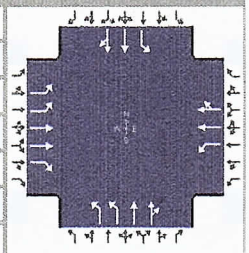



**Seasonal Factor:** 1
**Growth Rate:** 1.01
**Years Grown:** 3

| | Trips In | Trips Out |
|---|---|---|
| **Energy and Selvitz** | | |
| **Arcosa** | 59 | 16 |
| **Southern Grove DRI** | 1,555 | 1,308 |
| **Western Grove DRI** | 338 | 534 |
| **Wilson Grove DRI** | 969 | 952 |
| **Riverland DRI** | 1,198 | 1,392 |
| **LTC Ranch** | 456 | 406 |
| **Wawa Midway & Selvitz** | 79 | 78 |
| **Village at Midway** | 363 | 151 |
| **Ravina** | 22 | 68 |
| **Willow Lakes** | 339 | 266 |

# HCS Signalized Intersection Input Data

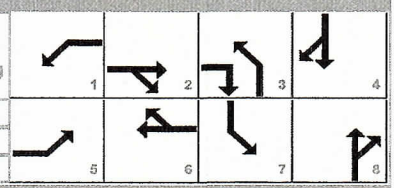
| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | O'Rourke Engineering | | | Duration, h | 0.250 |
| Analyst | MM | Analysis Date | Aug 11, 2022 | Area Type | Other |
| Jurisdiction | St. Lucie County | Time Period | AM Peak Hour | PHF | 0.88 |
| Urban Street | Midway Rd | Analysis Year | 2023 AM Without | Analysis Period | 1> 7:00 |
| Intersection | Selvitz and Midway | File Name | Ft Pierce Commerce - Midway Selvitz.AM.without... | | |
| Project Description | Ft. Pierce Commerce Center - Without Project | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 210 | 857 | 132 | 93 | 901 | 104 | 290 | 420 | 95 | 135 | 178 | 125 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 86.8 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Green | 9.2 | 2.7 | | 24.0 | 9.8 | 0.5 | 16.6 | | | | | |
| Yellow | 4.0 | 0.0 | | 4.0 | 4.0 | 0.0 | 4.0 | | | | | |
| Red | 2.0 | 0.0 | | 2.0 | 2.0 | 0.0 | 2.0 | | | | | |




| Traffic Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand (*v*), veh/h | 210 | 857 | 132 | 93 | 901 | 104 | 290 | 420 | 95 | 135 | 178 | 125 |
| Initial Queue ($Q_b$), veh/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Base Saturation Flow Rate ($s_o$), veh/h | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Parking ($N_m$), man/h | | None | | 0 | L + R | 0 | | None | | | None | |
| Heavy Vehicles ($P_{HV}$), % | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Ped / Bike / RTOR, /h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Buses ($N_b$), buses/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Arrival Type (*AT*) | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Upstream Filtering (*I*) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lane Width ( *W* ), ft | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | | 12.0 | 12.0 | | 12.0 | 12.0 | |
| Turn Bay Length, ft | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Grade (*Pg*), % | | 0 | | | 0 | | | 0 | | | 0 | |
| Speed Limit, mi/h | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 |

| Phase Information | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Maximum Green ($G_{max}$) or Phase Split, s | 22.0 | 24.0 | 16.0 | 24.0 | 14.0 | 60.0 | 13.0 | 60.0 |
| Yellow Change Interval (*Y*), s | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Red Clearance Interval ( $R_c$), s | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Minimum Green ( $G_{min}$), s | 12 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Start-Up Lost Time ( *l1*), s | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Extension of Effective Green (*e*), s | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Passage (*PT*), s | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Recall Mode | Off | Min | Off | Min | Off | Off | Off | Off |
| Dual Entry | No | Yes | No | Yes | No | Yes | No | Yes |
| Walk (*Walk*), s | | 0.0 | | 0.0 | | 0.0 | | 0.0 |
| Pedestrian Clearance Time (*PC*), s | | 0.0 | | 0.0 | | 0.0 | | 0.0 |

| Multimodal Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 85th % Speed / Rest in Walk / Corner Radius | 0.0 | No | 25.0 | 0.0 | No | 25.0 | 0.0 | No | 25.0 | 0.0 | No | 25.0 |
| Walkway / Crosswalk Width / Length, ft | 9.0 | 12.0 | 0.0 | 9.0 | 12.0 | 0.0 | 9.0 | 12.0 | 0.0 | 9.0 | 12.0 | 0.0 |
| Street Width / Island / Curb, ft | 0.0 | 0 | No | 0.0 | 0 | No | 0.0 | 0 | No | 0.0 | 0 | No |
| Width Outside / Bike Lane / Shoulder, ft | 12.0 | 5.0 | 2.0 | 12.0 | 5.0 | 2.0 | 12.0 | 5.0 | 2.0 | 12.0 | 5.0 | 2.0 |
| Pedestrian Signal / Occupied Parking | No | | 0.50 | No | | 0.50 | No | | 0.50 | No | | 0.50 |

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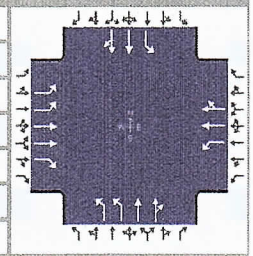
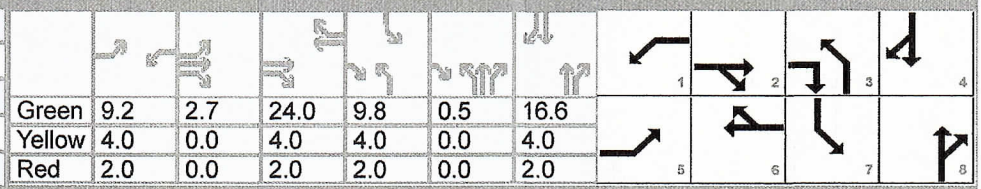
# HCS Signalized Intersection Intermediate Values

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | O'Rourke Engineering | | | Duration, h | 0.250 |
| Analyst | MM | Analysis Date | Aug 11, 2022 | Area Type | Other |
| Jurisdiction | St. Lucie County | Time Period | AM Peak Hour | PHF | 0.88 |
| Urban Street | Midway Rd | Analysis Year | 2023 AM Without | Analysis Period | 1> 7:00 |
| Intersection | Selvitz and Midway | File Name | Ft Pierce Commerce - Midway Selvitz.AM.without... | | |
| Project Description | Ft. Pierce Commerce Center - Without Project | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( $v$ ), veh/h | 210 | 857 | 132 | 93 | 901 | 104 | 290 | 420 | 95 | 135 | 178 | 125 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 86.8 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |




| | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Green | 9.2 | 2.7 | | 24.0 | 9.8 | 0.5 | 16.6 | | | | | |
| Yellow | 4.0 | 0.0 | | 4.0 | 4.0 | 0.0 | 4.0 | | | | | |
| Red | 2.0 | 0.0 | | 2.0 | 2.0 | 0.0 | 2.0 | | | | | |

| Saturation Flow / Delay | L | T | R | L | T | R | L | T | R | L | T | R |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Width Adjustment Factor ($f_w$) | | | | | | | | | | | | |
| Heavy Vehicles and Grade Factor ($f_{HVg}$) | | | | | | | | | | | | |
| Parking Activity Adjustment Factor ($f_p$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 0.900 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Bus Blockage Adjustment Factor ($f_{bb}$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Area Type Adjustment Factor ($f_a$) | | | | | | | | | | | | |
| Lane Utilization Adjustment Factor ($f_{LU}$) | 0.971 | 0.952 | 1.000 | 1.000 | 1.000 | 1.000 | 0.971 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Left-Turn Adjustment Factor ($f_{LT}$) | 0.952 | 0.000 | | 0.952 | 0.000 | | 0.952 | 0.000 | | 0.952 | 0.000 | |
| Right-Turn Adjustment Factor ($f_{RT}$) | | 0.000 | 0.847 | | 0.865 | 0.865 | | 0.936 | 0.936 | | 0.866 | 0.866 |
| Left-Turn Pedestrian Adjustment Factor ($f_{Lpb}$) | 1.000 | | | 1.000 | | | 1.000 | | | 1.000 | | |
| Right-Turn Ped-Bike Adjustment Factor ($f_{Rpb}$) | | | 1.000 | | | 1.000 | | | 1.000 | | | 1.000 |
| Work Zone Adjustment Factor ($f_{wz}$) | | | | | | | | | | | | |
| DDI Factor ($f_{DDI}$) | | | | | | | | | | | | |
| Movement Saturation Flow Rate ($s$), veh/h | 3514 | 3618 | 1610 | 1810 | 3178 | 367 | 3514 | 3004 | 675 | 1810 | 2126 | 1418 |
| Proportion of Vehicles Arriving on Green ($P$) | 0.14 | 0.31 | 0.31 | 0.11 | 0.28 | 0.28 | 0.12 | 0.20 | 0.20 | 0.11 | 0.19 | 0.19 |
| Incremental Delay Factor ($k$) | 0.04 | 0.38 | 0.04 | 0.04 | 0.50 | 0.50 | 0.12 | 0.04 | 0.04 | 0.10 | 0.04 | 0.04 |

| Signal Timing / Movement Groups | EBL | EBT/R | WBL | WBT/R | NBL | NBT/R | SBL | SBT/R |
|---|---|---|---|---|---|---|---|---|
| Lost Time ($t_L$) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Green Ratio ($g/C$) | 0.14 | 0.31 | 0.11 | 0.28 | 0.12 | 0.20 | 0.11 | 0.19 |
| Permitted Saturation Flow Rate ($s_p$), veh/h/ln | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Shared Saturation Flow Rate ($s_{sh}$), veh/h/ln | | | | | | | | |
| Permitted Effective Green Time ($g_p$), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Permitted Service Time ($g_u$), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Permitted Queue Service Time ($g_{ps}$), s | | | | | | | | |
| Time to First Blockage ($g_f$), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Queue Service Time Before Blockage ($g_{fs}$), s | | | | | | | | |
| Protected Right Saturation Flow ($s_R$), veh/h/ln | | 1610 | | | | | | |
| Protected Right Effective Green Time ($g_R$), s | | 10.3 | | | | | | |

| Multimodal | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian $F_w$ / $F_v$ | 1.710 | 0.000 | 1.557 | 0.000 | 1.557 | 0.000 | 1.852 | 0.000 |
| Pedestrian $F_s$ / $F_{delay}$ | 0.000 | 0.122 | 0.000 | 0.125 | 0.000 | 0.134 | 0.000 | 0.134 |
| Pedestrian $M_{corner}$ / $M_{cw}$ | 0.00 | | 0.00 | | 0.00 | | 0.00 | |
| Bicycle $c_b$ / $d_b$ | 616.22 | 20.78 | 553.00 | 22.72 | 393.63 | 28.00 | 382.15 | 28.40 |
| Bicycle $F_w$ / $F_v$ | -3.64 | 1.12 | -3.64 | 1.03 | -3.64 | 0.75 | -3.64 | 0.41 |

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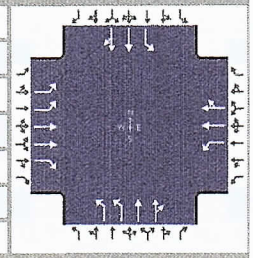
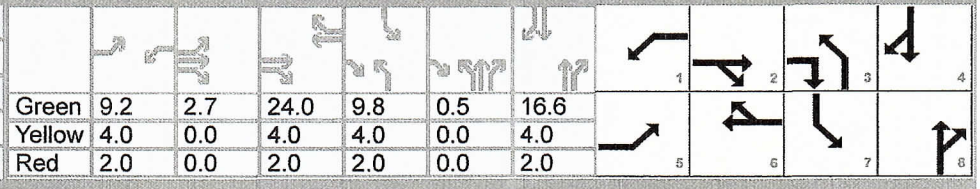
# HCS Signalized Intersection Results Graphical Summary

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | O'Rourke Engineering | | | Duration, h | 0.250 |
| Analyst | MM | Analysis Date | Aug 11, 2022 | Area Type | Other |
| Jurisdiction | St. Lucie County | Time Period | AM Peak Hour | PHF | 0.88 |
| Urban Street | Midway Rd | Analysis Year | 2023 AM Without | Analysis Period | 1> 7:00 |
| Intersection | Selvitz and Midway | File Name | Ft Pierce Commerce - Midway Selvitz.AM.without... | | |
| Project Description | Ft. Pierce Commerce Center - Without Project | | | | |



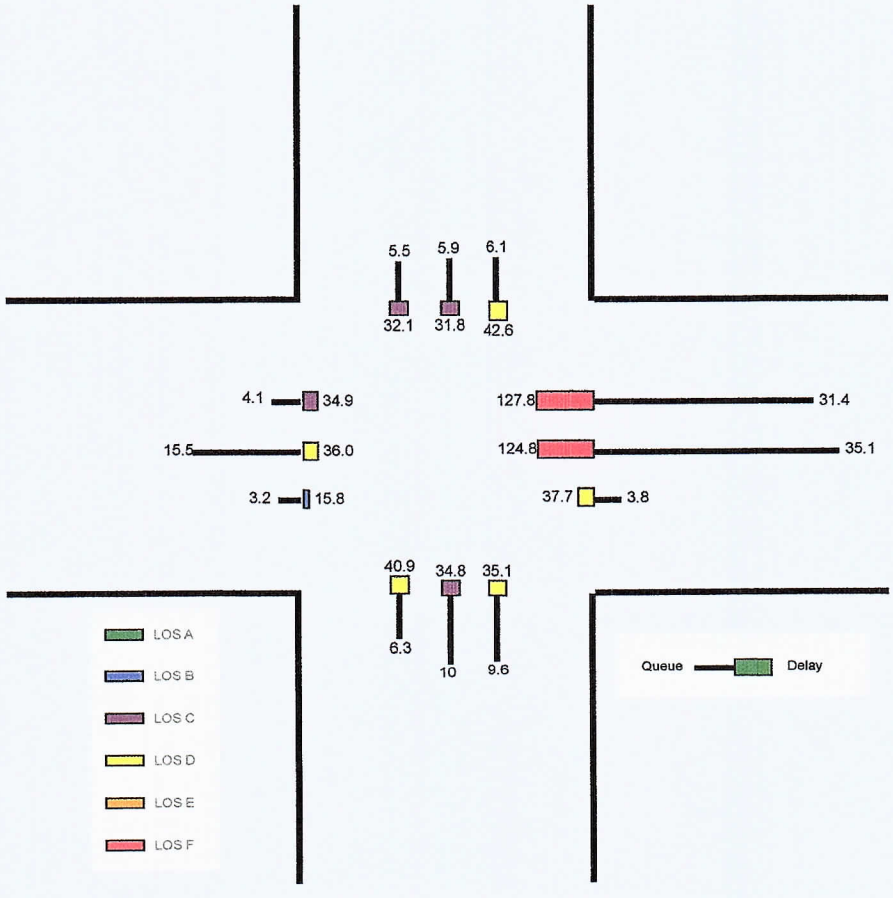
| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 210 | 857 | 132 | 93 | 901 | 104 | 290 | 420 | 95 | 135 | 178 | 125 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 86.8 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |




| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Green | 9.2 | 2.7 | | 24.0 | 9.8 | 0.5 | 16.6 | | | | | |
| Yellow | 4.0 | 0.0 | | 4.0 | 4.0 | 0.0 | 4.0 | | | | | |
| Red | 2.0 | 0.0 | | 2.0 | 2.0 | 0.0 | 2.0 | | | | | |

| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Back of Queue ( *Q* ), ft/ln ( 95 th percentile) | | | | | | | | | | | | |
| Back of Queue ( *Q* ), veh/ln ( 95 th percentile) | 4.1 | 15.5 | 3.2 | 3.8 | 35.1 | 31.4 | 6.3 | 10.0 | 9.6 | 6.1 | 5.9 | 5.5 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Control Delay ( *d* ), s/veh | 34.9 | 36.0 | 15.8 | 37.7 | 124.8 | 127.8 | 40.9 | 34.8 | 35.1 | 42.6 | 31.8 | 32.1 |
| Level of Service (LOS) | C | D | B | D | F | F | D | C | D | D | C | C |
| Approach Delay, s/veh / LOS | 33.6 | | C | 118.7 | | F | 37.1 | | D | 35.2 | | D |
| Intersection Delay, s/veh / LOS | 61.0 | | | | | | E | | | | | |

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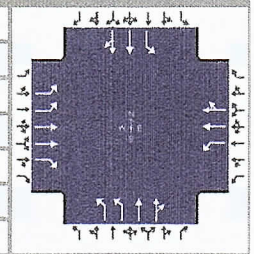
# HCS Signalized Intersection Results Summary

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | O'Rourke Engineering | | | Duration, h | 0.250 |
| Analyst | MM | Analysis Date | Aug 11, 2022 | Area Type | Other |
| Jurisdiction | St. Lucie County | Time Period | AM Peak Hour | PHF | 0.88 |
| Urban Street | Midway Rd | Analysis Year | 2023 AM Without | Analysis Period | 1> 7:00 |
| Intersection | Selvitz and Midway | File Name | Ft Pierce Commerce - Midway Selvitz.AM.without... | | |
| Project Description | Ft. Pierce Commerce Center - Without Project | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 210 | 857 | 132 | 93 | 901 | 104 | 290 | 420 | 95 | 135 | 178 | 125 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 86.8 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Green | 9.2 | 2.7 | 24.0 | 9.8 | 0.5 | 16.6 | 1 | 2 | 3 | 4 | | |
| Yellow | 4.0 | 0.0 | 4.0 | 4.0 | 0.0 | 4.0 | 5 | 6 | 7 | 8 | | |
| Red | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | | | | | | |

| Timer Results | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Assigned Phase | 5 | 2 | 1 | 6 | 3 | 8 | 7 | 4 |
| Case Number | 2.0 | 3.0 | 2.0 | 4.0 | 2.0 | 4.0 | 2.0 | 4.0 |
| Phase Duration, s | 18.0 | 32.7 | 15.2 | 30.0 | 16.3 | 23.1 | 15.8 | 22.6 |
| Change Period, ( $Y+R_c$ ), s | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Max Allow Headway ( *MAH* ), s | 3.1 | 3.1 | 3.1 | 3.1 | 3.1 | 3.1 | 3.1 | 3.1 |
| Queue Clearance Time ( $g_s$ ), s | 7.5 | 24.1 | 6.8 | 26.0 | 9.9 | 15.3 | 9.1 | 9.8 |
| Green Extension Time ( $g_e$ ), s | 0.5 | 0.0 | 0.1 | 0.0 | 0.3 | 1.8 | 0.1 | 1.8 |
| Phase Call Probability | 1.00 | 1.00 | 0.92 | 1.00 | 1.00 | 1.00 | 0.98 | 1.00 |
| Max Out Probability | 0.00 | 1.00 | 0.00 | 1.00 | 0.43 | 0.00 | 0.43 | 0.00 |

| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Adjusted Flow Rate ( *v* ), veh/h | 239 | 974 | 150 | 106 | 612 | 530 | 330 | 301 | 284 | 153 | 180 | 165 |
| Adjusted Saturation Flow Rate ( *s* ), veh/h/ln | 1757 | 1809 | 1610 | 1810 | 1900 | 1644 | 1757 | 1900 | 1779 | 1810 | 1900 | 1645 |
| Queue Service Time ( $g_s$ ), s | 5.5 | 22.1 | 5.1 | 4.8 | 24.0 | 24.0 | 7.9 | 13.1 | 13.3 | 7.1 | 7.3 | 7.8 |
| Cycle Queue Clearance Time ( $g_c$ ), s | 5.5 | 22.1 | 5.1 | 4.8 | 24.0 | 24.0 | 7.9 | 13.1 | 13.3 | 7.1 | 7.3 | 7.8 |
| Green Ratio ( *g/C* ) | 0.14 | 0.31 | 0.43 | 0.11 | 0.28 | 0.28 | 0.12 | 0.20 | 0.20 | 0.11 | 0.19 | 0.19 |
| Capacity ( *c* ), veh/h | 484 | 1115 | 686 | 192 | 525 | 455 | 415 | 374 | 350 | 203 | 363 | 314 |
| Volume-to-Capacity Ratio ( *X* ) | 0.493 | 0.874 | 0.219 | 0.550 | 1.165 | 1.166 | 0.794 | 0.804 | 0.812 | 0.754 | 0.495 | 0.524 |
| Back of Queue ( *Q* ), ft/ln ( 95 th percentile) | | | | | | | | | | | | |
| Back of Queue ( *Q* ), veh/ln ( 95 th percentile) | 4.1 | 15.5 | 3.2 | 3.8 | 35.1 | 31.4 | 6.3 | 10.0 | 9.6 | 6.1 | 5.9 | 5.5 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay ( $d_1$ ), s/veh | 34.6 | 28.4 | 15.8 | 36.8 | 31.4 | 31.4 | 37.2 | 33.3 | 33.3 | 37.4 | 31.4 | 31.6 |
| Incremental Delay ( $d_2$ ), s/veh | 0.3 | 7.6 | 0.1 | 0.9 | 93.4 | 96.4 | 3.7 | 1.6 | 1.8 | 5.2 | 0.4 | 0.5 |
| Initial Queue Delay ( $d_3$ ), 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 |
| Control Delay ( *d* ), s/veh | 34.9 | 36.0 | 15.8 | 37.7 | 124.8 | 127.8 | 40.9 | 34.8 | 35.1 | 42.6 | 31.8 | 32.1 |
| Level of Service (LOS) | C | D | B | D | F | F | D | C | D | D | C | C |
| Approach Delay, s/veh / LOS | 33.6 | C | | 118.7 | F | | 37.1 | D | | 35.2 | D | |
| Intersection Delay, s/veh / LOS | 61.0 | | | | | | E | | | | | |

| Multimodal Results | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian LOS Score / LOS | 2.43 | B | 2.28 | B | 2.29 | B | 2.59 | C |
| Bicycle LOS Score / LOS | 1.61 | B | 1.52 | B | 1.24 | A | 0.90 | A |

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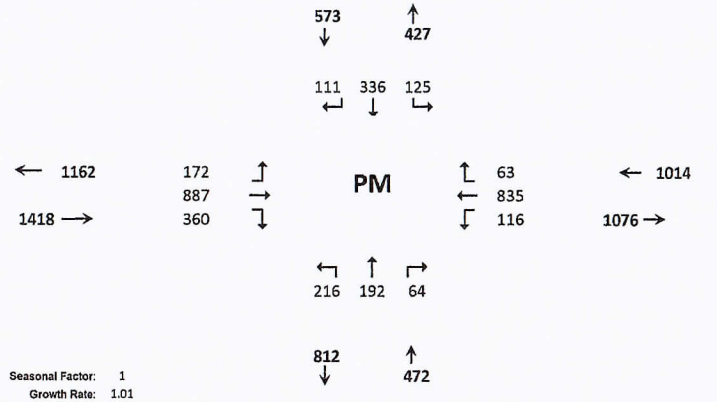
# TURNING MOVEMENT VOLUME COUNTS

**N/S STREET:** Selvitz Rd
**E/W STREET:** Midway Rd
**CONTROL:** Signalized
**FILENAME:** Energy and Selvitz
**COUNT DATE:** 2/18/2020
**DAY:** Tuesday
**County:** SLCo
**REPORT DATE:** 5.12.2022
**ANALYSIS YEAR:** 2023 PM (without project)

| 15 Min Period / lanes | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | | ONE HOUR SUM |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | TOTAL | |
| 4:00-4:15 | 52 | 57 | 12 | 24 | 55 | 39 | 31 | 186 | 58 | 35 | 173 | 10 | 732 | 2810 |
| 4:15-4:30 | 72 | 56 | 17 | 15 | 66 | 27 | 36 | 159 | 44 | 37 | 154 | 16 | 699 | 2794 |
| 4:30-4:45 | 48 | 49 | 22 | 20 | 69 | 21 | 52 | 151 | 74 | 26 | 162 | 8 | 702 | 2855 |
| 4:45-5:00 | 57 | 40 | 13 | 16 | 73 | 22 | 35 | 157 | 75 | 29 | 144 | 16 | 677 | 2762 |
| 5:00-5:15 | 24 | 48 | 7 | 33 | 86 | 23 | 26 | 190 | 85 | 23 | 157 | 14 | 716 | 2635 |
| 5:15-5:30 | 49 | 44 | 18 | 13 | 82 | 25 | 41 | 182 | 90 | 34 | 166 | 16 | 760 | |
| 5:30-5:45 | 30 | 46 | 6 | 14 | 55 | 22 | 29 | 159 | 64 | 28 | 143 | 13 | 609 | |
| 5:45-6:00 | 44 | 42 | 11 | 11 | 53 | 12 | 25 | 122 | 59 | 29 | 129 | 13 | 550 | |
| PM PEAK HOUR IS FROM: | | | 4:30 PM TO 5:30PM | | | | | | | | | | | |
| Volumes | 178 | 181 | 60 | 82 | 310 | 91 | 154 | 680 | 324 | 112 | 629 | 54 | 2855 | |
| Season Factor | 178 | 181 | 60 | 82 | 310 | 91 | 154 | 680 | 324 | 112 | 629 | 54 | 2855 | |
| Growth | 183 | 186 | 62 | 84 | 319 | 94 | 159 | 701 | 334 | 115 | 648 | 56 | 2942 | |
| In/Out | - | IN | - | OUT | OUT | OUT | IN | - | - | - | - | IN | | |
| Percentage | 0% | 20% | 0% | 20% | 20% | 30% | 30% | 0% | 0% | 0% | 0% | 20% | | |
| PROJECT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Arcosa % | 8% | | | | | 10% | 10% | 31% | 8% | | 31% | | | |
| Arcosa | 3 | 0 | 0 | 0 | 0 | 3 | 2 | 11 | 3 | 0 | 11 | 0 | | |
| Southern Grove DRI % | | | | | | | | 0.7% | | | 0.7% | | | |
| Southern Grove DRI | | | | | | | | 18 | | | 12 | | | |
| Western Grove DRI % | | | | | | | | 1.1% | | | 1.1% | | | |
| Western Grove DRI | | | | | | | | 6 | | | 4 | | | |
| Wilson Grove DRI % | | | | | | | | 0.7% | | | 0.7% | | | |
| Wilson Grove DRI | | | | | | | | 10 | | | 8 | | | |
| Riverland DRI % | | | | | | | | 0.6% | | | 0.6% | | | |
| Riverland DRI | | | | | | | | 11 | | | 11 | | | |
| LTC Ranch % | 1.4% | | | | | | | 6.3% | 1.4% | | 6.3% | | | |
| LTC Ranch | 8 | | | | | | | 47 | 10 | | 37 | | | |
| Wawa Midway & Selvitz % | 15.0% | | | 49.0% | 15.0% | | | | | | 31.0% | | | |
| Wawa Midway & Selvitz | 9 | | | 30 | 9 | | | | | | 19 | | | |
| Village at Midway % | 1.0% | | | | | 1.0% | 1.0% | 5.0% | 1.0% | | 5.0% | | | |
| Village at Midway | 2 | | | | | 5 | 2 | 23 | 5 | | 9 | | | |
| Ravina % | | | 2.0% | 6.0% | | | | 16.0% | | 2.0% | 16.0% | 6.0% | | |
| Ravina | | | 2 | 5 | | | | 12 | | 1 | 7 | 3 | | |
| Willow Lakes % | 3.0% | | | | | 1.0% | 1.0% | 19.0% | 3.0% | | 19.0% | | | |
| Willow Lakes | 11 | | | | | 3 | 4 | 49 | 8 | | 69 | | | |
| Waste Pro | | 5 | | 2 | 5 | 3 | 3 | | | | | 2 | | |
| Trasnit | | 1 | | 4 | 3 | 3 | 2 | | | | | 2 | | |
| Total | 216 | 192 | 64 | 125 | 336 | 111 | 172 | 887 | 360 | 116 | 835 | 63 | 2942 | |

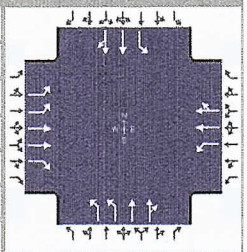



| | |
|---|---|
| Seasonal Factor: | 1 |
| Growth Rate: | 1.01 |
| Years Grown: | 3 |

| | Trips In | Trips Out |
|---|---|---|
| Energy and Selvitz | 0 | 0 |
| Arcosa | 21 | 34 |
| Southern Grove DRI | 1,748 | 2,518 |
| Western Grove DRI | 628 | 515 |
| Wilson Grove DRI | 1,136 | 1,410 |
| Riverland DRI | 1,774 | 1,819 |
| LTC Ranch | 580 | 743 |
| Wawa Midway & Selvitz | 62 | 62 |
| Village at Midway | 182 | 456 |
| Ravina | 77 | 44 |
| Willow Lakes | 363 | 259 |

# HCS Signalized Intersection Input Data

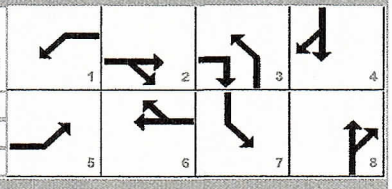
| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | O'Rourke Engineering | | | Duration, h | 0.250 |
| Analyst | MM | Analysis Date | Aug 11, 2022 | Area Type | Other |
| Jurisdiction | St. Lucie County | Time Period | PM Peak Hour | PHF | 0.88 |
| Urban Street | Midway Rd | Analysis Year | 2023 PM Without | Analysis Period | 1> 7:00 |
| Intersection | Selvitz and Midway | File Name | Ft Pierce Commerce - Midway Selvitz.PM.without... | | |
| Project Description | Ft. Pierce Commerce Center - Without Project | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 172 | 887 | 360 | 116 | 835 | 63 | 216 | 192 | 64 | 125 | 336 | 125 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 85.4 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Green | 9.6 | 2.3 | | 24.0 | 9.7 | 0.3 | 15.5 | | | | | |
| Yellow | 4.0 | 0.0 | | 4.0 | 4.0 | 0.0 | 4.0 | | | | | |
| Red | 2.0 | 0.0 | | 2.0 | 2.0 | 0.0 | 2.0 | | | | | |




| Traffic Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand (*v*), veh/h | 172 | 887 | 360 | 116 | 835 | 63 | 216 | 192 | 64 | 125 | 336 | 125 |
| Initial Queue ($Q_b$), veh/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Base Saturation Flow Rate ($s_o$), veh/h | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Parking ($N_m$), man/h | | None | | 0 | L + R | 0 | | None | | | None | |
| Heavy Vehicles ($P_{HV}$), % | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Ped / Bike / RTOR, /h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Buses ($N_b$), buses/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Arrival Type (*AT*) | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Upstream Filtering (*I*) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lane Width ( *W* ), ft | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | | 12.0 | 12.0 | | 12.0 | 12.0 | |
| Turn Bay Length, ft | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Grade (*Pg*), % | | 0 | | | 0 | | | 0 | | | 0 | |
| Speed Limit, mi/h | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 |

| Phase Information | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Maximum Green ($G_{max}$) or Phase Split, s | 22.0 | 24.0 | 16.0 | 24.0 | 14.0 | 60.0 | 13.0 | 60.0 |
| Yellow Change Interval (*Y*), s | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Red Clearance Interval ( $R_c$ ), s | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Minimum Green ( $G_{min}$ ), s | 12 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Start-Up Lost Time ( *l1* ), s | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Extension of Effective Green (*e*), s | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Passage (*PT*), s | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Recall Mode | Off | Min | Off | Min | Off | Off | Off | Off |
| Dual Entry | No | Yes | No | Yes | No | Yes | No | Yes |
| Walk (*Walk*), s | | 0.0 | | 0.0 | | 0.0 | | 0.0 |
| Pedestrian Clearance Time (*PC*), s | | 0.0 | | 0.0 | | 0.0 | | 0.0 |

| Multimodal Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 85th % Speed / Rest in Walk / Corner Radius | 0.0 | No | 25.0 | 0.0 | No | 25.0 | 0.0 | No | 25.0 | 0.0 | No | 25.0 |
| Walkway / Crosswalk Width / Length, ft | 9.0 | 12.0 | 0.0 | 9.0 | 12.0 | 0.0 | 9.0 | 12.0 | 0.0 | 9.0 | 12.0 | 0.0 |
| Street Width / Island / Curb, ft | 0.0 | 0 | No | 0.0 | 0 | No | 0.0 | 0 | No | 0.0 | 0 | No |
| Width Outside / Bike Lane / Shoulder, ft | 12.0 | 5.0 | 2.0 | 12.0 | 5.0 | 2.0 | 12.0 | 5.0 | 2.0 | 12.0 | 5.0 | 2.0 |
| Pedestrian Signal / Occupied Parking | No | | 0.50 | No | | 0.50 | No | | 0.50 | No | | 0.50 |

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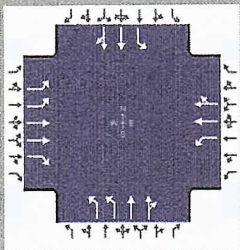
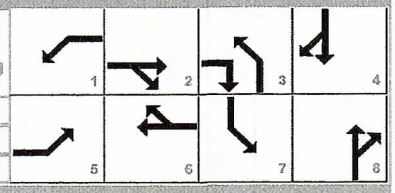
# HCS Signalized Intersection Intermediate Values

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | O'Rourke Engineering | | | Duration, h | 0.250 |
| Analyst | MM | Analysis Date | Aug 11, 2022 | Area Type | Other |
| Jurisdiction | St. Lucie County | Time Period | PM Peak Hour | PHF | 0.88 |
| Urban Street | Midway Rd | Analysis Year | 2023 PM Without | Analysis Period | 1> 7:00 |
| Intersection | Selvitz and Midway | File Name | Ft Pierce Commerce - Midway Selvitz.PM.without... | | |
| Project Description | Ft. Pierce Commerce Center - Without Project | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( $v$ ), veh/h | 172 | 887 | 360 | 116 | 835 | 63 | 216 | 192 | 64 | 125 | 336 | 125 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 85.4 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |




| | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Green | 9.6 | 2.3 | | 24.0 | 9.7 | 0.3 | 15.5 | | | | | |
| Yellow | 4.0 | 0.0 | | 4.0 | 4.0 | 0.0 | 4.0 | | | | | |
| Red | 2.0 | 0.0 | | 2.0 | 2.0 | 0.0 | 2.0 | | | | | |

| Saturation Flow / Delay | L | T | R | L | T | R | L | T | R | L | T | R |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Width Adjustment Factor ($f_w$) | | | | | | | | | | | | |
| Heavy Vehicles and Grade Factor ($f_{HVg}$) | | | | | | | | | | | | |
| Parking Activity Adjustment Factor ($f_p$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 0.900 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Bus Blockage Adjustment Factor ($f_{bb}$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Area Type Adjustment Factor ($f_a$) | | | | | | | | | | | | |
| Lane Utilization Adjustment Factor ($f_{LU}$) | 0.971 | 0.952 | 1.000 | 1.000 | 1.000 | 1.000 | 0.971 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Left-Turn Adjustment Factor ($f_{LT}$) | 0.952 | 0.000 | | 0.952 | 0.000 | | 0.952 | 0.000 | | 0.952 | 0.000 | |
| Right-Turn Adjustment Factor ($f_{RT}$) | | 0.000 | 0.847 | | 0.876 | 0.876 | | 0.916 | 0.916 | | 0.908 | 0.908 |
| Left-Turn Pedestrian Adjustment Factor ($f_{Lpb}$) | 1.000 | | | 1.000 | | | 1.000 | | | 1.000 | | |
| Right-Turn Ped-Bike Adjustment Factor ($f_{Rpb}$) | | | 1.000 | | | 1.000 | | | 1.000 | | | 1.000 |
| Work Zone Adjustment Factor ($f_{wz}$) | | | | | | | | | | | | |
| DDI Factor ($f_{DDI}$) | | | | | | | | | | | | |
| Movement Saturation Flow Rate ($s$), veh/h | 3514 | 3618 | 1610 | 1810 | 3315 | 250 | 3514 | 2749 | 890 | 1810 | 2652 | 973 |
| Proportion of Vehicles Arriving on Green ($P$) | 0.14 | 0.31 | 0.31 | 0.11 | 0.28 | 0.28 | 0.12 | 0.19 | 0.19 | 0.11 | 0.18 | 0.18 |
| Incremental Delay Factor ($k$) | 0.04 | 0.41 | 0.13 | 0.04 | 0.50 | 0.50 | 0.04 | 0.04 | 0.04 | 0.05 | 0.04 | 0.04 |

| Signal Timing / Movement Groups | EBL | EBT/R | WBL | WBT/R | NBL | NBT/R | SBL | SBT/R |
|---|---|---|---|---|---|---|---|---|
| Lost Time ($t_L$) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Green Ratio ($g/C$) | 0.14 | 0.31 | 0.11 | 0.28 | 0.12 | 0.19 | 0.11 | 0.18 |
| Permitted Saturation Flow Rate ($s_p$), veh/h/ln | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Shared Saturation Flow Rate ($s_{sh}$), veh/h/ln | | | | | | | | |
| Permitted Effective Green Time ($g_p$), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Permitted Service Time ($g_u$), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Permitted Queue Service Time ($g_{ps}$), s | | | | | | | | |
| Time to First Blockage ($g_f$), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Queue Service Time Before Blockage ($g_{fs}$), s | | | | | | | | |
| Protected Right Saturation Flow ($s_R$), veh/h/ln | | 1610 | | | | | | |
| Protected Right Effective Green Time ($g_R$), s | | 10.0 | | | | | | |

| Multimodal | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian $F_w$ / $F_v$ | 1.710 | 0.000 | 1.557 | 0.000 | 1.557 | 0.000 | 1.852 | 0.000 |
| Pedestrian $F_s$ / $F_{delay}$ | 0.000 | 0.121 | 0.000 | 0.124 | 0.000 | 0.134 | 0.000 | 0.134 |
| Pedestrian $M_{corner}$ / $M_{cw}$ | 0.00 | | 0.00 | | 0.00 | | 0.00 | |
| Bicycle $c_b$ / $d_b$ | 616.75 | 20.42 | 562.34 | 22.05 | 370.62 | 28.33 | 363.26 | 28.58 |
| Bicycle $F_w$ / $F_v$ | -3.64 | 1.33 | -3.64 | 0.95 | -3.64 | 0.44 | -3.64 | 0.55 |

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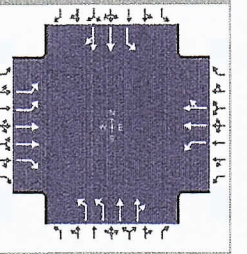
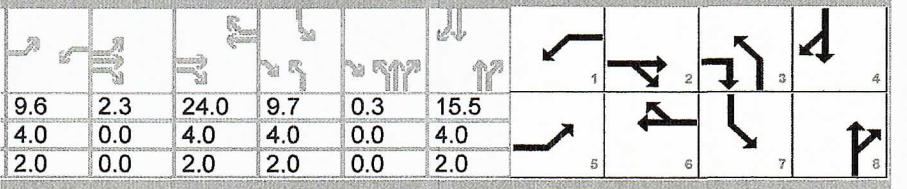
# HCS Signalized Intersection Results Graphical Summary

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | O'Rourke Engineering | | | Duration, h | 0.250 |
| Analyst | MM | Analysis Date | Aug 11, 2022 | Area Type | Other |
| Jurisdiction | St. Lucie County | Time Period | PM Peak Hour | PHF | 0.88 |
| Urban Street | Midway Rd | Analysis Year | 2023 PM Without | Analysis Period | 1> 7:00 |
| Intersection | Selvitz and Midway | File Name | Ft Pierce Commerce - Midway Selvitz.PM.without... | | |
| Project Description | Ft. Pierce Commerce Center - Without Project | | | | |



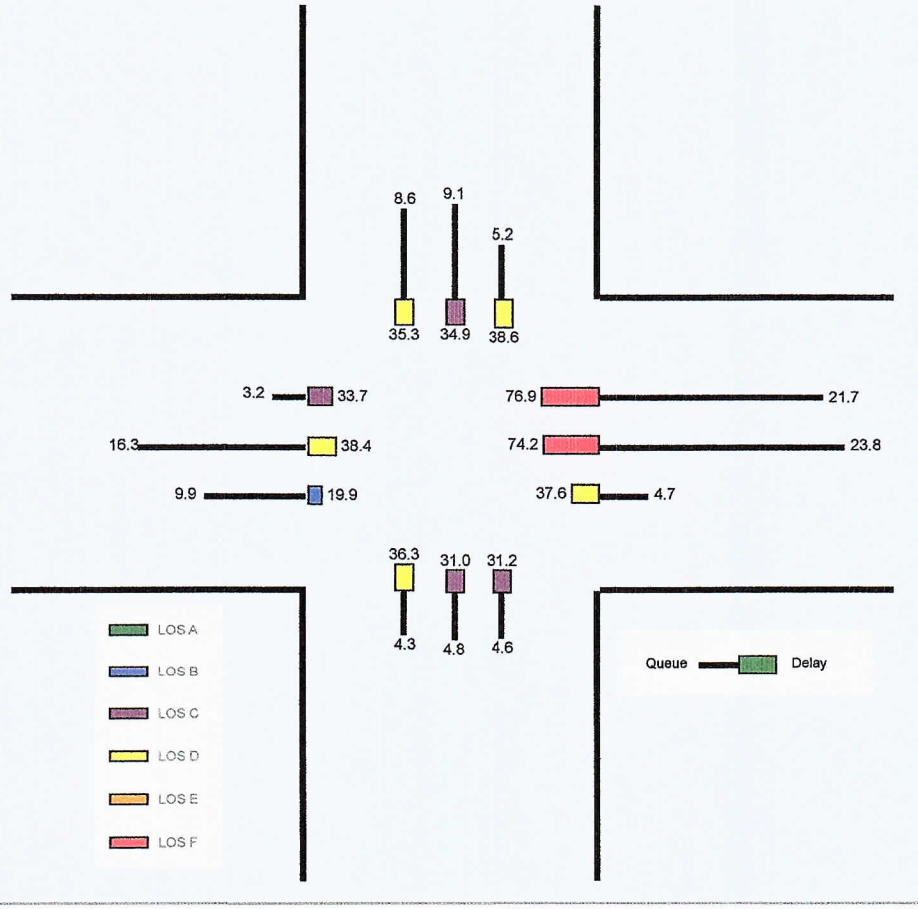
| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 172 | 887 | 360 | 116 | 835 | 63 | 216 | 192 | 64 | 125 | 336 | 125 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 85.4 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |




| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Green | 9.6 | 2.3 | | 24.0 | 9.7 | 0.3 | 15.5 | | | | | |
| Yellow | 4.0 | 0.0 | | 4.0 | 4.0 | 0.0 | 4.0 | | | | | |
| Red | 2.0 | 0.0 | | 2.0 | 2.0 | 0.0 | 2.0 | | | | | |

| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Back of Queue ( *Q* ), ft/ln ( 95 th percentile) | | | | | | | | | | | | |
| Back of Queue ( *Q* ), veh/ln ( 95 th percentile) | 3.2 | 16.3 | 9.9 | 4.7 | 23.8 | 21.7 | 4.3 | 4.8 | 4.6 | 5.2 | 9.1 | 8.6 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Control Delay ( *d* ), s/veh | 33.7 | 38.4 | 19.9 | 37.6 | 74.2 | 76.9 | 36.3 | 31.0 | 31.2 | 38.6 | 34.9 | 35.3 |
| Level of Service (LOS) | C | D | B | D | F | F | D | C | C | D | C | D |
| Approach Delay, s/veh / LOS | 33.1 | C | | 71.2 | E | | 33.5 | C | | 35.8 | D | |
| Intersection Delay, s/veh / LOS | 44.7 | | | | | | D | | | | | |

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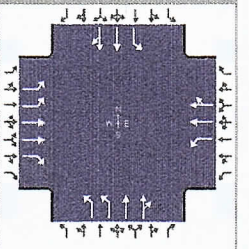
# HCS Signalized Intersection Results Summary

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | O'Rourke Engineering | | | Duration, h | 0.250 |
| Analyst | MM | Analysis Date | Aug 11, 2022 | Area Type | Other |
| Jurisdiction | St. Lucie County | Time Period | PM Peak Hour | PHF | 0.88 |
| Urban Street | Midway Rd | Analysis Year | 2023 PM Without | Analysis Period | 1> 7:00 |
| Intersection | Selvitz and Midway | File Name | Ft Pierce Commerce - Midway Selvitz.PM.without... | | |
| Project Description | Ft. Pierce Commerce Center - Without Project | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 172 | 887 | 360 | 116 | 835 | 63 | 216 | 192 | 64 | 125 | 336 | 125 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 85.4 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Green | 9.6 | 2.3 | 24.0 | 9.7 | 0.3 | 15.5 | 1 | 2 | 3 | 4 | | |
| Yellow | 4.0 | 0.0 | 4.0 | 4.0 | 0.0 | 4.0 | 5 | 6 | 7 | 8 | | |
| Red | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | | | | | | |

| Timer Results | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Assigned Phase | 5 | 2 | 1 | 6 | 3 | 8 | 7 | 4 |
| Case Number | 2.0 | 3.0 | 2.0 | 4.0 | 2.0 | 4.0 | 2.0 | 4.0 |
| Phase Duration, s | 17.9 | 32.3 | 15.6 | 30.0 | 16.0 | 21.8 | 15.7 | 21.5 |
| Change Period, ( $Y+R_c$ ), s | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Max Allow Headway ( *MAH* ), s | 3.1 | 3.1 | 3.1 | 3.1 | 3.1 | 3.1 | 3.1 | 3.1 |
| Queue Clearance Time ( $g_s$ ), s | 6.3 | 24.8 | 8.0 | 26.0 | 7.7 | 8.2 | 8.4 | 13.9 |
| Green Extension Time ( $g_e$ ), s | 0.4 | 0.0 | 0.1 | 0.0 | 0.3 | 1.6 | 0.1 | 1.6 |
| Phase Call Probability | 0.99 | 1.00 | 0.96 | 1.00 | 1.00 | 1.00 | 0.97 | 1.00 |
| Max Out Probability | 0.00 | 1.00 | 0.00 | 1.00 | 0.04 | 0.00 | 0.19 | 0.00 |

| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Adjusted Flow Rate ( *v* ), veh/h | 195 | 1008 | 409 | 132 | 544 | 477 | 245 | 149 | 142 | 142 | 272 | 252 |
| Adjusted Saturation Flow Rate ( *s* ), veh/h/ln | 1757 | 1809 | 1610 | 1810 | 1900 | 1665 | 1757 | 1900 | 1740 | 1810 | 1900 | 1725 |
| Queue Service Time ( $g_s$ ), s | 4.3 | 22.8 | 16.7 | 6.0 | 24.0 | 24.0 | 5.7 | 5.9 | 6.2 | 6.4 | 11.7 | 11.9 |
| Cycle Queue Clearance Time ( $g_c$ ), s | 4.3 | 22.8 | 16.7 | 6.0 | 24.0 | 24.0 | 5.7 | 5.9 | 6.2 | 6.4 | 11.7 | 11.9 |
| Green Ratio ( *g/C* ) | 0.14 | 0.31 | 0.43 | 0.11 | 0.28 | 0.28 | 0.12 | 0.19 | 0.19 | 0.11 | 0.18 | 0.18 |
| Capacity ( *c* ), veh/h | 489 | 1116 | 685 | 203 | 534 | 468 | 410 | 352 | 322 | 205 | 345 | 313 |
| Volume-to-Capacity Ratio ( *X* ) | 0.399 | 0.904 | 0.598 | 0.650 | 1.018 | 1.018 | 0.598 | 0.423 | 0.441 | 0.694 | 0.788 | 0.804 |
| Back of Queue ( *Q* ), ft/ln ( 95 th percentile) | | | | | | | | | | | | |
| Back of Queue ( *Q* ), veh/ln ( 95 th percentile) | 3.2 | 16.3 | 9.9 | 4.7 | 23.8 | 21.7 | 4.3 | 4.8 | 4.6 | 5.2 | 9.1 | 8.6 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay ( $d_1$ ), s/veh | 33.5 | 28.3 | 18.9 | 36.3 | 30.7 | 30.7 | 35.8 | 30.7 | 30.8 | 36.4 | 33.4 | 33.5 |
| Incremental Delay ( $d_2$ ), s/veh | 0.2 | 10.1 | 1.0 | 1.3 | 43.6 | 46.2 | 0.5 | 0.3 | 0.4 | 2.1 | 1.5 | 1.8 |
| Initial Queue Delay ( $d_3$ ), 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 |
| Control Delay ( *d* ), s/veh | 33.7 | 38.4 | 19.9 | 37.6 | 74.2 | 76.9 | 36.3 | 31.0 | 31.2 | 38.6 | 34.9 | 35.3 |
| Level of Service (LOS) | C | D | B | D | F | F | D | C | C | D | C | D |
| Approach Delay, s/veh / LOS | 33.1 | C | | 71.2 | E | | 33.5 | C | | 35.8 | D | |
| Intersection Delay, s/veh / LOS | 44.7 | | | | | | D | | | | | |

| Multimodal Results | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian LOS Score / LOS | 2.43 | B | 2.28 | B | 2.29 | B | 2.59 | C |
| Bicycle LOS Score / LOS | 1.82 | B | 1.44 | A | 0.93 | A | 1.04 | A |

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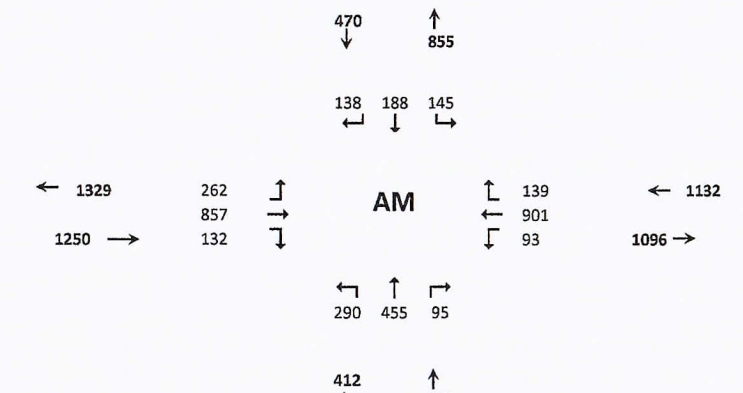
# TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Selvitz Rd
E/W STREET: Midway Rd
CONTROL: Signalized
FILENAME: Energy and Selvitz
COUNT DATE: 2/18/2020
DAY: Tuesday
County St Lucie
REPORT DATE: 5.12.2022
ANALYSIS YEAR: 2023 AM (with project)

| 15 Min Period | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | | ONE HOUR SUM |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | TOTAL | |
| 7:00-7:15 | 45 | 71 | 24 | 18 | 24 | 32 | 30 | 196 | 33 | 9 | 148 | 21 | 651 | 2982 |
| 7:15-7:30 | 63 | 81 | 22 | 15 | 32 | 27 | 44 | 183 | 28 | 18 | 145 | 23 | 681 | 2958 |
| 7:30-7:45 | 67 | 122 | 22 | 37 | 39 | 22 | 59 | 151 | 32 | 22 | 213 | 21 | 807 | 2853 |
| 7:45-8:00 | 74 | 127 | 24 | 19 | 60 | 28 | 52 | 182 | 18 | 40 | 193 | 26 | 843 | 2606 |
| 8:00-8:15 | 54 | 52 | 11 | 21 | 31 | 20 | 40 | 173 | 28 | 16 | 168 | 13 | 627 | 2265 |
| 8:15-8:30 | 52 | 59 | 23 | 13 | 28 | 20 | 34 | 127 | 26 | 17 | 167 | 10 | 576 | |
| 8:30-8:45 | 60 | 57 | 23 | 12 | 33 | 25 | 30 | 151 | 29 | 7 | 111 | 22 | 560 | |
| 8:45-9:00 | 38 | 39 | 23 | 19 | 15 | 15 | 30 | 150 | 30 | 10 | 116 | 17 | 502 | |
| AM PEAK HOUR IS FROM: | | | 7:00AM TO 8:00AM | | | | | | | | | | | |
| Volumes | 249 | 401 | 92 | 89 | 155 | 109 | 185 | 712 | 111 | 89 | 699 | 91 | 2982 | |
| Season Factor | 249 | 401 | 92 | 89 | 155 | 109 | 185 | 712 | 111 | 89 | 699 | 91 | 2982 | |
| Growth | 257 | 413 | 95 | 92 | 160 | 112 | 191 | 734 | 114 | 92 | 720 | 94 | 3072 | |
| In/Out | - | IN | - | OUT | OUT | OUT | IN | - | - | - | - | IN | | |
| Percentage | 0% | 20% | 0% | 20% | 20% | 30% | 30% | 0% | 0% | 0% | 0% | 20% | | |
| PROJECT | 0 | 35 | 0 | 10 | 10 | 15 | 52 | 0 | 0 | 0 | 0 | 35 | 157 | |
| Arcosa % | 8% | | | | | 10% | 10% | 31% | 8% | | 31% | | | |
| Arcosa | 1 | 0 | 0 | 0 | 0 | 2 | 6 | 5 | 1 | 0 | 5 | 0 | | |
| Southern Grove DRI % | | | | | | | | 0.7% | | | 0.7% | | | |
| Southern Grove DRI | | | | | | | | 9 | | | 11 | | | |
| Western Grove DRI % | | | | | | | | 1.1% | | | 1.1% | | | |
| Western Grove DRI | | | | | | | | 6 | | | 4 | | | |
| Wilson Grove DRI % | | | | | | | | 0.7% | | | 0.7% | | | |
| Wilson Grove DRI | | | | | | | | 7 | | | 7 | | | |
| Riverland DRI % | | | | | | | | 0.6% | | | 0.6% | | | |
| Riverland DRI | | | | | | | | 8 | | | 7 | | | |
| LTC Ranch % | 1.4% | | | | | | | 6.3% | 1.4% | | 6.3% | | | |
| LTC Ranch | 6 | | | | | | | 25 | 6 | | 29 | | | |
| Wawa Midway & Selvitz % | 15.0% | | | 49.0% | 15.0% | | | | | | 31.0% | | | |
| Wawa Midway & Selvitz | 12 | | | 38 | 12 | | | | | | 25 | | | |
| Village at Midway % | 1.0% | | | | | 1.0% | 1.0% | 5.0% | 1.0% | | 5.0% | | | |
| Village at Midway | 4 | | | | | 2 | 4 | 8 | 2 | | 18 | | | |
| Ravina % | | | 2.0% | 6.0% | | | | 16.0% | | 2.0% | 16.0% | 6.0% | | |
| Ravina | | | 0 | 1 | | | | 4 | | 1 | 11 | 4 | | |
| Willow Lakes % | 3.0% | | | | | 1.0% | 1.0% | 19.0% | 3.0% | | 19.0% | | | |
| Willow Lakes | 10 | | | | | 3 | 3 | 51 | 8 | | 64 | | | |
| Waste Pro | | 5 | | 2 | 5 | 3 | 3 | | | | | 2 | | |
| Trasnit | | 2 | | 2 | 1 | 1 | 3 | | | | | 4 | | |
| Total | 290 | 455 | 95 | 145 | 188 | 138 | 262 | 857 | 132 | 93 | 901 | 139 | 3229 | |



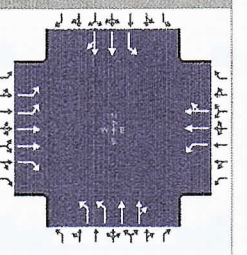

Seasonal Factor: 1
Growth Rate: 1.01
Years Grown: 3

| | Trips In | Trips Out |
|---|---|---|
| Energy and Selvitz | 174 | 50 |
| Arcosa | 59 | 16 |
| Southern Grove DRI | 1,555 | 1,308 |
| Western Grove DRI | 338 | 534 |
| Wilson Grove DRI | 969 | 952 |
| Riverland DRI | 1,198 | 1,392 |
| LTC Ranch | 456 | 406 |
| Wawa Midway & Selvitz | 79 | 78 |
| Village at Midway | 363 | 151 |
| Ravina | 22 | 68 |
| Willow Lakes | 339 | 266 |

D-21

# HCS Signalized Intersection Input Data

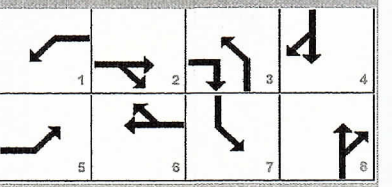
| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | O'Rourke Engineering | | | Duration, h | 0.250 |
| Analyst | MM | Analysis Date | Aug 11, 2022 | Area Type | Other |
| Jurisdiction | St. Lucie County | Time Period | AM Peak Hour | PHF | 0.88 |
| Urban Street | Midway Rd | Analysis Year | 2023 AM With Project | Analysis Period | 1> 7:00 |
| Intersection | Selvitz and Midway | File Name | Ft Pierce Commerce - Midway Selvitz.AM.with pr… | | |
| Project Description | Ft. Pierce Commerce Center - With Project | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 93 | 901 | 139 | 262 | 857 | 132 | 290 | 455 | 95 | 145 | 188 | 138 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 93.5 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Green | 11.2 | 4.8 | 24.0 | 10.3 | 0.6 | 18.6 | | | | | | |
| Yellow | 4.0 | 0.0 | 4.0 | 4.0 | 0.0 | 4.0 | | | | | | |
| Red | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | | | | | | |




| Traffic Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand (*v*), veh/h | 93 | 901 | 139 | 262 | 857 | 132 | 290 | 455 | 95 | 145 | 188 | 138 |
| Initial Queue ($Q_b$), veh/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Base Saturation Flow Rate ($s_o$), veh/h | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Parking ($N_m$), man/h | | None | | 0 | L + R | 0 | | None | | | None | |
| Heavy Vehicles ($P_{HV}$), % | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Ped / Bike / RTOR, /h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Buses ($N_b$), buses/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Arrival Type (*AT*) | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Upstream Filtering (*I*) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lane Width ( *W* ), ft | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | | 12.0 | 12.0 | | 12.0 | 12.0 | |
| Turn Bay Length, ft | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Grade (*Pg*), % | | 0 | | | 0 | | | 0 | | | 0 | |
| Speed Limit, mi/h | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 |

| Phase Information | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Maximum Green ($G_{max}$) or Phase Split, s | 22.0 | 24.0 | 16.0 | 24.0 | 14.0 | 60.0 | 13.0 | 60.0 |
| Yellow Change Interval (Y), s | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Red Clearance Interval ( $R_c$), s | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Minimum Green ( $G_{min}$), s | 12 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Start-Up Lost Time ( *lt*), s | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Extension of Effective Green (*e*), s | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Passage (*PT*), s | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Recall Mode | Off | Min | Off | Min | Off | Off | Off | Off |
| Dual Entry | No | Yes | No | Yes | No | Yes | No | Yes |
| Walk (*Walk*), s | | 0.0 | | 0.0 | | 0.0 | | 0.0 |
| Pedestrian Clearance Time (*PC*), s | | 0.0 | | 0.0 | | 0.0 | | 0.0 |

| Multimodal Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 85th % Speed / Rest in Walk / Corner Radius | 0.0 | No | 25.0 | 0.0 | No | 25.0 | 0.0 | No | 25.0 | 0.0 | No | 25.0 |
| Walkway / Crosswalk Width / Length, ft | 9.0 | 12.0 | 0.0 | 9.0 | 12.0 | 0.0 | 9.0 | 12.0 | 0.0 | 9.0 | 12.0 | 0.0 |
| Street Width / Island / Curb, ft | 0.0 | 0 | No | 0.0 | 0 | No | 0.0 | 0 | No | 0.0 | 0 | No |
| Width Outside / Bike Lane / Shoulder, ft | 12.0 | 5.0 | 2.0 | 12.0 | 5.0 | 2.0 | 12.0 | 5.0 | 2.0 | 12.0 | 5.0 | 2.0 |
| Pedestrian Signal / Occupied Parking | No | | 0.50 | No | | 0.50 | No | | 0.50 | No | | 0.50 |

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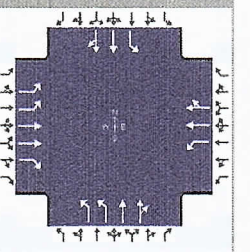
# HCS Signalized Intersection Intermediate Values

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | O'Rourke Engineering | | | Duration, h | 0.250 |
| Analyst | MM | Analysis Date | Aug 11, 2022 | Area Type | Other |
| Jurisdiction | St. Lucie County | Time Period | AM Peak Hour | PHF | 0.88 |
| Urban Street | Midway Rd | Analysis Year | 2023 AM With Project | Analysis Period | 1> 7:00 |
| Intersection | Selvitz and Midway | File Name | Ft Pierce Commerce - Midway Selvitz.AM.with pr... | | |
| Project Description | Ft. Pierce Commerce Center - With Project | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 93 | 901 | 139 | 262 | 857 | 132 | 290 | 455 | 95 | 145 | 188 | 138 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 93.5 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Green | 11.2 | 4.8 | 24.0 | 10.3 | 0.6 | 18.6 | 1 | 2 | 3 | 4 | | |
| Yellow | 4.0 | 0.0 | 4.0 | 4.0 | 0.0 | 4.0 | 5 | 6 | 7 | 8 | | |
| Red | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | | | | | | |

| Saturation Flow / Delay | L | T | R | L | T | R | L | T | R | L | T | R |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Width Adjustment Factor ($f_w$) | | | | | | | | | | | | |
| Heavy Vehicles and Grade Factor ($f_{HVg}$) | | | | | | | | | | | | |
| Parking Activity Adjustment Factor ($f_p$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 0.900 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Bus Blockage Adjustment Factor ($f_{bb}$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Area Type Adjustment Factor ($f_a$) | | | | | | | | | | | | |
| Lane Utilization Adjustment Factor ($f_{LU}$) | 0.971 | 0.952 | 1.000 | 1.000 | 1.000 | 1.000 | 0.971 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Left-Turn Adjustment Factor ($f_{LT}$) | 0.952 | 0.000 | | 0.952 | 0.000 | | 0.952 | 0.000 | | 0.952 | 0.000 | |
| Right-Turn Adjustment Factor ($f_{RT}$) | | 0.000 | 0.847 | | 0.855 | 0.855 | | 0.940 | 0.940 | | 0.862 | 0.862 |
| Left-Turn Pedestrian Adjustment Factor ($f_{Lpb}$) | 1.000 | | | 1.000 | | | 1.000 | | | 1.000 | | |
| Right-Turn Ped-Bike Adjustment Factor ($f_{Rpb}$) | | | 1.000 | | | 1.000 | | | 1.000 | | | 1.000 |
| Work Zone Adjustment Factor ($f_{wz}$) | | | | | | | | | | | | |
| DDI Factor ($f_{DDI}$) | | | | | | | | | | | | |
| Movement Saturation Flow Rate ($s$), veh/h | 3514 | 3618 | 1610 | 1810 | 3055 | 470 | 3514 | 3052 | 634 | 1810 | 2083 | 1455 |
| Proportion of Vehicles Arriving on Green ($P$) | 0.12 | 0.26 | 0.26 | 0.17 | 0.31 | 0.31 | 0.12 | 0.21 | 0.21 | 0.11 | 0.20 | 0.20 |
| Incremental Delay Factor ($k$) | 0.04 | 0.50 | 0.04 | 0.46 | 0.50 | 0.50 | 0.16 | 0.04 | 0.04 | 0.18 | 0.04 | 0.04 |

| Signal Timing / Movement Groups | EBL | EBT/R | WBL | WBT/R | NBL | NBT/R | SBL | SBT/R |
|---|---|---|---|---|---|---|---|---|
| Lost Time ($t_L$) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Green Ratio ($g/C$) | 0.12 | 0.26 | 0.17 | 0.31 | 0.12 | 0.21 | 0.11 | 0.20 |
| Permitted Saturation Flow Rate ($s_p$), veh/h/ln | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Shared Saturation Flow Rate ($s_{sh}$), veh/h/ln | | | | | | | | |
| Permitted Effective Green Time ($g_p$), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Permitted Service Time ($g_u$), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Permitted Queue Service Time ($g_{ps}$), s | | | | | | | | |
| Time to First Blockage ($g_f$), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Queue Service Time Before Blockage ($g_{fs}$), s | | | | | | | | |
| Protected Right Saturation Flow ($s_R$), veh/h/ln | | 1610 | | | | | | |
| Protected Right Effective Green Time ($g_R$), s | | 10.8 | | | | | | |

| Multimodal | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian $F_w$ / $F_v$ | 1.710 | 0.000 | 1.557 | 0.000 | 1.557 | 0.000 | 1.852 | 0.000 |
| Pedestrian $F_s$ / $F_{delay}$ | 0.000 | 0.130 | 0.000 | 0.125 | 0.000 | 0.136 | 0.000 | 0.136 |
| Pedestrian $M_{corner}$ / $M_{cw}$ | 0.00 | | 0.00 | | 0.00 | | 0.00 | |
| Bicycle $c_b$ / $d_b$ | 513.57 | 25.81 | 615.66 | 22.39 | 410.79 | 29.51 | 398.45 | 29.97 |
| Bicycle $F_w$ / $F_v$ | -3.64 | 1.06 | -3.64 | 1.17 | -3.64 | 0.79 | -3.64 | 0.44 |

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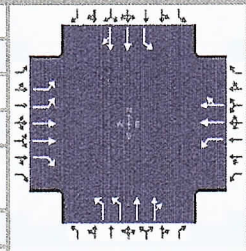
# HCS Signalized Intersection Results Graphical Summary

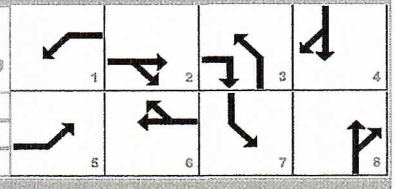
| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | O'Rourke Engineering | | | Duration, h | 0.250 |
| Analyst | MM | Analysis Date | Aug 11, 2022 | Area Type | Other |
| Jurisdiction | St. Lucie County | Time Period | AM Peak Hour | PHF | 0.88 |
| Urban Street | Midway Rd | Analysis Year | 2023 AM With Project | Analysis Period | 1> 7:00 |
| Intersection | Selvitz and Midway | File Name | Ft Pierce Commerce - Midway Selvitz.AM.with pr... | | |
| Project Description | Ft. Pierce Commerce Center - With Project | | | | |



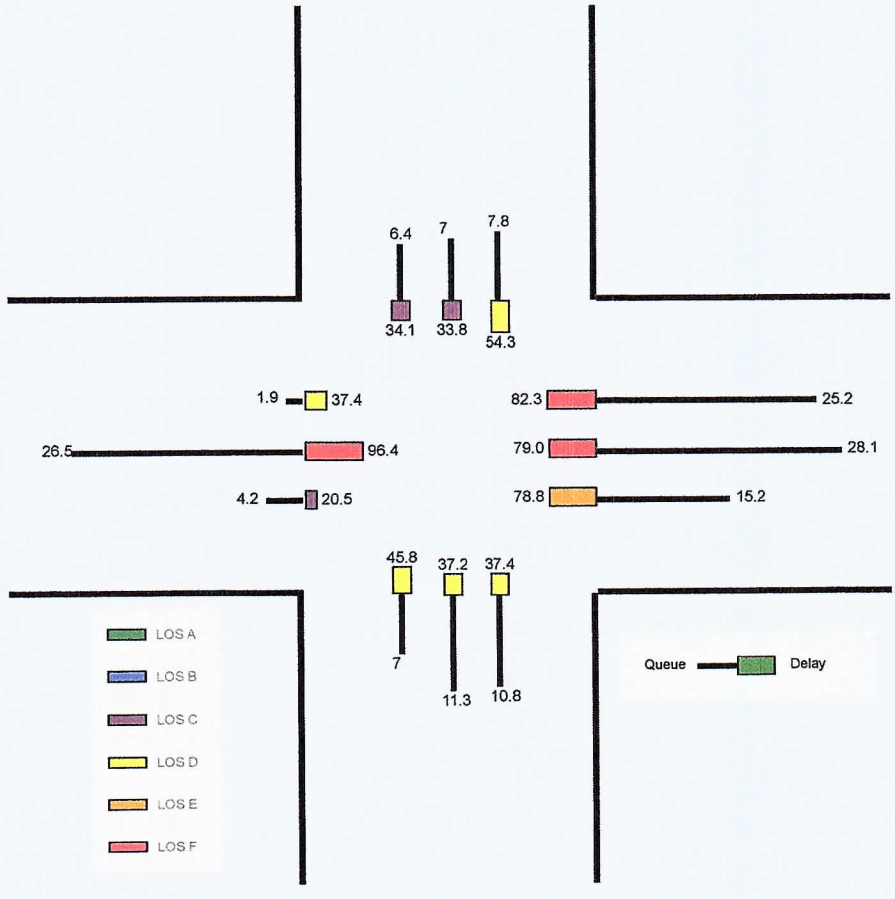
| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 93 | 901 | 139 | 262 | 857 | 132 | 290 | 455 | 95 | 145 | 188 | 138 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 93.5 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Green | 11.2 | 4.8 | | 24.0 | 10.3 | 0.6 | 18.6 | | | | | |
| Yellow | 4.0 | 0.0 | | 4.0 | 4.0 | 0.0 | 4.0 | | | | | |
| Red | 2.0 | 0.0 | | 2.0 | 2.0 | 0.0 | 2.0 | | | | | |

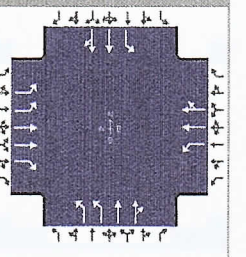



| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Back of Queue ( *Q* ), ft/ln ( 95 th percentile) | | | | | | | | | | | | |
| Back of Queue ( *Q* ), veh/ln ( 95 th percentile) | 1.9 | 26.5 | 4.2 | 15.2 | 28.1 | 25.2 | 7.0 | 11.3 | 10.8 | 7.8 | 7.0 | 6.4 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Control Delay ( *d* ), s/veh | 37.4 | 96.4 | 20.5 | 78.8 | 79.0 | 82.3 | 45.8 | 37.2 | 37.4 | 54.3 | 33.8 | 34.1 |
| Level of Service (LOS) | D | F | C | E | F | F | D | D | D | D | C | C |
| Approach Delay, s/veh / LOS | 82.2 | F | | 80.1 | F | | 40.2 | D | | 40.2 | D | |
| Intersection Delay, s/veh / LOS | 66.6 | | | | | | E | | | | | |



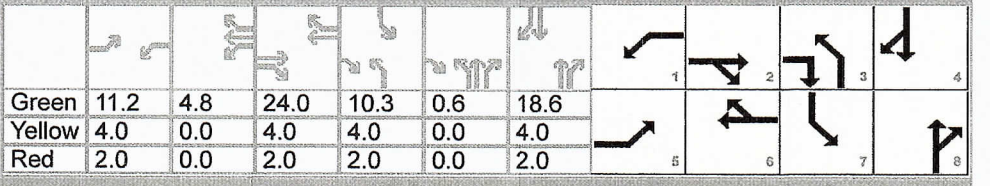
# HCS Signalized Intersection Results Summary

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | O'Rourke Engineering | | | Duration, h | 0.250 |
| Analyst | MM | Analysis Date | Aug 11, 2022 | Area Type | Other |
| Jurisdiction | St. Lucie County | Time Period | AM Peak Hour | PHF | 0.88 |
| Urban Street | Midway Rd | Analysis Year | 2023 AM With Project | Analysis Period | 1> 7:00 |
| Intersection | Selvitz and Midway | File Name | Ft Pierce Commerce - Midway Selvitz.AM.with pr... | | |
| Project Description | Ft. Pierce Commerce Center - With Project | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( $v$ ), veh/h | 93 | 901 | 139 | 262 | 857 | 132 | 290 | 455 | 95 | 145 | 188 | 138 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 93.5 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |



| | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Green | 11.2 | 4.8 | | 24.0 | 10.3 | 0.6 | 18.6 | | | | | |
| Yellow | 4.0 | 0.0 | | 4.0 | 4.0 | 0.0 | 4.0 | | | | | |
| Red | 2.0 | 0.0 | | 2.0 | 2.0 | 0.0 | 2.0 | | | | | |

| Timer Results | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Assigned Phase | 5 | 2 | 1 | 6 | 3 | 8 | 7 | 4 |
| Case Number | 2.0 | 3.0 | 2.0 | 4.0 | 2.0 | 4.0 | 2.0 | 4.0 |
| Phase Duration, s | 17.2 | 30.0 | 22.0 | 34.8 | 16.8 | 25.2 | 16.3 | 24.6 |
| Change Period, ( $Y+R_c$ ), s | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Max Allow Headway ( $MAH$ ), s | 3.1 | 3.1 | 3.1 | 3.1 | 3.1 | 3.1 | 3.1 | 3.1 |
| Queue Clearance Time ( $g_s$ ), s | 4.5 | 26.0 | 17.3 | 30.8 | 10.6 | 17.2 | 10.3 | 11.0 |
| Green Extension Time ( $g_e$ ), s | 0.2 | 0.0 | 0.0 | 0.0 | 0.3 | 2.0 | 0.1 | 2.0 |
| Phase Call Probability | 0.94 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.99 | 1.00 |
| Max Out Probability | 0.00 | 1.00 | 1.00 | 1.00 | 0.75 | 0.00 | 1.00 | 0.00 |

| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Adjusted Flow Rate ( $v$ ), veh/h | 106 | 1024 | 158 | 298 | 605 | 518 | 330 | 321 | 304 | 165 | 194 | 177 |
| Adjusted Saturation Flow Rate ( $s$ ), veh/h/ln | 1757 | 1809 | 1610 | 1810 | 1900 | 1625 | 1757 | 1900 | 1786 | 1810 | 1900 | 1638 |
| Queue Service Time ( $g_s$ ), s | 2.5 | 24.0 | 6.4 | 15.3 | 28.8 | 28.8 | 8.6 | 15.1 | 15.2 | 8.3 | 8.5 | 9.0 |
| Cycle Queue Clearance Time ( $g_c$ ), s | 2.5 | 24.0 | 6.4 | 15.3 | 28.8 | 28.8 | 8.6 | 15.1 | 15.2 | 8.3 | 8.5 | 9.0 |
| Green Ratio ( $g/C$ ) | 0.12 | 0.26 | 0.37 | 0.17 | 0.31 | 0.31 | 0.12 | 0.21 | 0.21 | 0.11 | 0.20 | 0.20 |
| Capacity ( $c$ ), veh/h | 422 | 929 | 600 | 310 | 585 | 500 | 408 | 390 | 367 | 199 | 379 | 326 |
| Volume-to-Capacity Ratio ( $X$ ) | 0.250 | 1.102 | 0.263 | 0.961 | 1.035 | 1.036 | 0.808 | 0.822 | 0.829 | 0.829 | 0.512 | 0.541 |
| Back of Queue ( $Q$ ), ft/ln ( 95 th percentile) | | | | | | | | | | | | |
| Back of Queue ( $Q$ ), veh/ln ( 95 th percentile) | 1.9 | 26.5 | 4.2 | 15.2 | 28.1 | 25.2 | 7.0 | 11.3 | 10.8 | 7.8 | 7.0 | 6.4 |
| Queue Storage Ratio ( $RQ$ ) ( 95 th percentile) | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay ( $d_1$ ), s/veh | 37.3 | 34.7 | 20.4 | 38.4 | 32.4 | 32.4 | 40.3 | 35.5 | 35.6 | 40.7 | 33.4 | 33.6 |
| Incremental Delay ( $d_2$ ), s/veh | 0.1 | 61.6 | 0.1 | 40.4 | 46.6 | 50.0 | 5.5 | 1.7 | 1.9 | 13.6 | 0.4 | 0.5 |
| Initial Queue Delay ( $d_3$ ), 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 |
| Control Delay ( $d$ ), s/veh | 37.4 | 96.4 | 20.5 | 78.8 | 79.0 | 82.3 | 45.8 | 37.2 | 37.4 | 54.3 | 33.8 | 34.1 |
| Level of Service (LOS) | D | F | C | E | F | F | D | D | D | D | C | C |
| Approach Delay, s/veh / LOS | 82.2 | F | | 80.1 | F | | 40.2 | D | | 40.2 | D | |
| Intersection Delay, s/veh / LOS | 66.6 | | | | | | E | | | | | |

| Multimodal Results | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian LOS Score / LOS | 2.44 | B | 2.28 | B | 2.29 | B | 2.59 | C |
| Bicycle LOS Score / LOS | 1.55 | B | 1.66 | B | 1.28 | A | 0.93 | A |

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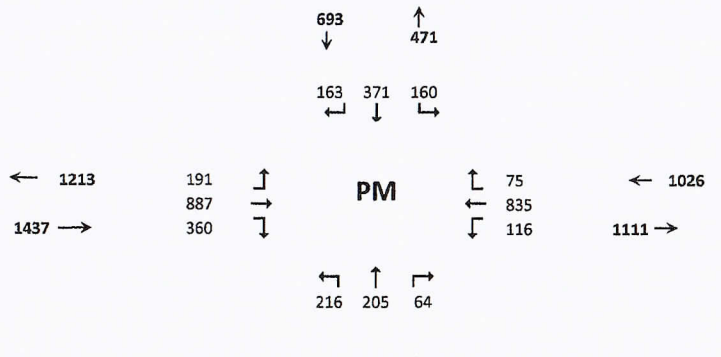
# TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Selvitz Rd
FILENAME: Energy and Selvitz
COUNT DATE: 2/18/2020
REPORT DATE: 5.12.2022
DAY: Tuesday
ANALYSIS YEAR: 2023 PM (with project)
E/W STREET: Midway Rd
County #REF!
CONTROL: Signalized

| 15 Min Period Ianes | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | | ONE HOUR SUM |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | TOTAL | |
| 4:00-4:15 | 52 | 57 | 12 | 24 | 55 | 39 | 31 | 186 | 58 | 35 | 173 | 10 | 732 | 2810 |
| 4:15-4:30 | 72 | 56 | 17 | 15 | 66 | 27 | 36 | 159 | 44 | 37 | 154 | 16 | 699 | 2794 |
| 4:30-4:45 | 48 | 49 | 22 | 20 | 69 | 21 | 52 | 151 | 74 | 26 | 162 | 8 | 702 | 2855 |
| 4:45-5:00 | 57 | 40 | 13 | 16 | 73 | 22 | 35 | 157 | 75 | 29 | 144 | 16 | 677 | 2762 |
| 5:00-5:15 | 24 | 48 | 7 | 33 | 86 | 23 | 26 | 190 | 85 | 23 | 157 | 14 | 716 | 2635 |
| 5:15-5:30 | 49 | 44 | 18 | 13 | 82 | 25 | 41 | 182 | 90 | 34 | 166 | 16 | 760 | |
| 5:30-5:45 | 30 | 46 | 6 | 14 | 55 | 22 | 29 | 159 | 64 | 28 | 143 | 13 | 609 | |
| 5:45-6:00 | 44 | 42 | 11 | 11 | 53 | 12 | 25 | 122 | 59 | 29 | 129 | 13 | 550 | |




PM PEAK HOUR IS FROM: 4:30 PM TO 5:30PM

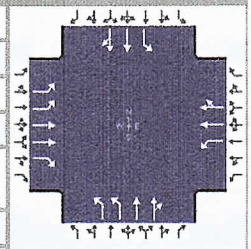
| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Volumes | 178 | 181 | 60 | 82 | 310 | 91 | 154 | 680 | 324 | 112 | 629 | 54 | 2855 |
| Season Factor | 178 | 181 | 60 | 82 | 310 | 91 | 154 | 680 | 324 | 112 | 629 | 54 | 2855 |
| Growth | 183 | 186 | 62 | 84 | 319 | 94 | 159 | 701 | 334 | 115 | 648 | 56 | 2942 |
| In/Out | - | IN | - | OUT | OUT | OUT | IN | - | - | - | - | IN | |
| Percentage | 0% | 20% | 0% | 20% | 20% | 30% | 30% | 0% | 0% | 0% | 0% | 20% | |
| PROJECT | 0 | 13 | 0 | 34 | 34 | 52 | 19 | 0 | 0 | 0 | 0 | 13 | 165 |
| Arcosa % | 8% | | | | | 10% | 10% | 31% | 8% | | 31% | | |
| Arcosa | 3 | 0 | 0 | 0 | 0 | 3 | 2 | 11 | 3 | 0 | 11 | 0 | |
| Southern Grove DRI % | | | | | | | | 0.7% | | | 0.7% | | |
| Southern Grove DRI | | | | | | | | 18 | | | 12 | | |
| Western Grove DRI % | | | | | | | | 1.1% | | | 1.1% | | |
| Western Grove DRI | | | | | | | | 6 | | | 4 | | |
| Wilson Grove DRI % | | | | | | | | 0.7% | | | 0.7% | | |
| Wilson Grove DRI | | | | | | | | 10 | | | 8 | | |
| Riverland DRI % | | | | | | | | 0.6% | | | 0.6% | | |
| Riverland DRI | | | | | | | | 11 | | | 11 | | |
| LTC Ranch % | 1.4% | | | | | | | 6.3% | 1.4% | | 6.3% | | |
| LTC Ranch | 8 | | | | | | | 47 | 10 | | 37 | | |
| Wawa Midway & Selvitz % | 15.0% | | | 49.0% | 15.0% | | | | | | 31.0% | | |
| Wawa Midway & Selvitz | 9 | | | 30 | 9 | | | | | | 19 | | |
| Village at Midway % | 1.0% | | | | | 1.0% | 1.0% | 5.0% | 1.0% | | 5.0% | | |
| Village at Midway | 2 | | | | | 5 | 2 | 23 | 5 | | 9 | | |
| Ravina % | | | 2.0% | 6.0% | | | | 16.0% | | 2.0% | 16.0% | 6.0% | |
| Ravina | | | 2 | 5 | | | | 12 | | 1 | 7 | 3 | |
| Willow Lakes % | 3.0% | | | | | 1.0% | 1.0% | 19.0% | 3.0% | | 19.0% | | |
| Willow Lakes | 11 | | | | | 3 | 4 | 49 | 8 | | 69 | | |
| Waste Pro | | 5 | | 2 | 5 | 3 | 3 | | | | | 2 | |
| Trasnit | | 1 | | 4 | 3 | 3 | 2 | | | | | 2 | |
| Total | 216 | 205 | 64 | 160 | 371 | 163 | 191 | 887 | 360 | 116 | 835 | 75 | 3106 |

Seasonal Factor: 1
Growth Rate: 1.01
Years Grown: 3

| | Trips In | Trips Out |
|---|---|---|
| Energy and Selvitz | 63 | 172 |
| Arcosa | 21 | 34 |
| Southern Grove DRI | 1,748 | 2,518 |
| Western Grove DRI | 628 | 515 |
| Wilson Grove DRI | 1,136 | 1,410 |
| Riverland DRI | 1,774 | 1,819 |
| LTC Ranch | 580 | 743 |
| Wawa Midway & Selvitz | 62 | 62 |
| Village at Midway | 182 | 456 |
| Ravina | 77 | 44 |
| Willow Lakes | 363 | 259 |

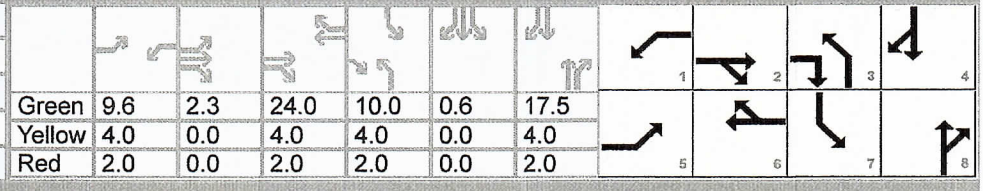
# HCS Signalized Intersection Input Data

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | O'Rourke Engineering | | | Duration, h | 0.250 |
| Analyst | MM | Analysis Date | Aug 11, 2022 | Area Type | Other |
| Jurisdiction | St. Lucie County | Time Period | PM Peak Hour | PHF | 0.88 |
| Urban Street | Midway Rd | Analysis Year | 2023 PM With Project | Analysis Period | 1> 7:00 |
| Intersection | Selvitz and Midway | File Name | Ft Pierce Commerce - Midway Selvitz.PM.with pr... | | |
| Project Description | Ft. Pierce Commerce Center - With Project | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( $v$ ), veh/h | 191 | 887 | 360 | 116 | 835 | 75 | 216 | 205 | 64 | 160 | 371 | 163 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 88.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |




| | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Green | 9.6 | 2.3 | | 24.0 | 10.0 | 0.6 | 17.5 | | | | | |
| Yellow | 4.0 | 0.0 | | 4.0 | 4.0 | 0.0 | 4.0 | | | | | |
| Red | 2.0 | 0.0 | | 2.0 | 2.0 | 0.0 | 2.0 | | | | | |

| Traffic Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ($v$), veh/h | 191 | 887 | 360 | 116 | 835 | 75 | 216 | 205 | 64 | 160 | 371 | 163 |
| Initial Queue ($Q_b$), veh/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Base Saturation Flow Rate ($s_o$), veh/h | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Parking ($N_m$), man/h | | None | | 0 | L + R | 0 | | None | | | None | |
| Heavy Vehicles ($P_{HV}$), % | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Ped / Bike / RTOR, /h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Buses ($N_b$), buses/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Arrival Type ($AT$) | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Upstream Filtering ($I$) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lane Width ( $W$ ), ft | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | | 12.0 | 12.0 | | 12.0 | 12.0 | |
| Turn Bay Length, ft | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Grade ($Pg$), % | | 0 | | | 0 | | | 0 | | | 0 | |
| Speed Limit, mi/h | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 |

| Phase Information | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Maximum Green ($G_{max}$) or Phase Split, s | 22.0 | 24.0 | 16.0 | 24.0 | 14.0 | 60.0 | 13.0 | 60.0 |
| Yellow Change Interval ($Y$), s | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Red Clearance Interval ( $R_c$), s | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Minimum Green ( $G_{min}$), s | 12 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Start-Up Lost Time ( $l_t$), s | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Extension of Effective Green ($e$), s | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Passage ($PT$), s | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Recall Mode | Off | Min | Off | Min | Off | Off | Off | Off |
| Dual Entry | No | Yes | No | Yes | No | Yes | No | Yes |
| Walk ($Walk$), s | | 0.0 | | 0.0 | | 0.0 | | 0.0 |
| Pedestrian Clearance Time ($PC$), s | | 0.0 | | 0.0 | | 0.0 | | 0.0 |

| Multimodal Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 85th % Speed / Rest in Walk / Corner Radius | 0.0 | No | 25.0 | 0.0 | No | 25.0 | 0.0 | No | 25.0 | 0.0 | No | 25.0 |
| Walkway / Crosswalk Width / Length, ft | 9.0 | 12.0 | 0.0 | 9.0 | 12.0 | 0.0 | 9.0 | 12.0 | 0.0 | 9.0 | 12.0 | 0.0 |
| Street Width / Island / Curb, ft | 0.0 | 0 | No | 0.0 | 0 | No | 0.0 | 0 | No | 0.0 | 0 | No |
| Width Outside / Bike Lane / Shoulder, ft | 12.0 | 5.0 | 2.0 | 12.0 | 5.0 | 2.0 | 12.0 | 5.0 | 2.0 | 12.0 | 5.0 | 2.0 |
| Pedestrian Signal / Occupied Parking | No | | 0.50 | No | | 0.50 | No | | 0.50 | No | | 0.50 |

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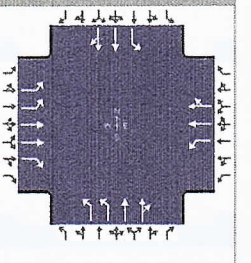
# HCS Signalized Intersection Intermediate Values

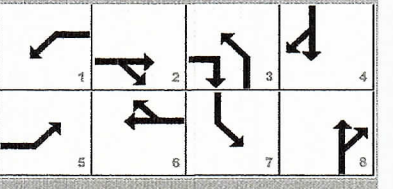
| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | O'Rourke Engineering | | | Duration, h | 0.250 |
| Analyst | MM | Analysis Date | Aug 11, 2022 | Area Type | Other |
| Jurisdiction | St. Lucie County | Time Period | PM Peak Hour | PHF | 0.88 |
| Urban Street | Midway Rd | Analysis Year | 2023 PM With Project | Analysis Period | 1> 7:00 |
| Intersection | Selvitz and Midway | File Name | Ft Pierce Commerce - Midway Selvitz.PM.with pr... | | |
| Project Description | Ft. Pierce Commerce Center - With Project | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( $v$ ), veh/h | 191 | 887 | 360 | 116 | 835 | 75 | 216 | 205 | 64 | 160 | 371 | 163 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 88.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Green | 9.6 | 2.3 | | 24.0 | 10.0 | 0.6 | 17.5 | | | | | |
| Yellow | 4.0 | 0.0 | | 4.0 | 4.0 | 0.0 | 4.0 | | | | | |
| Red | 2.0 | 0.0 | | 2.0 | 2.0 | 0.0 | 2.0 | | | | | |




| Saturation Flow / Delay | L | T | R | L | T | R | L | T | R | L | T | R |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Width Adjustment Factor ($f_w$) | | | | | | | | | | | | |
| Heavy Vehicles and Grade Factor ($f_{HVg}$) | | | | | | | | | | | | |
| Parking Activity Adjustment Factor ($f_p$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 0.900 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Bus Blockage Adjustment Factor ($f_{bb}$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Area Type Adjustment Factor ($f_a$) | | | | | | | | | | | | |
| Lane Utilization Adjustment Factor ($f_{LU}$) | 0.971 | 0.952 | 1.000 | 1.000 | 1.000 | 1.000 | 0.971 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Left-Turn Adjustment Factor ($f_{LT}$) | 0.952 | 0.000 | | 0.952 | 0.000 | | 0.952 | 0.000 | | 0.952 | 0.000 | |
| Right-Turn Adjustment Factor ($f_{RT}$) | | 0.000 | 0.847 | | 0.872 | 0.872 | | 0.919 | 0.919 | | 0.897 | 0.897 |
| Left-Turn Pedestrian Adjustment Factor ($f_{Lpb}$) | 1.000 | | | 1.000 | | | 1.000 | | | 1.000 | | |
| Right-Turn Ped-Bike Adjustment Factor ($f_{Rpb}$) | | | 1.000 | | | 1.000 | | | 1.000 | | | 1.000 |
| Work Zone Adjustment Factor ($f_{wz}$) | | | | | | | | | | | | |
| DDI Factor ($f_{DDI}$) | | | | | | | | | | | | |
| Movement Saturation Flow Rate ($s$), veh/h | 3514 | 3618 | 1610 | 1810 | 3264 | 293 | 3514 | 2796 | 851 | 1810 | 2512 | 1091 |
| Proportion of Vehicles Arriving on Green ($P$) | 0.14 | 0.30 | 0.30 | 0.11 | 0.27 | 0.27 | 0.11 | 0.20 | 0.20 | 0.12 | 0.21 | 0.21 |
| Incremental Delay Factor ($k$) | 0.04 | 0.44 | 0.15 | 0.04 | 0.50 | 0.50 | 0.04 | 0.04 | 0.04 | 0.21 | 0.04 | 0.04 |

| Signal Timing / Movement Groups | EBL | EBT/R | WBL | WBT/R | NBL | NBT/R | SBL | SBT/R |
|---|---|---|---|---|---|---|---|---|
| Lost Time ($t_L$) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Green Ratio ($g/C$) | 0.14 | 0.30 | 0.11 | 0.27 | 0.11 | 0.20 | 0.12 | 0.21 |
| Permitted Saturation Flow Rate ($s_p$), veh/h/ln | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Shared Saturation Flow Rate ($s_{sh}$), veh/h/ln | | | | | | | | |
| Permitted Effective Green Time ($g_p$), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Permitted Service Time ($g_u$), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Permitted Queue Service Time ($g_{ps}$), s | | | | | | | | |
| Time to First Blockage ($g_f$), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Queue Service Time Before Blockage ($g_{fs}$), s | | | | | | | | |
| Protected Right Saturation Flow ($s_R$), veh/h/ln | | 1610 | | | | | | |
| Protected Right Effective Green Time ($g_R$), s | | 10.0 | | | | | | |

| Multimodal | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian $F_w$ / $F_v$ | 1.710 | 0.000 | 1.557 | 0.000 | 1.557 | 0.000 | 1.852 | 0.000 |
| Pedestrian $F_s$ / $F_{delay}$ | 0.000 | 0.123 | 0.000 | 0.126 | 0.000 | 0.134 | 0.000 | 0.133 |
| Pedestrian $M_{corner}$ / $M_{cw}$ | 0.00 | | 0.00 | | 0.00 | | 0.00 | |
| Bicycle $c_b$ / $d_b$ | 598.66 | 21.60 | 545.51 | 23.27 | 396.74 | 28.27 | 410.85 | 27.78 |
| Bicycle $F_w$ / $F_v$ | -3.64 | 1.35 | -3.64 | 0.96 | -3.64 | 0.45 | -3.64 | 0.65 |

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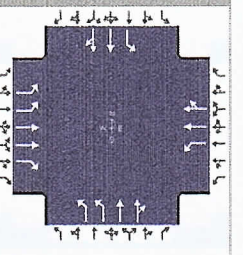
# HCS Signalized Intersection Results Graphical Summary

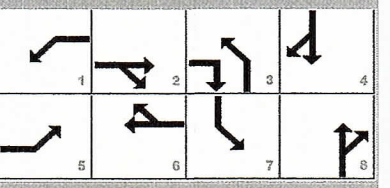
| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | O'Rourke Engineering | | | Duration, h | 0.250 |
| Analyst | MM | Analysis Date | Aug 11, 2022 | Area Type | Other |
| Jurisdiction | St. Lucie County | Time Period | PM Peak Hour | PHF | 0.88 |
| Urban Street | Midway Rd | Analysis Year | 2023 PM With Project | Analysis Period | 1> 7:00 |
| Intersection | Selvitz and Midway | File Name | Ft Pierce Commerce - Midway Selvitz.PM.with pr… | | |
| Project Description | Ft. Pierce Commerce Center - With Project | | | | |



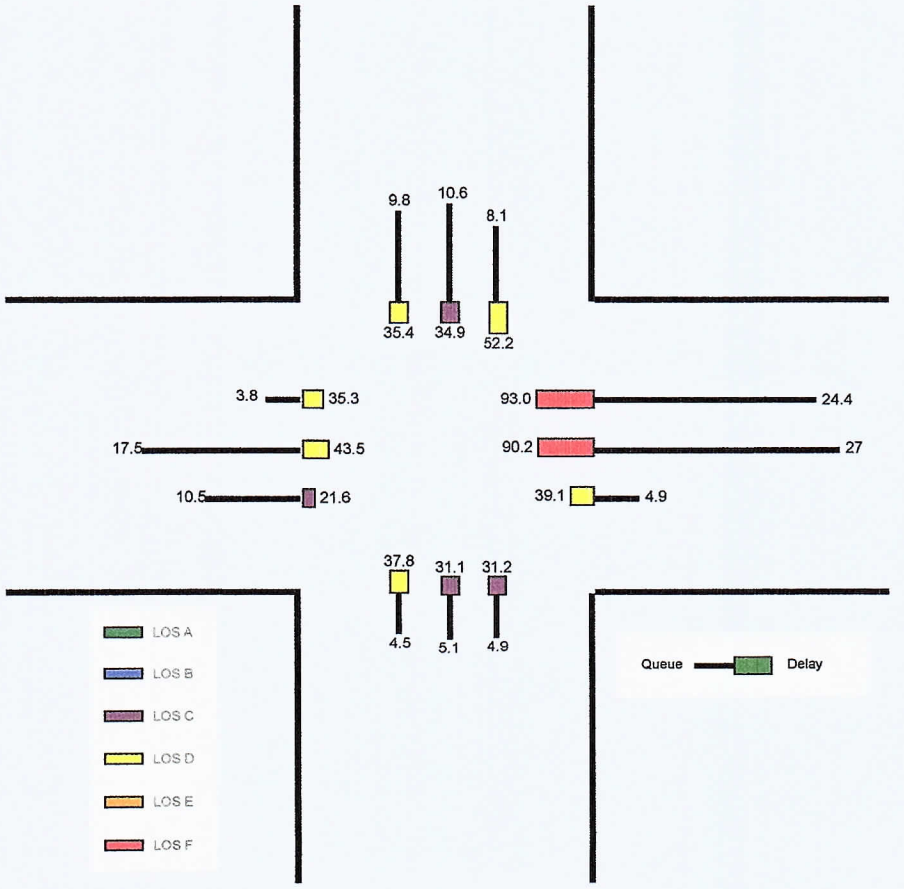
| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 191 | 887 | 360 | 116 | 835 | 75 | 216 | 205 | 64 | 160 | 371 | 163 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 88.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | EB | | | WB | | | |
|---|---|---|---|---|---|---|---|
| Green | 9.6 | 2.3 | | 24.0 | 10.0 | 0.6 | 17.5 |
| Yellow | 4.0 | 0.0 | | 4.0 | 4.0 | 0.0 | 4.0 |
| Red | 2.0 | 0.0 | | 2.0 | 2.0 | 0.0 | 2.0 |

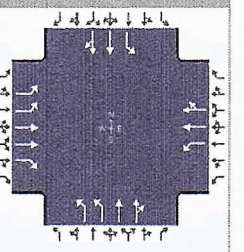



| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Back of Queue ( *Q* ), ft/ln ( 95 th percentile) | | | | | | | | | | | | |
| Back of Queue ( *Q* ), veh/ln ( 95 th percentile) | 3.8 | 17.5 | 10.5 | 4.9 | 27.0 | 24.4 | 4.5 | 5.1 | 4.9 | 8.1 | 10.6 | 9.8 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Control Delay ( *d* ), s/veh | 35.3 | 43.5 | 21.6 | 39.1 | 90.2 | 93.0 | 37.8 | 31.1 | 31.2 | 52.2 | 34.9 | 35.4 |
| Level of Service (LOS) | D | D | C | D | F | F | D | C | C | D | C | D |
| Approach Delay, s/veh / LOS | 37.0 | D | | 85.6 | F | | 34.1 | C | | 39.1 | D | |
| Intersection Delay, s/veh / LOS | 50.7 | | | | | | D | | | | | |



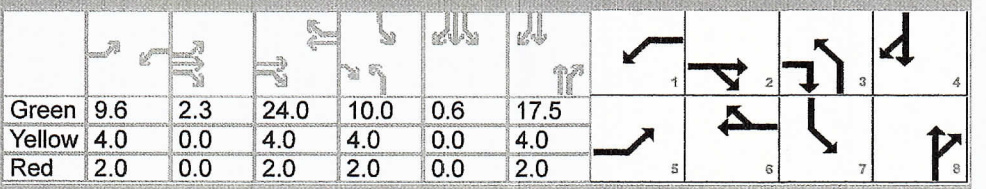
# HCS Signalized Intersection Results Summary

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | O'Rourke Engineering | | | Duration, h | 0.250 |
| Analyst | MM | Analysis Date | Aug 11, 2022 | Area Type | Other |
| Jurisdiction | St. Lucie County | Time Period | PM Peak Hour | PHF | 0.88 |
| Urban Street | Midway Rd | Analysis Year | 2023 PM With Project | Analysis Period | 1> 7:00 |
| Intersection | Selvitz and Midway | File Name | Ft Pierce Commerce - Midway Selvitz.PM.with pr... | | |
| Project Description | Ft. Pierce Commerce Center - With Project | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 191 | 887 | 360 | 116 | 835 | 75 | 216 | 205 | 64 | 160 | 371 | 163 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 88.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |




| | EB | | WB | | | NB | | |
|---|---|---|---|---|---|---|---|---|
| Green | 9.6 | 2.3 | 24.0 | 10.0 | 0.6 | 17.5 | | |
| Yellow | 4.0 | 0.0 | 4.0 | 4.0 | 0.0 | 4.0 | | |
| Red | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | | |

| Timer Results | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Assigned Phase | 5 | 2 | 1 | 6 | 3 | 8 | 7 | 4 |
| Case Number | 2.0 | 3.0 | 2.0 | 4.0 | 2.0 | 4.0 | 2.0 | 4.0 |
| Phase Duration, s | 17.9 | 32.3 | 15.6 | 30.0 | 16.0 | 23.5 | 16.6 | 24.1 |
| Change Period, ( $Y+R_c$ ), s | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Max Allow Headway ( *MAH* ), s | 3.1 | 3.1 | 3.1 | 3.1 | 3.1 | 3.1 | 3.1 | 3.1 |
| Queue Clearance Time ( $g_s$ ), s | 7.0 | 25.8 | 8.2 | 26.0 | 7.9 | 8.6 | 10.6 | 16.3 |
| Green Extension Time ( $g_e$ ), s | 0.4 | 0.0 | 0.1 | 0.0 | 0.3 | 1.8 | 0.1 | 1.8 |
| Phase Call Probability | 1.00 | 1.00 | 0.96 | 1.00 | 1.00 | 1.00 | 0.99 | 1.00 |
| Max Out Probability | 0.00 | 1.00 | 0.00 | 1.00 | 0.04 | 0.00 | 1.00 | 0.00 |

| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Adjusted Flow Rate ( *v* ), veh/h | 217 | 1008 | 409 | 132 | 552 | 482 | 245 | 156 | 149 | 182 | 318 | 289 |
| Adjusted Saturation Flow Rate ( *s* ), veh/h/ln | 1757 | 1809 | 1610 | 1810 | 1900 | 1657 | 1757 | 1900 | 1747 | 1810 | 1900 | 1704 |
| Queue Service Time ( $g_s$ ), s | 5.0 | 23.8 | 17.6 | 6.2 | 24.0 | 24.0 | 5.9 | 6.3 | 6.6 | 8.6 | 14.0 | 14.3 |
| Cycle Queue Clearance Time ( $g_c$ ), s | 5.0 | 23.8 | 17.6 | 6.2 | 24.0 | 24.0 | 5.9 | 6.3 | 6.6 | 8.6 | 14.0 | 14.3 |
| Green Ratio ( *g/C* ) | 0.14 | 0.30 | 0.41 | 0.11 | 0.27 | 0.27 | 0.11 | 0.20 | 0.20 | 0.12 | 0.21 | 0.21 |
| Capacity ( *c* ), veh/h | 477 | 1083 | 664 | 197 | 518 | 452 | 398 | 377 | 347 | 218 | 390 | 350 |
| Volume-to-Capacity Ratio ( *X* ) | 0.455 | 0.931 | 0.616 | 0.668 | 1.066 | 1.066 | 0.616 | 0.415 | 0.431 | 0.834 | 0.814 | 0.826 |
| Back of Queue ( *Q* ), ft/ln ( 95 th percentile) | | | | | | | | | | | | |
| Back of Queue ( *Q* ), veh/ln ( 95 th percentile) | 3.8 | 17.5 | 10.5 | 4.9 | 27.0 | 24.4 | 4.5 | 5.1 | 4.9 | 8.1 | 10.6 | 9.8 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay ( $d_1$ ), s/veh | 35.0 | 29.9 | 20.3 | 37.7 | 32.0 | 32.0 | 37.2 | 30.8 | 30.9 | 37.8 | 33.4 | 33.5 |
| Incremental Delay ( $d_2$ ), s/veh | 0.3 | 13.6 | 1.3 | 1.5 | 58.2 | 61.0 | 0.6 | 0.3 | 0.3 | 14.4 | 1.6 | 1.9 |
| Initial Queue Delay ( $d_3$ ), 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 |
| Control Delay ( *d* ), s/veh | 35.3 | 43.5 | 21.6 | 39.1 | 90.2 | 93.0 | 37.8 | 31.1 | 31.2 | 52.2 | 34.9 | 35.4 |
| Level of Service (LOS) | D | D | C | D | F | F | D | C | C | D | C | D |
| Approach Delay, s/veh / LOS | 37.0 | D | | 85.6 | F | | 34.1 | C | | 39.1 | D | |
| Intersection Delay, s/veh / LOS | 50.7 | | | | | | D | | | | | |

| Multimodal Results | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian LOS Score / LOS | 2.43 | B | 2.28 | B | 2.29 | B | 2.58 | C |
| Bicycle LOS Score / LOS | 1.84 | B | 1.45 | A | 0.94 | A | 1.14 | A |

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St. Lucie County

ECONOLITE

00026 - MIDWAY RD @ SELVITZ RD - - Econolite Type - Cobalt

**Controller Timing Plan (MM) 2-1**

**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 | 10 | 10 | 12 | 10 | 10 | 10 | 10 | 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 | 7 | 0 | 7 | 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 | 24 | 0 | 26 | 0 | 26 | 0 | 29 | 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 | 5.0 | 3.0 | 5.0 | 5.0 | 5.0 | 3.0 | 5.0 | 5.0 | 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 | 14 | 60 | 22 | 24 | 13 | 60 | 16 | 24 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 |
| Max2 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 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 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 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 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 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 |

# TURNING MOVEMENT VOLUME COUNTS

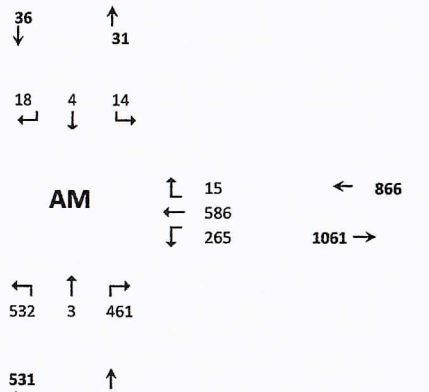
**N/S STREET:** Torino **E/W STREET:** Midway Road **CONTROL:** Signalized

**FILENAME:** Fort Pierce Commerce Ctr

**COUNT DATE:** 2/20/2020 **DAY:** Tuesday **County** SLCo

**REPORT DATE:** 5/13/2022 **ANALYSIS YEAR:** Existing

| 15 Min Period | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | | ONE HOUR SUM |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | TOTAL | |
| 7:00-7:15 | 136 | 1 | 126 | 3 | 2 | 1 | 3 | 117 | 52 | 45 | 124 | 5 | 615 | 2677 |
| 7:15-7:30 | 103 | 0 | 85 | 1 | 2 | 5 | 4 | 110 | 55 | 64 | 162 | 3 | 594 | 2623 |
| 7:30-7:45 | 135 | 1 | 108 | 6 | 0 | 7 | 1 | 161 | 77 | 92 | 145 | 1 | 734 | 2605 |
| 7:45-8:00 | 142 | 1 | 128 | 4 | 0 | 4 | 4 | 181 | 70 | 56 | 138 | 6 | 734 | 2311 |
| 8:00-8:15 | 110 | 1 | 101 | 2 | 0 | 3 | 8 | 123 | 41 | 49 | 121 | 2 | 561 | 1969 |
| 8:15-8:30 | 81 | 0 | 93 | 1 | 0 | 8 | 11 | 134 | 47 | 55 | 143 | 3 | 576 | |
| 8:30-8:45 | 82 | 1 | 67 | 3 | 1 | 5 | 4 | 93 | 35 | 48 | 99 | 2 | 440 | |
| 8:45-9:00 | 34 | 0 | 57 | 0 | 0 | 3 | 5 | 92 | 52 | 43 | 104 | 2 | 392 | |
| AM PEAK HOUR IS FROM: | | | 7:00AM TO 8:00AM | | | | | | | | | | | |
| Volumes | 516 | 3 | 447 | 14 | 4 | 17 | 12 | 569 | 254 | 257 | 569 | 15 | 2677 | |
| Season Factor | 516 | 3 | 447 | 14 | 4 | 17 | 12 | 569 | 254 | 257 | 569 | 15 | 2677 | |
| Growth to 2023 | 532 | 3 | 461 | 14 | 4 | 18 | 12 | 586 | 262 | 265 | 586 | 15 | 2758 | |
| In/Out | | 0 | | 0 | 0 | 0 | 0 | IN | | | OUT | 0 | | |
| Percentage | | 0% | | 0% | 0% | 0% | 0% | 30% | | | 30% | 0% | | |
| PROJECT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| SUBPROJECTS | | | | | | | | | | | | | | |
| % | 3% | 0% | 40% | 0% | 0% | 0% | 0% | 0% | 3% | 40% | 0% | 0% | | |
| In/Out | OUT | | OUT | | | | | | IN | IN | | | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Arcosa * |
| % | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.8% | 0.0% | 0.0% | 0.8% | 0.0% | | |
| In/Out | | | | | | | | OUT | 0.0% | | IN | | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Southern Grove DRI * |
| % | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0% | 1% | 0.0% | 0.0% | 1.0% | 0.0% | | |
| In/Out | | | | | | | | OUT | | | IN | | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Western Grove DRI * |
| % | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.7% | 0.0% | 0.0% | 0.7% | 0.0% | | |
| In/Out | | | | | | | | OUT | | | IN | | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Wilson Grove DRI * |
| % | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0% | 0.7% | 0.0% | 0.0% | 0.7% | 0.0% | | |
| In/Out | | | | | | | | OUT | | IN | IN | | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Riverland DRI * |
| % | 4.0% | 18.0% | 26.0% | 0.0% | 18.0% | 0.0% | 0.0% | 0.0% | 4.0% | 26.0% | 0.0% | 0.0% | | |
| In/Out | OUT | OUT | OUT | | IN | | | | IN | IN | | | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Wawa Midway & Selvitz |
| % | 1.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0% | 9% | 1.0% | 0.0% | 9.0% | 0.0% | | |
| In/Out | IN | | | | | | | OUT | OUT | | IN | | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Village at Midway * |
| % | 0.0% | 0.0% | 30.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 30.0% | 0.0% | 0.0% | | |
| In/Out | | | OUT | | | | | | IN | | | | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Ravina |
| % | 2.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0% | 23% | 2.0% | 0.0% | 23.0% | 0.0% | | |
| In/Out | IN | | | | | | | OUT | OUT | | IN | | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Willow Lakes * |
| % | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 17.0% | 0.0% | 0.0% | 17.0% | 0.0% | | |
| In/Out | | | | | | | | OUT | | | IN | | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | LTC Ranch * |
| % | 0.0% | 10.0% | 18.0% | 0.0% | 10.0% | 3.0% | 13.0% | 52.0% | 0.0% | 13.0% | 52.0% | 0.0% | | |
| In/Out | | OUT | OUT | | IN | IN | OUT | OUT | | IN | IN | OUT | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Subtotal | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Total | 532 | 3 | 461 | 14 | 4 | 18 | 12 | 586 | 262 | 265 | 586 | 15 | 2758 | |



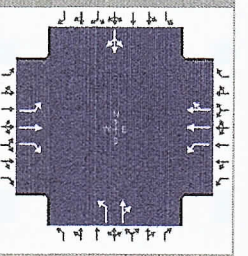

**Seasonal Factor:** 1
**Growth Rate to 2021:** 1.01
**Growth Rate from 2020 to 2023:** 1.01
**Years Grown:** 3

| | Trips In | Trips Out |
|---|---|---|
| Project | 0 | 0 |

* Trips represent 25% of total.

# HCS Signalized Intersection Input Data

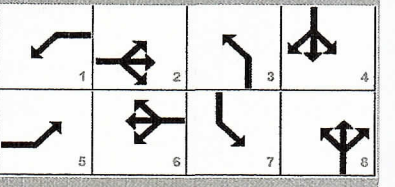
| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | OREP | | | Duration, h | 0.250 |
| Analyst | MM | Analysis Date | Aug 11, 2022 | Area Type | Other |
| Jurisdiction | SLCo. | Time Period | AM Existing | PHF | 0.92 |
| Urban Street | Midway | Analysis Year | 2022 | Analysis Period | 1> 7:00 |
| Intersection | Torino and Midway | File Name | Midway and Torino.8.11.2022 AM Existing.xus | | |
| Project Description | Ft Pierce CC (Energy Selvitz) | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 12 | 586 | 262 | 265 | 586 | 15 | 532 | 3 | 461 | 14 | 5 | 18 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 151.1 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 2.5 | 10.0 | 53.0 | 40.0 | 5.5 | 0.0 | |
| Yellow | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 0.0 | |
| Red | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 0.0 | |




| Traffic Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand (*v*), veh/h | 12 | 586 | 262 | 265 | 586 | 15 | 532 | 3 | 461 | 14 | 5 | 18 |
| Initial Queue ($Q_b$), veh/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Base Saturation Flow Rate ($s_o$), veh/h | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Parking ($N_m$), man/h | | None | | | None | | | None | | | None | |
| Heavy Vehicles ($P_{HV}$), % | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | | 0 | |
| Ped / Bike / RTOR, /h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Buses ($N_b$), buses/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Arrival Type (*AT*) | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Upstream Filtering (*I*) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lane Width ( *W* ), ft | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | | 12.0 | 12.0 | | | 12.0 | |
| Turn Bay Length, ft | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | | 0 | |
| Grade (*Pg*), % | | 0 | | | 0 | | | 0 | | | 0 | |
| Speed Limit, mi/h | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 |

| Phase Information | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Maximum Green ($G_{max}$) or Phase Split, s | 15.0 | 60.0 | 35.0 | 60.0 | 40.0 | 40.0 | 15.0 | 10.0 |
| Yellow Change Interval (*Y*), s | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Red Clearance Interval ( $R_c$), s | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Minimum Green ( $G_{min}$), s | 6 | 7 | 7 | 7 | 7 | 7 | 6 | 6 |
| Start-Up Lost Time ( *lt*), s | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Extension of Effective Green (*e*), s | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Passage (*PT*), s | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Recall Mode | Off | Min | Off | Min | Off | Off | Off | Off |
| Dual Entry | No | Yes | No | Yes | No | Yes | No | Yes |
| Walk (*Walk*), s | | 0.0 | | 0.0 | | 0.0 | | 0.0 |
| Pedestrian Clearance Time (*PC*), s | | 0.0 | | 0.0 | | 0.0 | | 0.0 |

| Multimodal Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 85th % Speed / Rest in Walk / Corner Radius | 0.0 | No | 25.0 | 0.0 | No | 25.0 | 0.0 | No | 25.0 | 0.0 | No | 25.0 |
| Walkway / Crosswalk Width / Length, ft | 9.0 | 12.0 | 0.0 | 9.0 | 12.0 | 0.0 | 9.0 | 12.0 | 0.0 | 9.0 | 12.0 | 0.0 |
| Street Width / Island / Curb, ft | 0.0 | 0 | No | 0.0 | 0 | No | 0.0 | 0 | No | 0.0 | 0 | No |
| Width Outside / Bike Lane / Shoulder, ft | 12.0 | 5.0 | 2.0 | 12.0 | 5.0 | 2.0 | 12.0 | 5.0 | 2.0 | 12.0 | 5.0 | 2.0 |
| Pedestrian Signal / Occupied Parking | No | | 0.50 | No | | 0.50 | No | | 0.50 | No | | 0.50 |

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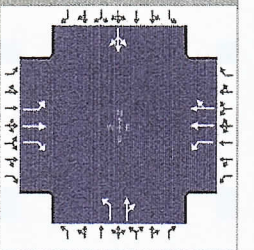
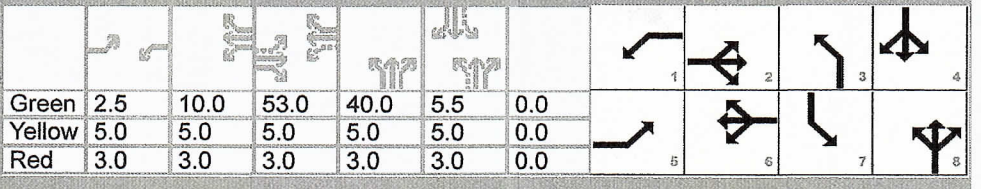
# HCS Signalized Intersection Intermediate Values

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | OREP | | | Duration, h | 0.250 |
| Analyst | MM | Analysis Date | Aug 11, 2022 | Area Type | Other |
| Jurisdiction | SLCo. | Time Period | AM Existing | PHF | 0.92 |
| Urban Street | Midway | Analysis Year | 2022 | Analysis Period | 1> 7:00 |
| Intersection | Torino and Midway | File Name | Midway and Torino.8.11.2022 AM Existing.xus | | |
| Project Description | Ft Pierce CC (Energy Selvitz) | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( $v$ ), veh/h | 12 | 586 | 262 | 265 | 586 | 15 | 532 | 3 | 461 | 14 | 5 | 18 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 151.1 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |




| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Green | 2.5 | 10.0 | 53.0 | 40.0 | 5.5 | 0.0 | | | | | | |
| Yellow | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 0.0 | | | | | | |
| Red | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 0.0 | | | | | | |

| Saturation Flow / Delay | L | T | R | L | T | R | L | T | R | L | T | R |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Width Adjustment Factor ($f_w$) | | | | | | | | | | | | |
| Heavy Vehicles and Grade Factor ($f_{HVg}$) | | | | | | | | | | | | |
| Parking Activity Adjustment Factor ($f_p$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Bus Blockage Adjustment Factor ($f_{bb}$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Area Type Adjustment Factor ($f_a$) | | | | | | | | | | | | |
| Lane Utilization Adjustment Factor ($f_{LU}$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Left-Turn Adjustment Factor ($f_{LT}$) | 0.952 | 0.000 | | 0.952 | 0.000 | | 0.952 | 0.000 | | 0.031 | 0.031 | |
| Right-Turn Adjustment Factor ($f_{RT}$) | | 0.000 | 0.847 | | 0.991 | 0.991 | | 0.848 | 0.848 | | 0.000 | 0.000 |
| Left-Turn Pedestrian Adjustment Factor ($f_{Lpb}$) | 1.000 | | | 1.000 | | | 1.000 | | | 1.000 | | |
| Right-Turn Ped-Bike Adjustment Factor ($f_{Rpb}$) | | | 1.000 | | | 1.000 | | | 1.000 | | | 1.000 |
| Work Zone Adjustment Factor ($f_{wz}$) | | | | | | | | | | | | |
| DDI Factor ($f_{DDI}$) | | | | | | | | | | | | |
| Movement Saturation Flow Rate ($s$), veh/h | 1810 | 1900 | 1610 | 1810 | 3689 | 94 | 1810 | 10 | 1601 | 23 | 8 | 29 |
| Proportion of Vehicles Arriving on Green ($P$) | 0.02 | 0.35 | 0.35 | 0.14 | 0.47 | 0.47 | 0.26 | 0.35 | 0.35 | 0.04 | 0.04 | 0.04 |
| Incremental Delay Factor ($k$) | 0.04 | 0.36 | 0.04 | 0.13 | 0.04 | 0.04 | 0.50 | 0.39 | | | 0.09 | |

| Signal Timing / Movement Groups | EBL | EBT/R | WBL | WBT/R | NBL | NBT/R | SBL | SBT/R |
|---|---|---|---|---|---|---|---|---|
| Lost Time ($t_L$) | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | | 8.0 |
| Green Ratio ($g/C$) | 0.37 | 0.35 | 0.50 | 0.47 | 0.31 | 0.35 | 0.00 | 0.04 |
| Permitted Saturation Flow Rate ($s_p$), veh/h/ln | 792 | 0 | 804 | 0 | 1408 | 0 | 0 | 909 |
| Shared Saturation Flow Rate ($s_{sh}$), veh/h/ln | | | | | | | | 0 |
| Permitted Effective Green Time ($g_p$), s | 53.0 | 0.0 | 55.0 | 0.0 | 7.5 | 0.0 | 0.0 | 4.0 |
| Permitted Service Time ($g_u$), s | 52.3 | 0.0 | 3.6 | 0.0 | 2.1 | 0.0 | 0.0 | 0.0 |
| Permitted Queue Service Time ($g_{ps}$), s | 0.0 | | 3.6 | | 2.1 | | | 0.0 |
| Time to First Blockage ($g_f$), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 |
| Queue Service Time Before Blockage ($g_{fs}$), s | | | | | | | | 0.1 |
| Protected Right Saturation Flow ($s_R$), veh/h/ln | | 0 | | | | | | |
| Protected Right Effective Green Time ($g_R$), s | | 0.0 | | | | | | |

| Multimodal | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian $F_w$ / $F_v$ | 1.198 | 0.000 | 0.972 | 0.000 | 1.389 | 0.000 | 1.557 | 0.000 |
| Pedestrian $F_s$ / $F_{delay}$ | 0.000 | 0.139 | 0.000 | 0.122 | 0.000 | 0.138 | 0.000 | 0.170 |
| Pedestrian $M_{corner}$ / $M_{cw}$ | 0.00 | | 0.00 | | 0.00 | | 0.00 | |
| Bicycle $c_b$ / $d_b$ | 701.80 | 31.83 | 940.18 | 21.22 | 708.64 | 31.50 | 73.31 | 70.11 |
| Bicycle $F_w$ / $F_v$ | -3.64 | 1.54 | -3.64 | 0.78 | -3.64 | 1.79 | -3.64 | 0.07 |

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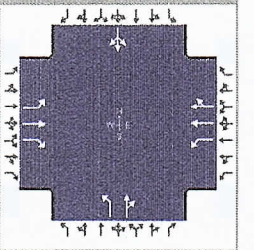
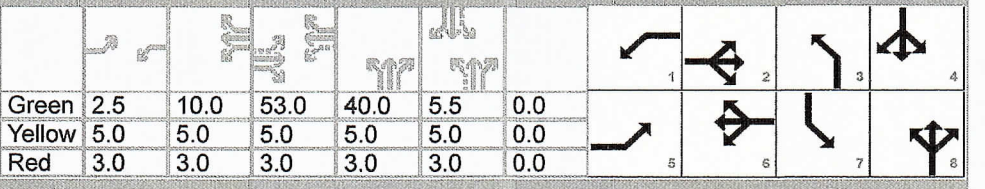
# HCS Signalized Intersection Results Graphical Summary

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | OREP | | | Duration, h | 0.250 |
| Analyst | MM | Analysis Date | Aug 11, 2022 | Area Type | Other |
| Jurisdiction | SLCo. | Time Period | AM Existing | PHF | 0.92 |
| Urban Street | Midway | Analysis Year | 2022 | Analysis Period | 1> 7:00 |
| Intersection | Torino and Midway | File Name | Midway and Torino.8.11.2022 AM Existing.xus | | |
| Project Description | Ft Pierce CC (Energy Selvitz) | | | | |



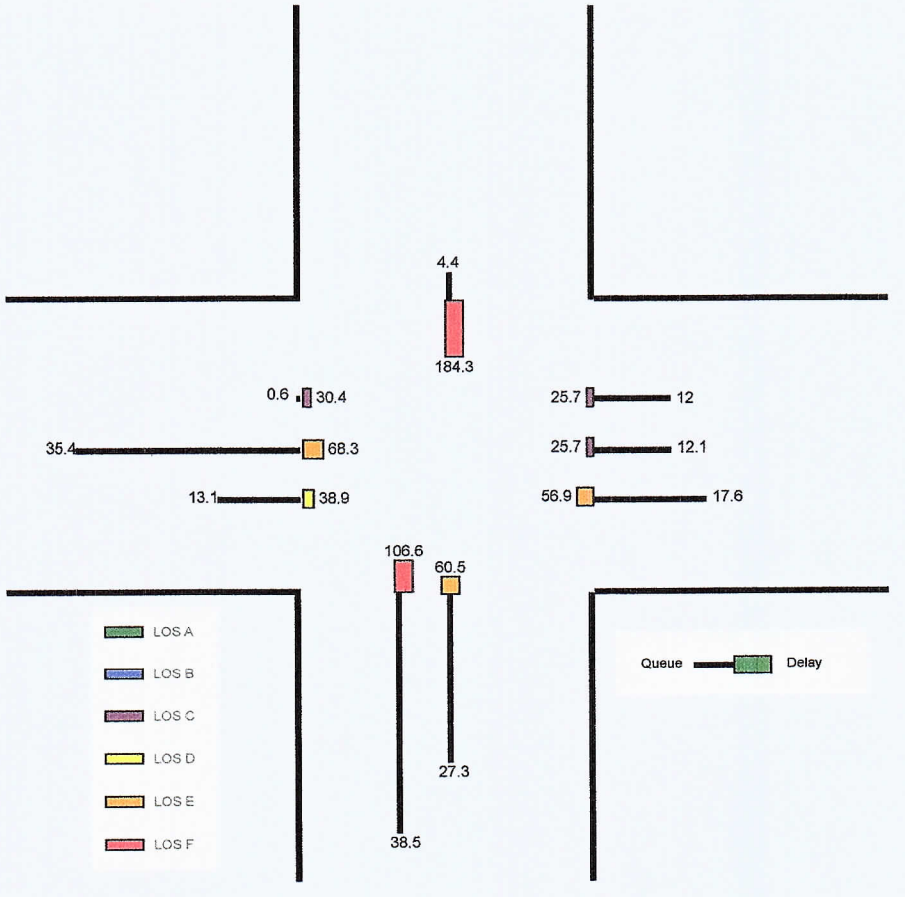
| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 12 | 586 | 262 | 265 | 586 | 15 | 532 | 3 | 461 | 14 | 5 | 18 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 151.1 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |




| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Green | 2.5 | 10.0 | 53.0 | 40.0 | 5.5 | 0.0 | | | | | | |
| Yellow | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 0.0 | | | | | | |
| Red | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 0.0 | | | | | | |

| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Back of Queue ( *Q* ), ft/ln ( 95 th percentile) | | | | | | | | | | | | |
| Back of Queue ( *Q* ), veh/ln ( 95 th percentile) | 0.6 | 35.4 | 13.1 | 17.6 | 12.1 | 12.0 | 38.5 | 27.3 | | | 4.4 | |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | 0.00 | |
| Control Delay ( *d* ), s/veh | 30.4 | 68.3 | 38.9 | 56.9 | 25.7 | 25.7 | 106.6 | 60.5 | | | 184.3 | |
| Level of Service (LOS) | C | E | D | E | C | C | F | E | | | F | |
| Approach Delay, s/veh / LOS | 58.8 | E | | 35.3 | D | | 85.1 | F | | 184.3 | F | |
| Intersection Delay, s/veh / LOS | 62.6 | | | | | | E | | | | | |

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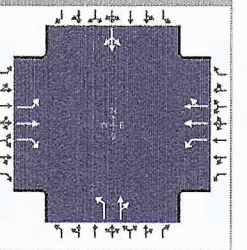
# HCS Signalized Intersection Results Summary

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | OREP | | | Duration, h | 0.250 |
| Analyst | MM | Analysis Date | Aug 11, 2022 | Area Type | Other |
| Jurisdiction | SLCo. | Time Period | AM Existing | PHF | 0.92 |
| Urban Street | Midway | Analysis Year | 2022 | Analysis Period | 1> 7:00 |
| Intersection | Torino and Midway | File Name | Midway and Torino.8.11.2022 AM Existing.xus | | |
| Project Description | Ft Pierce CC (Energy Selvitz) | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 12 | 586 | 262 | 265 | 586 | 15 | 532 | 3 | 461 | 14 | 5 | 18 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 151.1 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Green | 2.5 | 10.0 | 53.0 | 40.0 | 5.5 | 0.0 | 1 | 2 | 3 | 4 | | |
| Yellow | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 0.0 | 5 | 6 | 7 | 8 | | |
| Red | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 0.0 | | | | | | |

| Timer Results | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Assigned Phase | 5 | 2 | 1 | 6 | 3 | 8 | 7 | 4 |
| Case Number | 1.1 | 3.0 | 1.1 | 4.0 | 1.1 | 4.0 | 0.0 | 14.0 |
| Phase Duration, s | 10.5 | 61.0 | 28.5 | 79.0 | 48.0 | 61.5 | 0.0 | 13.5 |
| Change Period, ( $Y+R_c$ ), s | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 |
| Max Allow Headway ( *MAH* ), s | 3.1 | 3.1 | 3.1 | 3.1 | 3.1 | 3.4 | 0.0 | 3.4 |
| Queue Clearance Time ( $g_s$ ), s | 2.7 | 51.5 | 20.1 | 18.7 | 42.0 | 46.4 | | 5.5 |
| Green Extension Time ( $g_e$ ), s | 0.0 | 1.6 | 0.5 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 |
| Phase Call Probability | 0.42 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 |
| Max Out Probability | 0.00 | 0.33 | 0.00 | 0.00 | 1.00 | 1.00 | | 0.58 |

| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Adjusted Flow Rate ( *v* ), veh/h | 13 | 637 | 285 | 288 | 328 | 325 | 578 | 504 | | | 40 | |
| Adjusted Saturation Flow Rate ( *s* ), veh/h/ln | 1810 | 1900 | 1610 | 1810 | 1900 | 1883 | 1810 | 1612 | | | 60 | |
| Queue Service Time ( $g_s$ ), s | 0.7 | 49.5 | 21.1 | 18.1 | 16.7 | 16.7 | 40.0 | 44.4 | | | 3.5 | |
| Cycle Queue Clearance Time ( $g_c$ ), s | 0.7 | 49.5 | 21.1 | 18.1 | 16.7 | 16.7 | 40.0 | 44.4 | | | 3.5 | |
| Green Ratio ( *g/C* ) | 0.37 | 0.35 | 0.35 | 0.50 | 0.47 | 0.47 | 0.31 | 0.35 | | | 0.04 | |
| Capacity ( *c* ), veh/h | 352 | 667 | 565 | 313 | 893 | 885 | 546 | 571 | | | 35 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.037 | 0.955 | 0.504 | 0.921 | 0.367 | 0.368 | 1.059 | 0.883 | | | 1.145 | |
| Back of Queue ( *Q* ), ft/ln ( 95 th percentile) | | | | | | | | | | | | |
| Back of Queue ( *Q* ), veh/ln ( 95 th percentile) | 0.6 | 35.4 | 13.1 | 17.6 | 12.1 | 12.0 | 38.5 | 27.3 | | | 4.4 | |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | 0.00 | |
| Uniform Delay ( $d_1$ ), s/veh | 30.4 | 47.9 | 38.7 | 44.5 | 25.6 | 25.6 | 51.3 | 45.8 | | | 75.2 | |
| Incremental Delay ( $d_2$ ), s/veh | 0.0 | 20.4 | 0.3 | 12.5 | 0.1 | 0.1 | 55.2 | 14.6 | | | 109.1 | |
| Initial Queue Delay ( $d_3$ ), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | |
| Control Delay ( *d* ), s/veh | 30.4 | 68.3 | 38.9 | 56.9 | 25.7 | 25.7 | 106.6 | 60.5 | | | 184.3 | |
| Level of Service (LOS) | C | E | D | E | C | C | F | E | | | F | |
| Approach Delay, s/veh / LOS | 58.8 | E | | 35.3 | D | | 85.1 | F | | 184.3 | F | |
| Intersection Delay, s/veh / LOS | 62.6 | | | | | | E | | | | | |

| Multimodal Results | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian LOS Score / LOS | 1.94 | B | 1.69 | B | 2.13 | B | 2.33 | B |
| Bicycle LOS Score / LOS | 2.03 | B | 1.26 | A | 2.27 | B | 0.55 | A |

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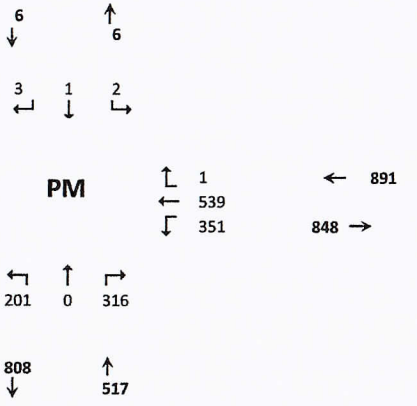
# TURNING MOVEMENT VOLUME COUNTS

**N/S STREET:** Torino
**FILENAME:** Fort Pierce Commerce Ctr
**COUNT DATE:** 2/20/2022
**REPORT DATE:** 5/13/2022
**DAY:** Tuesday
**ANALYSIS YEAR:** Existing
**E/W STREET:** Midway Road
**County** slco
**CONTROL:** Signalized

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 Min Period lanes | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | TOTAL | ONE HOUR SUM |
| 4:00-4:15 | 50 | 1 | 59 | 0 | 2 | 0 | 1 | 143 | 71 | 58 | 98 | 0 | 483 | 2137 |
| 4:15-4:30 | 41 | 0 | 76 | 0 | 1 | 0 | 0 | 92 | 95 | 106 | 183 | 1 | 595 | 2230 |
| 4:30-4:45 | 54 | 0 | 76 | 0 | 1 | 3 | 1 | 117 | 69 | 63 | 128 | 0 | 512 | 2303 |
| 4:45-5:00 | 53 | 0 | 66 | 0 | 0 | 0 | 1 | 141 | 103 | 85 | 98 | 0 | 547 | 2334 |
| 5:00-5:15 | 43 | 0 | 63 | 0 | 1 | 2 | 3 | 94 | 98 | 86 | 185 | 1 | 576 | 2280 |
| 5:15-5:30 | 57 | 0 | 107 | 0 | 0 | 0 | 1 | 153 | 137 | 89 | 124 | 0 | 668 | |
| 5:30-5:45 | 42 | 0 | 71 | 2 | 0 | 1 | 0 | 126 | 104 | 81 | 116 | 0 | 543 | |
| 5:45-6:00 | 61 | 1 | 74 | 0 | 0 | 0 | 1 | 107 | 82 | 70 | 95 | 2 | 493 | |
| PM PEAK HOUR IS FROM: | | | 4:45PM TO 5:45PM | | | | | | | | | | | |
| Volumes | 195 | 0 | 307 | 2 | 1 | 3 | 5 | 514 | 442 | 341 | 523 | 1 | 2334 | |
| Season Factor | 195 | 0 | 307 | 2 | 1 | 3 | 5 | 514 | 442 | 341 | 523 | 1 | 2334 | |
| Growth to 2021 | 195 | 0 | 307 | 2 | 1 | 3 | 5 | 514 | 442 | 341 | 523 | 1 | 2334 | |
| Growth to 2026 | 201 | 0 | 316 | 2 | 1 | 3 | 5 | 530 | 455 | 351 | 539 | 1 | 2405 | |
| In/Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | IN | 0 | 0 | OUT | 0 | | |
| Percentage | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 30% | 0% | 0% | 30% | 0% | | |
| PROJECT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| SUBPROJECTS | | | | | | | | | | | | | | |
| % | 3% | 0% | 40% | 0% | 0% | 0% | 0% | 0% | 3% | 40% | 0% | 0.0% | | |
| In/Out | OUT | 0% | OUT | 0% | 0% | 0% | 0% | 0% | IN | IN | 0% | 0.0% | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Arcosa * |
| % | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.8% | 0.0% | 0.0% | 0.8% | 0.0% | | |
| In/Out | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | OUT | 0.0% | 0.0% | IN | 0.0% | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Southern Grove DRI * |
| % | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 1.0% | 0.0% | 0.0% | 1.0% | 0.0% | | |
| In/Out | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | OUT | 0.0% | 0.0% | IN | 0.0% | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Western Grove DRI * |
| % | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.7% | 0.0% | 0.0% | 0.7% | 0.0% | | |
| In/Out | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | OUT | 0.0% | 0.0% | IN | 0.0% | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Wilson Grove DRI * |
| % | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.7% | 0.0% | 0.0% | 0.7% | 0.0% | | |
| In/Out | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | OUT | 0.0% | IN | IN | 0.0% | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Riverland DRI * |
| % | 4.0% | 18.0% | 26.0% | 0.0% | 18.0% | 0.0% | 0.0% | 0.0% | 4.0% | 26.0% | 0.0% | 0.0% | | |
| In/Out | OUT | OUT | OUT | 0.0% | IN | 0.0% | 0.0% | 0.0% | IN | IN | 0.0% | 0.0% | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Wawa Midway & Selvitz |
| % | 1.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 9.0% | 1.0% | 0.0% | 9.0% | 0.0% | | |
| In/Out | IN | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | OUT | OUT | 0.0% | IN | 0.0% | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Village at Midway * |
| % | 0.0% | 0.0% | 30.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 30.0% | 0.0% | 0.0% | | |
| In/Out | 0.0% | 0.0% | OUT | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | IN | 0.0% | 0.0% | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Ravina |
| % | 2.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 23.0% | 2.0% | 0.0% | 23.0% | 0.0% | | |
| In/Out | IN | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | OUT | OUT | 0.0% | IN | 0.0% | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Willow Lakes * |
| % | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 17.0% | 0.0% | 0.0% | 17.0% | 0.0% | | |
| In/Out | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | OUT | 0.0% | 0.0% | IN | 0.0% | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | LTC Ranch * |
| % | 0.0% | 10.0% | 18.0% | 0.0% | 10.0% | 3.0% | 13.0% | 52.0% | 0.0% | 13.0% | 52.0% | 0.0% | | |
| In/Out | | OUT | OUT | | IN | IN | OUT | OUT | | IN | IN | OUT | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Subtotal | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Total | 201 | 0 | 316 | 2 | 1 | 3 | 5 | 530 | 455 | 351 | 539 | 1 | 2405 | |



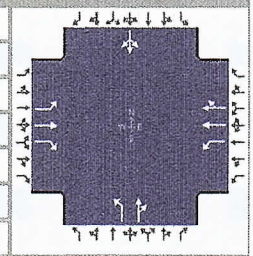

| Project | Trips In | Trips Out |
|---|---|---|
| | 0 | 0 |

| | | |
|---|---|---|
| Arcosa | 21 | 34 |
| Southern Grove DRI | 1,748 | 2,518 |
| Western Grove DRI | 628 | 515 |
| Wilson Grove DRI | 1,136 | 1,410 |
| Riverland DRI | 1,774 | 1,819 |
| LTC Ranch | 580 | 743 |
| Wawa Midway & Selvitz | 62 | 62 |
| Village at Midway | 182 | 456 |
| Ravina | 77 | 44 |
| Willow Lakes | 363 | 259 |

* Trips represent 25% of total.

# HCS Signalized Intersection Input Data

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | OREP | | | Duration, h | 0.250 |
| Analyst | MM | Analysis Date | Aug 11, 2022 | Area Type | Other |
| Jurisdiction | | Time Period | PM Existing | PHF | 0.87 |
| Urban Street | Midway | Analysis Year | 2022 | Analysis Period | 1> 7:00 |
| Intersection | Torino and Midway | File Name | Midway and Torino.8.11.2022 PM Existing.xus | | |
| Project Description | Ft Pierce CC (Energy Selvitz) | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 5 | 530 | 455 | 351 | 539 | 1 | 201 | 0 | 316 | 2 | 1 | 18 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 117.8 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Green | 1.0 | 12.8 | 41.7 | 16.2 | 6.0 | 0.0 | 1 | 2 | 3 | 4 | |
| Yellow | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 0.0 | 5 | 6 | 7 | 8 | |
| Red | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 0.0 | | | | | |

| Traffic Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand (*v*), veh/h | 5 | 530 | 455 | 351 | 539 | 1 | 201 | 0 | 316 | 2 | 1 | 18 |
| Initial Queue ($Q_b$), veh/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Base Saturation Flow Rate ($s_o$), veh/h | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Parking ($N_m$), man/h | | None | | | None | | | None | | | None | |
| Heavy Vehicles ($P_{HV}$), % | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | | 0 | |
| Ped / Bike / RTOR, /h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Buses ($N_b$), buses/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Arrival Type (*AT*) | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Upstream Filtering (*I*) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lane Width ( *W* ), ft | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | | 12.0 | 12.0 | | | 12.0 | |
| Turn Bay Length, ft | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | | 0 | |
| Grade (*Pg*), % | | 0 | | | 0 | | | 0 | | | 0 | |
| Speed Limit, mi/h | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 |

| Phase Information | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Maximum Green ($G_{max}$) or Phase Split, s | 15.0 | 60.0 | 35.0 | 60.0 | 40.0 | 40.0 | 15.0 | 10.0 |
| Yellow Change Interval (*Y*), s | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Red Clearance Interval ( $R_c$), s | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Minimum Green ( $G_{min}$), s | 6 | 7 | 7 | 7 | 7 | 7 | 6 | 6 |
| Start-Up Lost Time ( *lt*), s | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Extension of Effective Green (*e*), s | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Passage (*PT*), s | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Recall Mode | Off | Min | Off | Min | Off | Off | Off | Off |
| Dual Entry | No | Yes | No | Yes | No | Yes | No | Yes |
| Walk (*Walk*), s | | 0.0 | | 0.0 | | 0.0 | | 0.0 |
| Pedestrian Clearance Time (*PC*), s | | 0.0 | | 0.0 | | 0.0 | | 0.0 |

| Multimodal Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 85th % Speed / Rest in Walk / Corner Radius | 0.0 | No | 25.0 | 0.0 | No | 25.0 | 0.0 | No | 25.0 | 0.0 | No | 25.0 |
| Walkway / Crosswalk Width / Length, ft | 9.0 | 12.0 | 0.0 | 9.0 | 12.0 | 0.0 | 9.0 | 12.0 | 0.0 | 9.0 | 12.0 | 0.0 |
| Street Width / Island / Curb, ft | 0.0 | 0 | No | 0.0 | 0 | No | 0.0 | 0 | No | 0.0 | 0 | No |
| Width Outside / Bike Lane / Shoulder, ft | 12.0 | 5.0 | 2.0 | 12.0 | 5.0 | 2.0 | 12.0 | 5.0 | 2.0 | 12.0 | 5.0 | 2.0 |
| Pedestrian Signal / Occupied Parking | No | 0.50 | | No | 0.50 | | No | 0.50 | | No | 0.50 | |

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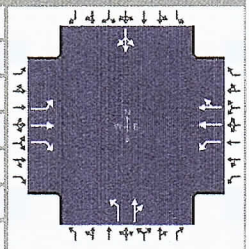
# HCS Signalized Intersection Intermediate Values

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | OREP | | | Duration, h | 0.250 |
| Analyst | MM | Analysis Date | Aug 11, 2022 | Area Type | Other |
| Jurisdiction | | Time Period | PM Existing | PHF | 0.87 |
| Urban Street | Midway | Analysis Year | 2022 | Analysis Period | 1> 7:00 |
| Intersection | Torino and Midway | File Name | Midway and Torino.8.11.2022 PM Existing.xus | | |
| Project Description | Ft Pierce CC (Energy Selvitz) | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 5 | 530 | 455 | 351 | 539 | 1 | 201 | 0 | 316 | 2 | 1 | 18 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 117.8 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Green | 1.0 | 12.8 | 41.7 | 16.2 | 6.0 | 0.0 | 1 | 2 | 3 | 4 | | |
| Yellow | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 0.0 | 5 | 6 | 7 | 8 | | |
| Red | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 0.0 | | | | | | |

| Saturation Flow / Delay | L | T | R | L | T | R | L | T | R | L | T | R |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Width Adjustment Factor ($f_w$) | | | | | | | | | | | | |
| Heavy Vehicles and Grade Factor ($f_{HVg}$) | | | | | | | | | | | | |
| Parking Activity Adjustment Factor ($f_p$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Bus Blockage Adjustment Factor ($f_{bb}$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Area Type Adjustment Factor ($f_a$) | | | | | | | | | | | | |
| Lane Utilization Adjustment Factor ($f_{LU}$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Left-Turn Adjustment Factor ($f_{LT}$) | 0.952 | 0.000 | | 0.952 | 0.000 | | 0.952 | 0.000 | | 0.213 | 0.213 | |
| Right-Turn Adjustment Factor ($f_{RT}$) | | 0.000 | 0.847 | | 0.999 | 0.999 | | 0.847 | 0.847 | | 0.000 | 0.000 |
| Left-Turn Pedestrian Adjustment Factor ($f_{Lpb}$) | 1.000 | | | 1.000 | | | 1.000 | | | 1.000 | | |
| Right-Turn Ped-Bike Adjustment Factor ($f_{Rpb}$) | | | 1.000 | | | 1.000 | | | 1.000 | | | 1.000 |
| Work Zone Adjustment Factor ($f_{wz}$) | | | | | | | | | | | | |
| DDI Factor ($f_{DDI}$) | | | | | | | | | | | | |
| Movement Saturation Flow Rate ($s$), veh/h | 1810 | 1900 | 1610 | 1810 | 3792 | 7 | 1810 | 0 | 1610 | 39 | 19 | 347 |
| Proportion of Vehicles Arriving on Green ($P$) | 0.01 | 0.35 | 0.35 | 0.19 | 0.53 | 0.53 | 0.14 | 0.00 | 0.26 | 0.05 | 0.05 | 0.05 |
| Incremental Delay Factor ($k$) | 0.04 | 0.16 | 0.17 | 0.16 | 0.04 | 0.04 | 0.04 | 0.19 | | | 0.04 | |

| Signal Timing / Movement Groups | EBL | EBT/R | WBL | WBT/R | NBL | NBT/R | SBL | SBT/R |
|---|---|---|---|---|---|---|---|---|
| Lost Time ($t_L$) | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | | 8.0 |
| Green Ratio ($g/C$) | 0.36 | 0.35 | 0.56 | 0.53 | 0.21 | 0.26 | 0.00 | 0.05 |
| Permitted Saturation Flow Rate ($s_p$), veh/h/ln | 816 | 0 | 825 | 0 | 1412 | 0 | 0 | 1035 |
| Shared Saturation Flow Rate ($s_{sh}$), veh/h/ln | | | | | | | | 0 |
| Permitted Effective Green Time ($g_p$), s | 41.8 | 0.0 | 43.8 | 0.0 | 8.0 | 0.0 | 0.0 | 4.0 |
| Permitted Service Time ($g_u$), s | 42.3 | 0.0 | 5.8 | 0.0 | 4.3 | 0.0 | 0.0 | 0.0 |
| Permitted Queue Service Time ($g_{ps}$), s | 0.0 | | 5.8 | | 0.7 | | | 0.0 |
| Time to First Blockage ($g_f$), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.4 |
| Queue Service Time Before Blockage ($g_{fs}$), s | | | | | | | | 1.4 |
| Protected Right Saturation Flow ($s_R$), veh/h/ln | | 0 | | | | | | |
| Protected Right Effective Green Time ($g_R$), s | | 0.0 | | | | | | |

| Multimodal | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian $F_w$ / $F_v$ | 1.198 | 0.000 | 0.972 | 0.000 | 1.389 | 0.000 | 1.557 | 0.000 |
| Pedestrian $F_s$ / $F_{delay}$ | 0.000 | 0.128 | 0.000 | 0.103 | 0.000 | 0.140 | 0.000 | 0.159 |
| Pedestrian $M_{corner}$ / $M_{cw}$ | 0.00 | | 0.00 | | 0.00 | | 0.00 | |
| Bicycle $c_b$ / $d_b$ | 707.72 | 24.59 | 1061.45 | 12.97 | 513.36 | 32.54 | 101.93 | 53.04 |
| Bicycle $F_w$ / $F_v$ | -3.64 | 1.88 | -3.64 | 0.84 | -3.64 | 0.98 | -3.64 | 0.04 |

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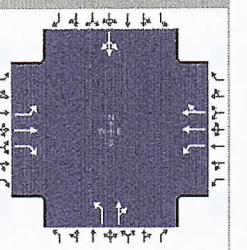
# HCS Signalized Intersection Results Graphical Summary

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | OREP | | | Duration, h | 0.250 |
| Analyst | MM | Analysis Date | Aug 11, 2022 | Area Type | Other |
| Jurisdiction | | Time Period | PM Existing | PHF | 0.87 |
| Urban Street | Midway | Analysis Year | 2022 | Analysis Period | 1> 7:00 |
| Intersection | Torino and Midway | File Name | Midway and Torino.8.11.2022 PM Existing.xus | | |
| Project Description | Ft Pierce CC (Energy Selvitz) | | | | |

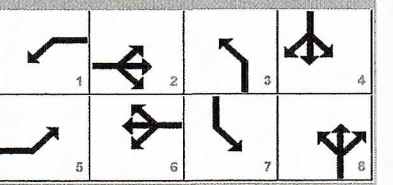


| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 5 | 530 | 455 | 351 | 539 | 1 | 201 | 0 | 316 | 2 | 1 | 18 |

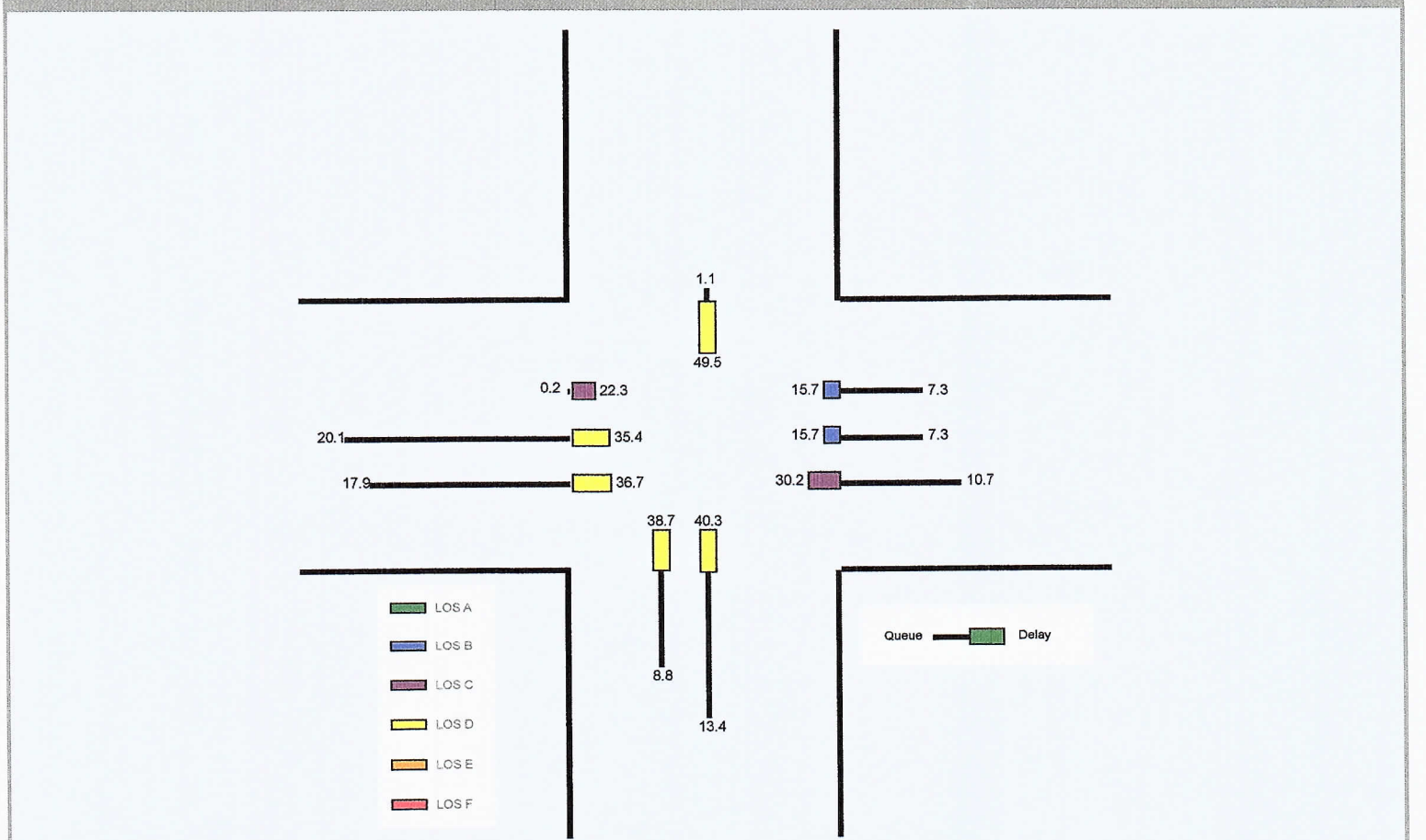
| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 117.8 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |



| | | | | | | |
|---|---|---|---|---|---|---|
| Green | 1.0 | 12.8 | 41.7 | 16.2 | 6.0 | 0.0 |
| Yellow | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 0.0 |
| Red | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 0.0 |




| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Back of Queue ( *Q* ), ft/ln ( 95 th percentile) | | | | | | | | | | | | |
| Back of Queue ( *Q* ), veh/ln ( 95 th percentile) | 0.2 | 24.4 | 21.9 | 18.6 | 8.1 | 8.1 | 10.2 | 16.6 | | | 1.3 | |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | 0.00 | |
| Control Delay ( *d* ), s/veh | 24.1 | 43.3 | 45.9 | 42.8 | 15.6 | 15.6 | 43.5 | 52.4 | | | 56.4 | |
| Level of Service (LOS) | C | D | D | D | B | B | D | D | | | E | |
| Approach Delay, s/veh / LOS | 44.4 | D | | 26.3 | C | | 48.9 | D | | 56.4 | E | |
| Intersection Delay, s/veh / LOS | 38.8 | | | | | | D | | | | | |

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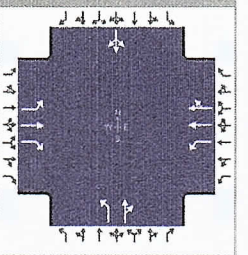
# HCS Signalized Intersection Results Summary

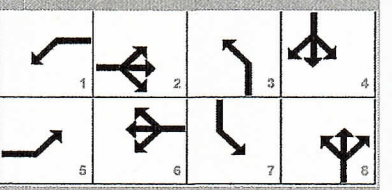
| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | OREP | | | Duration, h | 0.250 |
| Analyst | MM | Analysis Date | Aug 11, 2022 | Area Type | Other |
| Jurisdiction | | Time Period | PM Existing | PHF | 0.87 |
| Urban Street | Midway | Analysis Year | 2022 | Analysis Period | 1> 7:00 |
| Intersection | Torino and Midway | File Name | Midway and Torino.8.11.2022 PM Existing.xus | | |
| Project Description | Ft Pierce CC (Energy Selvitz) | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 5 | 530 | 455 | 351 | 539 | 1 | 201 | 0 | 316 | 2 | 1 | 18 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 117.8 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Green | 1.0 | 12.8 | 41.7 | 16.2 | 6.0 | 0.0 | | | | | | |
| Yellow | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 0.0 | | | | | | |
| Red | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 0.0 | | | | | | |




| Timer Results | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Assigned Phase | 5 | 2 | 1 | 6 | 3 | 8 | 7 | 4 |
| Case Number | 1.1 | 3.0 | 1.1 | 4.0 | 1.1 | 4.0 | 0.0 | 14.0 |
| Phase Duration, s | 9.0 | 49.7 | 29.9 | 70.5 | 24.2 | 38.2 | 0.0 | 14.0 |
| Change Period, ( $Y+R_c$ ), s | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 |
| Max Allow Headway ( *MAH* ), s | 3.1 | 3.1 | 3.1 | 3.1 | 3.1 | 3.4 | 0.0 | 3.4 |
| Queue Clearance Time ( $g_s$ ), s | 2.2 | 38.7 | 21.1 | 12.8 | 15.7 | 27.6 | | 3.7 |
| Green Extension Time ( $g_e$ ), s | 0.0 | 2.8 | 0.7 | 4.1 | 0.4 | 0.8 | 0.0 | 0.5 |
| Phase Call Probability | 0.17 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 |
| Max Out Probability | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.16 |

| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Adjusted Flow Rate ( *v* ), veh/h | 6 | 609 | 523 | 403 | 310 | 310 | 231 | 363 | | | 24 | |
| Adjusted Saturation Flow Rate ( *s* ), veh/h/ln | 1810 | 1900 | 1610 | 1810 | 1900 | 1899 | 1810 | 1610 | | | 405 | |
| Queue Service Time ( $g_s$ ), s | 0.2 | 36.0 | 36.7 | 19.1 | 10.8 | 10.8 | 13.7 | 25.6 | | | 1.7 | |
| Cycle Queue Clearance Time ( $g_c$ ), s | 0.2 | 36.0 | 36.7 | 19.1 | 10.8 | 10.8 | 13.7 | 25.6 | | | 1.7 | |
| Green Ratio ( *g/C* ) | 0.36 | 0.35 | 0.35 | 0.56 | 0.53 | 0.53 | 0.21 | 0.26 | | | 0.05 | |
| Capacity ( *c* ), veh/h | 366 | 673 | 570 | 438 | 1009 | 1009 | 363 | 413 | | | 57 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.016 | 0.905 | 0.917 | 0.921 | 0.308 | 0.308 | 0.637 | 0.879 | | | 0.424 | |
| Back of Queue ( Q ), ft/ln ( 95 th percentile) | | | | | | | | | | | | |
| Back of Queue ( Q ), veh/ln ( 95 th percentile) | 0.2 | 24.4 | 21.9 | 18.6 | 8.1 | 8.1 | 10.2 | 16.6 | | | 1.3 | |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | 0.00 | |
| Uniform Delay ( $d_1$ ), s/veh | 24.0 | 36.3 | 36.5 | 31.1 | 15.5 | 15.5 | 42.8 | 42.1 | | | 54.6 | |
| Incremental Delay ( $d_2$ ), s/veh | 0.0 | 7.1 | 9.4 | 11.7 | 0.1 | 0.1 | 0.7 | 10.2 | | | 1.9 | |
| Initial Queue Delay ( $d_3$ ), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | |
| Control Delay ( *d* ), s/veh | 24.1 | 43.3 | 45.9 | 42.8 | 15.6 | 15.6 | 43.5 | 52.4 | | | 56.4 | |
| Level of Service (LOS) | C | D | D | D | B | B | D | D | | | E | |
| Approach Delay, s/veh / LOS | 44.4 | D | | 26.3 | C | | 48.9 | D | | 56.4 | E | |
| Intersection Delay, s/veh / LOS | 38.8 | | | | | | D | | | | | |

| Multimodal Results | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian LOS Score / LOS | 1.93 | B | 1.67 | B | 2.13 | B | 2.32 | B |
| Bicycle LOS Score / LOS | 2.37 | B | 1.33 | A | 1.47 | A | 0.53 | A |

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# TURNING MOVEMENT VOLUME COUNTS

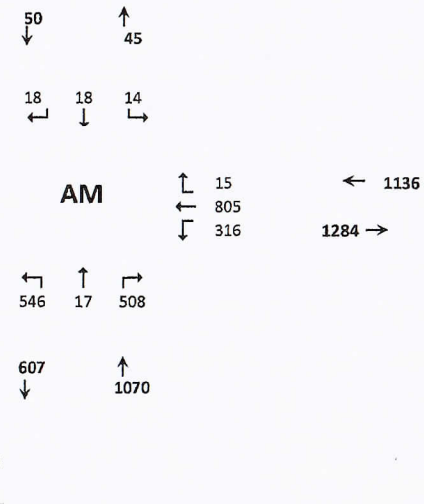
**N/S STREET:** Torino **E/W STREET:** Midway Road **CONTROL:** Signalized

**FILENAME:** Fort Pierce Commerce Ctr

**COUNT DATE:** 2/20/2020 **DAY:** Tuesday **County** SLCo

**REPORT DATE:** 5/13/2022 **ANALYSIS YEAR:** 2023 AM without project

| 15 Min Period | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | | ONE HOUR SUM |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | TOTAL | |
| 7:00-7:15 | 136 | 1 | 126 | 3 | 2 | 1 | 3 | 117 | 52 | 45 | 124 | 5 | 615 | 2677 |
| 7:15-7:30 | 103 | 0 | 85 | 1 | 2 | 5 | 4 | 110 | 55 | 64 | 162 | 3 | 594 | 2623 |
| 7:30-7:45 | 135 | 1 | 108 | 6 | 0 | 7 | 1 | 161 | 77 | 92 | 145 | 1 | 734 | 2605 |
| 7:45-8:00 | 142 | 1 | 128 | 4 | 0 | 4 | 4 | 181 | 70 | 56 | 138 | 6 | 734 | 2311 |
| 8:00-8:15 | 110 | 1 | 101 | 2 | 0 | 3 | 8 | 123 | 41 | 49 | 121 | 2 | 561 | 1969 |
| 8:15-8:30 | 81 | 0 | 93 | 1 | 0 | 8 | 11 | 134 | 47 | 55 | 143 | 3 | 576 | |
| 8:30-8:45 | 82 | 1 | 67 | 3 | 1 | 5 | 4 | 93 | 35 | 48 | 99 | 2 | 440 | |
| 8:45-9:00 | 34 | 0 | 57 | 0 | 0 | 3 | 5 | 92 | 52 | 43 | 104 | 2 | 392 | |
| AM PEAK HOUR IS FROM: | | | 7:00AM TO 8:00AM | | | | | | | | | | | |
| Volumes | 516 | 3 | 447 | 14 | 4 | 17 | 12 | 569 | 254 | 257 | 569 | 15 | 2677 | |
| Season Factor | 516 | 3 | 447 | 14 | 4 | 17 | 12 | 569 | 254 | 257 | 569 | 15 | 2677 | |
| Growth to 2023 | 532 | 3 | 461 | 14 | 4 | 18 | 12 | 586 | 262 | 265 | 586 | 15 | 2758 | |
| In/Out | | 0 | | 0 | 0 | 0 | 0 | IN | | | OUT | 0 | | |
| Percentage | | 0% | | 0% | 0% | 0% | 0% | 30% | | | 30% | 0% | | |
| PROJECT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| SUBPROJECTS | | | | | | | | | | | | | | |
| % | 3% | 0% | 40% | 0% | 0% | 0% | 0% | 0% | 3% | 40% | 0% | 0% | | |
| In/Out | OUT | | OUT | | | | | | IN | IN | | | | |
| Volume | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 2 | 24 | 0 | 0 | 0 | Arcosa * |
| % | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.8% | 0.0% | 0.0% | 0.8% | 0.0% | | |
| In/Out | | | | | | | | OUT | 0.0% | | IN | | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 12 | 0 | 0 | Southern Grove DRI * |
| % | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0% | 1% | 0.0% | 0.0% | 1.0% | 0.0% | | |
| In/Out | | | | | | | | OUT | | | IN | | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 3 | 0 | 0 | Western Grove DRI * |
| % | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.7% | 0.0% | 0.0% | 0.7% | 0.0% | | |
| In/Out | | | | | | | | OUT | | | IN | | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | Wilson Grove DRI * |
| % | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0% | 0.7% | 0.0% | 0.0% | 0.7% | 0.0% | | |
| In/Out | | | | | | | | OUT | | IN | IN | | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 8 | 0 | 0 | Riverland DRI * |
| % | 4.0% | 18.0% | 26.0% | 0.0% | 18.0% | 0.0% | 0.0% | 0.0% | 4.0% | 26.0% | 0.0% | 0.0% | | |
| In/Out | OUT | OUT | OUT | | IN | | | | IN | IN | | | | |
| Volume | 3 | 14 | 20 | 0 | 14 | 0 | 0 | 0 | 3 | 21 | 0 | 0 | 0 | Wawa Midway & Selvitz |
| % | 1.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0% | 9% | 1.0% | 0.0% | 9.0% | 0.0% | | |
| In/Out | IN | | | | | | | OUT | OUT | | IN | | | |
| Volume | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 2 | 0 | 33 | 0 | 0 | Village at Midway * |
| % | 0.0% | 0.0% | 30.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 30.0% | 0.0% | 0.0% | | |
| In/Out | | | OUT | | | | | | | IN | | | | |
| Volume | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | Ravina |
| % | 2.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0% | 23% | 2.0% | 0.0% | 23.0% | 0.0% | | |
| In/Out | IN | | | | | | | OUT | OUT | | IN | | | |
| Volume | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 61 | 5 | 0 | 78 | 0 | 0 | Willow Lakes * |
| % | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 17.0% | 0.0% | 0.0% | 17.0% | 0.0% | | |
| In/Out | | | | | | | | OUT | | | IN | | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69 | 0 | 0 | 78 | 0 | 0 | LTC Ranch * |
| % | 0.0% | 10.0% | 18.0% | 0.0% | 10.0% | 3.0% | 13.0% | 52.0% | 0.0% | 13.0% | 52.0% | 0.0% | | |
| In/Out | | OUT | OUT | | IN | IN | OUT | OUT | | IN | IN | OUT | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Subtotal | 14 | 14 | 47 | 0 | 14 | 0 | 0 | 176 | 12 | 51 | 219 | 0 | 0 | |
| Total | 546 | 17 | 508 | 14 | 18 | 18 | 12 | 762 | 273 | 316 | 805 | 15 | 2758 | |




**Seasonal Factor:** 1
**Growth Rate to 2021:** 1.01
**Growth Rate to 2023:** 1.01
**Years Grown:** 3

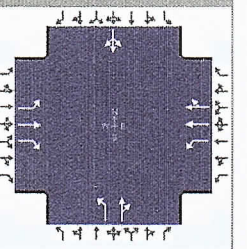
| Project | Trips In | Trips Out |
|---|---|---|
| Project | 0 | 0 |

| | Trips In | Trips Out |
|---|---|---|
| Arcosa * | 59 | 16 |
| Southern Grove DRI * | 1,555 | 1,308 |
| Western Grove DRI * | 338 | 534 |
| Wilson Grove DRI * | 969 | 952 |
| Riverland DRI * | 1,198 | 1,392 |
| Wawa Midway & Selvitz | 79 | 78 |
| Village at Midway * | 363 | 151 |
| Ravina | 22 | 68 |
| Willow Lakes * | 339 | 266 |
| LTC Ranch * | 456 | 406 |

* Trips represent 25% of total.

# HCS Signalized Intersection Input Data

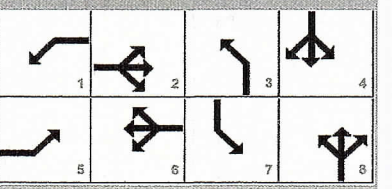
| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | OREP | | | Duration, h | 0.250 |
| Analyst | MM | Analysis Date | 5/13/2022 | Area Type | Other |
| Jurisdiction | SLCo | Time Period | AM Without Project | PHF | 0.92 |
| Urban Street | Midway | Analysis Year | 2023 | Analysis Period | 1> 7:00 |
| Intersection | Torino and Midway | File Name | Midway and Torino.8.11.2022 AM without project.... | | |
| Project Description | Ft Pierce CC (Energy Selvitz) | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 12 | 762 | 273 | 316 | 805 | 15 | 546 | 17 | 508 | 14 | 18 | 18 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 169.3 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | EB | | | WB | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Green | 2.8 | 19.3 | | 60.0 | 40.0 | 7.2 | 0.0 | | | | | |
| Yellow | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 | 0.0 | | | | | |
| Red | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 0.0 | | | | | |




| Traffic Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand (*v*), veh/h | 12 | 762 | 273 | 316 | 805 | 15 | 546 | 17 | 508 | 14 | 18 | 18 |
| Initial Queue ($Q_b$), veh/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Base Saturation Flow Rate ($s_o$), veh/h | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Parking ($N_m$), man/h | | None | | 0 | L | | | None | | | None | |
| Heavy Vehicles ($P_{HV}$), % | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | | 0 | |
| Ped / Bike / RTOR, /h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Buses ($N_b$), buses/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Arrival Type (*AT*) | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Upstream Filtering (*I*) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lane Width ( *W* ), ft | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | | 12.0 | 12.0 | | | 12.0 | |
| Turn Bay Length, ft | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | | 0 | |
| Grade (*Pg*), % | | 0 | | | 0 | | | 0 | | | 0 | |
| Speed Limit, mi/h | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 |

| Phase Information | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Maximum Green ($G_{max}$) or Phase Split, s | 15.0 | 60.0 | 35.0 | 60.0 | 40.0 | 40.0 | 15.0 | 10.0 |
| Yellow Change Interval (*Y*), s | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Red Clearance Interval ( $R_c$), s | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Minimum Green ( $G_{min}$), s | 6 | 7 | 7 | 7 | 7 | 7 | 6 | 6 |
| Start-Up Lost Time ( *l1*), s | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Extension of Effective Green (*e*), s | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Passage (*PT*), s | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Recall Mode | Off | Min | Off | Min | Off | Off | Off | Off |
| Dual Entry | No | Yes | No | Yes | No | Yes | No | Yes |
| Walk (*Walk*), s | | 0.0 | | 0.0 | | 0.0 | | 0.0 |
| Pedestrian Clearance Time (*PC*), s | | 0.0 | | 0.0 | | 0.0 | | 0.0 |

| Multimodal Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 85th % Speed / Rest in Walk / Corner Radius | 0.0 | No | 25.0 | 0.0 | No | 25.0 | 0.0 | No | 25.0 | 0.0 | No | 25.0 |
| Walkway / Crosswalk Width / Length, ft | 9.0 | 12.0 | 0.0 | 9.0 | 12.0 | 0.0 | 9.0 | 12.0 | 0.0 | 9.0 | 12.0 | 0.0 |
| Street Width / Island / Curb, ft | 0.0 | 0 | No | 0.0 | 0 | No | 0.0 | 0 | No | 0.0 | 0 | No |
| Width Outside / Bike Lane / Shoulder, ft | 12.0 | 5.0 | 2.0 | 12.0 | 5.0 | 2.0 | 12.0 | 5.0 | 2.0 | 12.0 | 5.0 | 2.0 |
| Pedestrian Signal / Occupied Parking | No | 0.50 | | No | 0.50 | | No | 0.50 | | No | 0.50 | |

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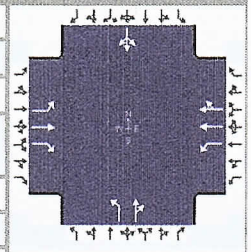
# HCS Signalized Intersection Intermediate Values

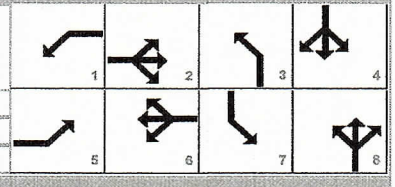
| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | OREP | | | Duration, h | 0.250 |
| Analyst | MM | Analysis Date | 5/13/2022 | Area Type | Other |
| Jurisdiction | SLCo | Time Period | AM Without Project | PHF | 0.92 |
| Urban Street | Midway | Analysis Year | 2023 | Analysis Period | 1> 7:00 |
| Intersection | Torino and Midway | File Name | Midway and Torino.8.11.2022 AM without project.... | | |
| Project Description | Ft Pierce CC (Energy Selvitz) | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( $v$ ), veh/h | 12 | 762 | 273 | 316 | 805 | 15 | 546 | 17 | 508 | 14 | 18 | 18 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 169.3 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Green | 2.8 | 19.3 | 60.0 | 40.0 | 7.2 | 0.0 | | | | | | |
| Yellow | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 0.0 | | | | | | |
| Red | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 0.0 | | | | | | |




| Saturation Flow / Delay | L | T | R | L | T | R | L | T | R | L | T | R |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Width Adjustment Factor ($f_w$) | | | | | | | | | | | | |
| Heavy Vehicles and Grade Factor ($f_{HVg}$) | | | | | | | | | | | | |
| Parking Activity Adjustment Factor ($f_p$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Bus Blockage Adjustment Factor ($f_{bb}$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Area Type Adjustment Factor ($f_a$) | | | | | | | | | | | | |
| Lane Utilization Adjustment Factor ($f_{LU}$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Left-Turn Adjustment Factor ($f_{LT}$) | 0.952 | 0.000 | | 0.952 | 0.000 | | 0.952 | 0.000 | | 0.013 | 0.013 | |
| Right-Turn Adjustment Factor ($f_{RT}$) | | 0.000 | 0.847 | | 0.993 | 0.993 | | 0.852 | 0.852 | | 0.000 | 0.000 |
| Left-Turn Pedestrian Adjustment Factor ($f_{Lpb}$) | 1.000 | | | 1.000 | | | 1.000 | | | 1.000 | | |
| Right-Turn Ped-Bike Adjustment Factor ($f_{Rpb}$) | | | 1.000 | | | 1.000 | | | 1.000 | | | 1.000 |
| Work Zone Adjustment Factor ($f_{wz}$) | | | | | | | | | | | | |
| DDI Factor ($f_{DDI}$) | | | | | | | | | | | | |
| Movement Saturation Flow Rate ($s$), veh/h | 1810 | 1900 | 1610 | 1810 | 3718 | 69 | 1810 | 52 | 1566 | 7 | 9 | 9 |
| Proportion of Vehicles Arriving on Green ($P$) | 0.02 | 0.35 | 0.35 | 0.18 | 0.52 | 0.52 | 0.24 | 0.33 | 0.33 | 0.04 | 0.04 | 0.04 |
| Incremental Delay Factor ($k$) | 0.04 | 0.50 | 0.06 | 0.34 | 0.04 | 0.04 | 0.50 | 0.50 | | | 0.50 | |

| Signal Timing / Movement Groups | EBL | EBT/R | WBL | WBT/R | NBL | NBT/R | SBL | SBT/R |
|---|---|---|---|---|---|---|---|---|
| Lost Time ($t_L$) | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | | 8.0 |
| Green Ratio ($g/C$) | 0.37 | 0.35 | 0.54 | 0.52 | 0.29 | 0.33 | 0.00 | 0.04 |
| Permitted Saturation Flow Rate ($s_p$), veh/h/ln | 634 | 0 | 672 | 0 | 1390 | 0 | 0 | 855 |
| Shared Saturation Flow Rate ($s_{sh}$), veh/h/ln | | | | | | | | 0 |
| Permitted Effective Green Time ($g_p$), s | 60.0 | 0.0 | 62.0 | 0.0 | 9.2 | 0.0 | 0.0 | 4.0 |
| Permitted Service Time ($g_u$), s | 60.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 |
| Permitted Queue Service Time ($g_{ps}$), s | 0.0 | | 0.0 | | 2.0 | | | 0.0 |
| Time to First Blockage ($g_f$), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Queue Service Time Before Blockage ($g_{fs}$), s | | | | | | | | 0.0 |
| Protected Right Saturation Flow ($s_R$), veh/h/ln | | 0 | | | | | | |
| Protected Right Effective Green Time ($g_R$), s | | 0.0 | | | | | | |

| Multimodal | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian $F_w$ / $F_v$ | 1.198 | 0.000 | 0.972 | 0.000 | 1.389 | 0.000 | 1.557 | 0.000 |
| Pedestrian $F_s$ / $F_{delay}$ | 0.000 | 0.143 | 0.000 | 0.120 | 0.000 | 0.146 | 0.000 | 0.174 |
| Pedestrian $M_{corner}$ / $M_{cw}$ | 0.00 | | 0.00 | | 0.00 | | 0.00 | |
| Bicycle $c_b$ / $d_b$ | 708.95 | 35.27 | 1031.61 | 19.84 | 652.29 | 38.43 | 85.14 | 77.58 |
| Bicycle $F_w$ / $F_v$ | -3.64 | 1.88 | -3.64 | 1.02 | -3.64 | 1.92 | -3.64 | 0.09 |

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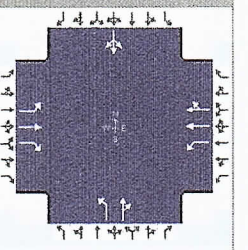
# HCS Signalized Intersection Results Graphical Summary

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | OREP | | | Duration, h | 0.250 |
| Analyst | MM | Analysis Date | 5/13/2022 | Area Type | Other |
| Jurisdiction | SLCo | Time Period | AM Without Project | PHF | 0.92 |
| Urban Street | Midway | Analysis Year | 2023 | Analysis Period | 1> 7:00 |
| Intersection | Torino and Midway | File Name | Midway and Torino.8.11.2022 AM without project.... | | |
| Project Description | Ft Pierce CC (Energy Selvitz) | | | | |

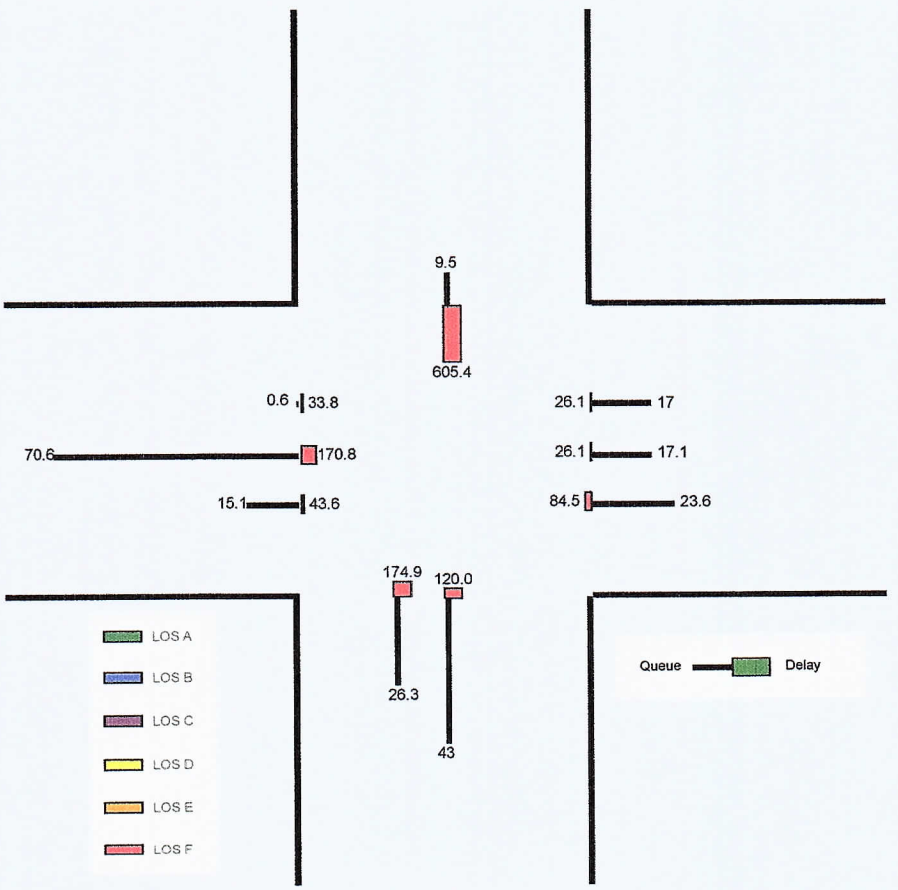


| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 12 | 762 | 273 | 316 | 805 | 15 | 546 | 17 | 508 | 14 | 18 | 18 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 169.3 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

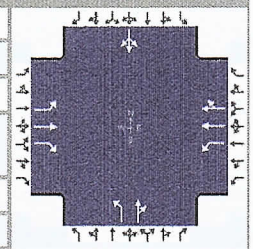
| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Green | 2.8 | 19.3 | 60.0 | 40.0 | 7.2 | 0.0 | 1 | 2 | 3 | 4 | | |
| Yellow | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 0.0 | 5 | 6 | 7 | 8 | | |
| Red | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 0.0 | | | | | | |

| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Back of Queue ( *Q* ), ft/ln ( 95 th percentile) | | | | | | | | | | | | |
| Back of Queue ( *Q* ), veh/ln ( 95 th percentile) | 0.6 | 70.6 | 15.1 | 23.6 | 17.1 | 17.0 | 26.3 | 43.0 | | | 9.5 | |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | 0.00 | |
| Control Delay ( *d* ), s/veh | 33.8 | 170.8 | 43.6 | 84.5 | 26.1 | 26.1 | 174.9 | 120.0 | | | 605.4 | |
| Level of Service (LOS) | C | F | D | F | C | C | F | F | | | F | |
| Approach Delay, s/veh / LOS | 136.0 | F | | 42.3 | D | | 148.0 | F | | 605.4 | F | |
| Intersection Delay, s/veh / LOS | 114.8 | | | | | | F | | | | | |



# HCS Signalized Intersection Results Summary

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | OREP | | | Duration, h | 0.250 |
| Analyst | MM | Analysis Date | 5/13/2022 | Area Type | Other |
| Jurisdiction | SLCo | Time Period | AM Without Project | PHF | 0.92 |
| Urban Street | Midway | Analysis Year | 2023 | Analysis Period | 1> 7:00 |
| Intersection | Torino and Midway | File Name | Midway and Torino.8.11.2022 AM without project.... | | |
| Project Description | Ft Pierce CC (Energy Selvitz) | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 12 | 762 | 273 | 316 | 805 | 15 | 546 | 17 | 508 | 14 | 18 | 18 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 169.3 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Green | 2.8 | 19.3 | 60.0 | 40.0 | 7.2 | 0.0 | 1 | 2 | 3 | 4 | |
| Yellow | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 0.0 | 5 | 6 | 7 | 8 | |
| Red | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 0.0 | | | | | |

| Timer Results | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Assigned Phase | 5 | 2 | 1 | 6 | 3 | 8 | 7 | 4 |
| Case Number | 1.1 | 3.0 | 1.1 | 4.0 | 1.1 | 4.0 | 0.0 | 14.0 |
| Phase Duration, s | 10.8 | 68.0 | 38.1 | 95.3 | 48.0 | 63.2 | 0.0 | 15.2 |
| Change Period, ( $Y+R_c$ ), s | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 |
| Max Allow Headway ( *MAH* ), s | 3.1 | 3.1 | 3.1 | 3.1 | 3.1 | 3.4 | 0.0 | 3.4 |
| Queue Clearance Time ( $g_s$ ), s | 2.8 | 62.0 | 29.7 | 27.2 | 42.0 | 57.2 | | 7.2 |
| Green Extension Time ( $g_e$ ), s | 0.0 | 0.0 | 0.4 | 4.9 | 0.0 | 0.0 | 0.0 | 0.0 |
| Phase Call Probability | 0.46 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 |
| Max Out Probability | 0.00 | 1.00 | 0.19 | 0.02 | 1.00 | 1.00 | | 1.00 |

| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Adjusted Flow Rate ( *v* ), veh/h | 13 | 828 | 297 | 343 | 447 | 444 | 593 | 571 | | | 54 | |
| Adjusted Saturation Flow Rate ( *s* ), veh/h/ln | 1810 | 1900 | 1610 | 1810 | 1900 | 1888 | 1810 | 1618 | | | 24 | |
| Queue Service Time ( $g_s$ ), s | 0.8 | 60.0 | 24.7 | 27.7 | 25.2 | 25.2 | 40.0 | 55.2 | | | 5.2 | |
| Cycle Queue Clearance Time ( $g_c$ ), s | 0.8 | 60.0 | 24.7 | 27.7 | 25.2 | 25.2 | 40.0 | 55.2 | | | 5.2 | |
| Green Ratio ( *g/C* ) | 0.37 | 0.35 | 0.35 | 0.54 | 0.52 | 0.52 | 0.29 | 0.33 | | | 0.04 | |
| Capacity ( *c* ), veh/h | 297 | 674 | 571 | 364 | 980 | 974 | 487 | 528 | | | 28 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.044 | 1.230 | 0.520 | 0.944 | 0.456 | 0.456 | 1.219 | 1.081 | | | 1.923 | |
| Back of Queue ( *Q* ), ft/ln ( 95 th percentile) | | | | | | | | | | | | |
| Back of Queue ( *Q* ), veh/ln ( 95 th percentile) | 0.6 | 70.6 | 15.1 | 23.6 | 17.1 | 17.0 | 26.3 | 43.0 | | | 9.5 | |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | 0.00 | |
| Uniform Delay ( $d_1$ ), s/veh | 33.8 | 54.6 | 43.2 | 57.4 | 25.9 | 25.9 | 59.0 | 57.0 | | | 84.4 | |
| Incremental Delay ( $d_2$ ), s/veh | 0.0 | 116.1 | 0.4 | 27.1 | 0.1 | 0.1 | 115.9 | 62.9 | | | 521.0 | |
| Initial Queue Delay ( $d_3$ ), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | |
| Control Delay ( *d* ), s/veh | 33.8 | 170.8 | 43.6 | 84.5 | 26.1 | 26.1 | 174.9 | 120.0 | | | 605.4 | |
| Level of Service (LOS) | C | F | D | F | C | C | F | F | | | F | |
| Approach Delay, s/veh / LOS | 136.0 | | F | 42.3 | | D | 148.0 | | F | 605.4 | | F |
| Intersection Delay, s/veh / LOS | 114.8 | | | | | | F | | | | | |

| Multimodal Results | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian LOS Score / LOS | 1.94 | B | 1.69 | B | 2.13 | B | 2.33 | B |
| Bicycle LOS Score / LOS | 2.37 | B | 1.51 | B | 2.41 | B | 0.58 | A |

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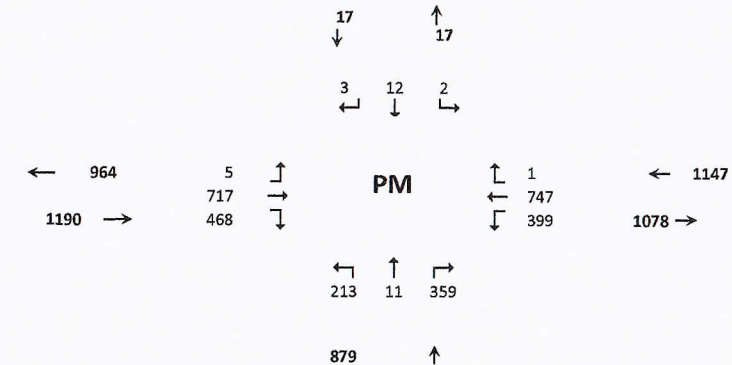
# TURNING MOVEMENT VOLUME COUNTS

**N/S STREET:** Torino
**FILENAME:** Fort Pierce Commerce Ctr
**COUNT DATE:** 2/20/2020
**REPORT DATE:** 5/13/2022
**DAY:** Tuesday
**ANALYSIS YEAR:** 2023 PM without project
**E/W STREET:** Midway Road
**County** slco
**CONTROL:** Signalized

| 15 Min Perlod lanes | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | | ONE HOUR SUM |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | TOTAL | |
| 4:00-4:15 | 50 | 1 | 59 | 0 | 2 | 0 | 1 | 143 | 71 | 58 | 98 | 0 | 483 | 2137 |
| 4:15-4:30 | 41 | 0 | 76 | 0 | 1 | 0 | 0 | 92 | 95 | 106 | 183 | 1 | 595 | 2230 |
| 4:30-4:45 | 54 | 0 | 76 | 0 | 1 | 3 | 1 | 117 | 69 | 63 | 128 | 0 | 512 | 2303 |
| 4:45-5:00 | 53 | 0 | 66 | 0 | 0 | 0 | 1 | 141 | 103 | 85 | 98 | 0 | 547 | 2334 |
| 5:00-5:15 | 43 | 0 | 63 | 0 | 1 | 2 | 3 | 94 | 98 | 86 | 185 | 1 | 576 | 2280 |
| 5:15-5:30 | 57 | 0 | 107 | 0 | 0 | 0 | 1 | 153 | 137 | 89 | 124 | 0 | 668 | |
| 5:30-5:45 | 42 | 0 | 71 | 2 | 0 | 1 | 0 | 126 | 104 | 81 | 116 | 0 | 543 | |
| 5:45-6:00 | 61 | 1 | 74 | 0 | 0 | 0 | 1 | 107 | 82 | 70 | 95 | 2 | 493 | |
| PM PEAK HOUR IS FROM: | | | 4:45PM TO 5:45PM | | | | | | | | | | | |
| Volumes | 195 | 0 | 307 | 2 | 1 | 3 | 5 | 514 | 442 | 341 | 523 | 1 | 2334 | |
| Season Factor | 195 | 0 | 307 | 2 | 1 | 3 | 5 | 514 | 442 | 341 | 523 | 1 | 2334 | |
| Growth to 2023 | 201 | 0 | 316 | 2 | 1 | 3 | 5 | 530 | 455 | 351 | 539 | 1 | 2405 | |
| In/Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | IN | 0 | 0 | OUT | 0 | | |
| Percentage | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 30% | 0% | 0% | 30% | 0% | | |
| PROJECT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| SUBPROJECTS | | | | | | | | | | | | | | |
| % | 3% | 0% | 40% | 0% | 0% | 0% | 0% | 0% | 3% | 40% | 0% | 0.0% | | |
| In/Out | OUT | 0% | OUT | 0% | 0% | 0% | 0% | 0% | IN | IN | 0% | 0.0% | | |
| Volume | 1 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 0 | 0 | 0 | |
| % | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.8% | 0.0% | 0.0% | 0.8% | 0.0% | | |
| In/Out | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | OUT | 0.0% | 0.0% | IN | 0.0% | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 14 | 0 | 0 | |
| % | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 1.0% | 0.0% | 0.0% | 1.0% | 0.0% | | |
| In/Out | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | OUT | 0.0% | 0.0% | IN | 0.0% | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 6 | 0 | 0 | |
| % | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.7% | 0.0% | 0.0% | 0.7% | 0.0% | | |
| In/Out | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | OUT | 0.0% | 0.0% | IN | 0.0% | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 8 | 0 | 0 | |
| % | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.7% | 0.0% | 0.0% | 0.7% | 0.0% | | |
| In/Out | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | OUT | 0.0% | IN | IN | 0.0% | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 12 | 0 | 0 | |
| % | 4.0% | 18.0% | 26.0% | 0.0% | 18.0% | 0.0% | 0.0% | 0.0% | 4.0% | 26.0% | 0.0% | 0.0% | | |
| In/Out | OUT | OUT | OUT | 0.0% | IN | 0.0% | 0.0% | 0.0% | IN | IN | 0.0% | 0.0% | | |
| Volume | 2 | 11 | 16 | 0 | 11 | 0 | 0 | 0 | 2 | 16 | 0 | 0 | 0 | |
| % | 1.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 9.0% | 1.0% | 0.0% | 9.0% | 0.0% | | |
| In/Out | IN | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | OUT | OUT | 0.0% | IN | 0.0% | | |
| Volume | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 5 | 0 | 16 | 0 | 0 | |
| % | 0.0% | 0.0% | 30.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 30.0% | 0.0% | 0.0% | | |
| In/Out | 0.0% | 0.0% | OUT | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | IN | 0.0% | 0.0% | | |
| Volume | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | |
| % | 2.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 23.0% | 2.0% | 0.0% | 23.0% | 0.0% | | |
| In/Out | IN | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | OUT | OUT | 0.0% | IN | 0.0% | | |
| Volume | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 5 | 0 | 83 | 0 | 0 | |
| % | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 17.0% | 0.0% | 0.0% | 17.0% | 0.0% | | |
| In/Out | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | OUT | 0.0% | 0.0% | IN | 0.0% | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 0 | 0 | 68 | 0 | 0 | |
| % | 0.0% | 10.0% | 18.0% | 0.0% | 10.0% | 3.0% | 13.0% | 52.0% | 0.0% | 13.0% | 52.0% | 0.0% | | |
| In/Out | | OUT | OUT | | IN | IN | OUT | OUT | | IN | IN | OUT | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Subtotal | 13 | 11 | 43 | 0 | 11 | 0 | 0 | 187 | 13 | 48 | 208 | 0 | 0 | |
| Total | 213 | 11 | 359 | 2 | 12 | 3 | 5 | 717 | 468 | 399 | 747 | 1 | 2405 | |




| Project | Trips In | Trips Out |
|---|---|---|
| 0 | 0 | 0 |
| Arcosa * | 21 | 34 |
| Southern Grove DRI * | 1,748 | 2,518 |
| Western Grove DRI * | 628 | 515 |
| Wilson Grove DRI * | 1,136 | 1,410 |
| Riverland DRI * | 1,774 | 1,819 |
| Wawa Midway & Selvitz | 62 | 62 |
| Village at Midway * | 182 | 456 |
| Ravina | 77 | 44 |
| Willow Lakes * | 363 | 259 |
| LTC Ranch * | 398 | 229 |
| 0 | 0 | 0 |

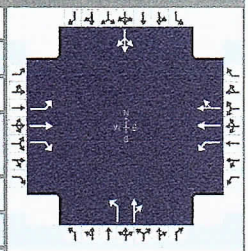
| | | |
|---|---|---|
| Arcosa | 21 | 34 |
| Southern Grove DRI | 1,748 | 2,518 |
| Western Grove DRI | 628 | 515 |
| Wilson Grove DRI | 1,136 | 1,410 |
| Riverland DRI | 1,774 | 1,819 |
| LTC Ranch | 580 | 743 |
| Wawa Midway & Selvitz | 62 | 62 |
| Village at Midway | 182 | 456 |
| Ravina | 77 | 44 |
| Willow Lakes | 363 | 259 |

* Trips represent 25% of total.

D-47

# HCS Signalized Intersection Input Data

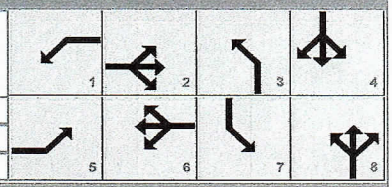
| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | OREP | | | Duration, h | 0.250 |
| Analyst | MM | Analysis Date | Aug 11, 2022 | Area Type | Other |
| Jurisdiction | SLCo. | Time Period | PM Without Project | PHF | 0.87 |
| Urban Street | Midway | Analysis Year | 2023 | Analysis Period | 1> 7:00 |
| Intersection | Torino and Midway | File Name | Midway and Torino.8.11.2022 PM without project.... | | |
| Project Description | Ft Pierce CC (Energy Selvitz) | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 5 | 717 | 468 | 399 | 747 | 1 | 213 | 11 | 359 | 2 | 12 | 3 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 159.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | EB | | | WB | | | |
|---|---|---|---|---|---|---|---|
| Green | 1.3 | 25.7 | 60.0 | 20.0 | 12.0 | 0.0 | |
| Yellow | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 0.0 | |
| Red | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 0.0 | |




| Traffic Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand (*v*), veh/h | 5 | 717 | 468 | 399 | 747 | 1 | 213 | 11 | 359 | 2 | 12 | 3 |
| Initial Queue ($Q_b$), veh/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Base Saturation Flow Rate ($s_o$), veh/h | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Parking ($N_m$), man/h | | None | | | None | | | None | | | None | |
| Heavy Vehicles ($P_{HV}$), % | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | | 0 | |
| Ped / Bike / RTOR, /h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Buses ($N_b$), buses/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Arrival Type (*AT*) | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Upstream Filtering (*I*) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lane Width ( *W* ), ft | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | | 12.0 | 12.0 | | | 12.0 | |
| Turn Bay Length, ft | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | | 0 | |
| Grade (*Pg*), % | | 0 | | | 0 | | | 0 | | | 0 | |
| Speed Limit, mi/h | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 |

| Phase Information | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Maximum Green ($G_{max}$) or Phase Split, s | 15.0 | 60.0 | 35.0 | 60.0 | 20.0 | 40.0 | 15.0 | 10.0 |
| Yellow Change Interval (*Y*), s | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Red Clearance Interval ( $R_c$), s | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Minimum Green ( $G_{min}$), s | 6 | 7 | 7 | 7 | 7 | 7 | 6 | 6 |
| Start-Up Lost Time ( *l*t), s | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Extension of Effective Green (*e*), s | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Passage (*PT*), s | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Recall Mode | Off | Min | Off | Min | Off | Off | Off | Off |
| Dual Entry | No | Yes | No | Yes | No | Yes | No | Yes |
| Walk (*Walk*), s | | 0.0 | | 0.0 | | 0.0 | | 0.0 |
| Pedestrian Clearance Time (*PC*), s | | 0.0 | | 0.0 | | 0.0 | | 0.0 |

| Multimodal Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 85th % Speed / Rest in Walk / Corner Radius | 0.0 | No | 25.0 | 0.0 | No | 25.0 | 0.0 | No | 25.0 | 0.0 | No | 25.0 |
| Walkway / Crosswalk Width / Length, ft | 9.0 | 12.0 | 0.0 | 9.0 | 12.0 | 0.0 | 9.0 | 12.0 | 0.0 | 9.0 | 12.0 | 0.0 |
| Street Width / Island / Curb, ft | 0.0 | 0 | No | 0.0 | 0 | No | 0.0 | 0 | No | 0.0 | 0 | No |
| Width Outside / Bike Lane / Shoulder, ft | 12.0 | 5.0 | 2.0 | 12.0 | 5.0 | 2.0 | 12.0 | 5.0 | 2.0 | 12.0 | 5.0 | 2.0 |
| Pedestrian Signal / Occupied Parking | No | | 0.50 | No | | 0.50 | No | | 0.50 | No | | 0.50 |

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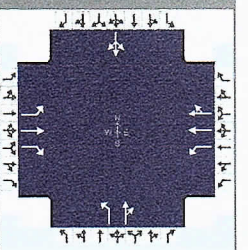
# HCS Signalized Intersection Intermediate Values

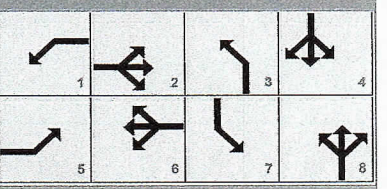
| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | OREP | | | Duration, h | 0.250 |
| Analyst | MM | Analysis Date | Aug 11, 2022 | Area Type | Other |
| Jurisdiction | SLCo. | Time Period | PM Without Project | PHF | 0.87 |
| Urban Street | Midway | Analysis Year | 2023 | Analysis Period | 1> 7:00 |
| Intersection | Torino and Midway | File Name | Midway and Torino.8.11.2022 PM without project.... | | |
| Project Description | Ft Pierce CC (Energy Selvitz) | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( $v$ ), veh/h | 5 | 717 | 468 | 399 | 747 | 1 | 213 | 11 | 359 | 2 | 12 | 3 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 159.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Green | 1.3 | 25.7 | 60.0 | 20.0 | 12.0 | 0.0 | | | | | | |
| Yellow | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 0.0 | | | | | | |
| Red | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 0.0 | | | | | | |




| Saturation Flow / Delay | L | T | R | L | T | R | L | T | R | L | T | R |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Width Adjustment Factor ($f_w$) | | | | | | | | | | | | |
| Heavy Vehicles and Grade Factor ($f_{HVg}$) | | | | | | | | | | | | |
| Parking Activity Adjustment Factor ($f_p$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Bus Blockage Adjustment Factor ($f_{bb}$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Area Type Adjustment Factor ($f_a$) | | | | | | | | | | | | |
| Lane Utilization Adjustment Factor ($f_{LU}$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Left-Turn Adjustment Factor ($f_{LT}$) | 0.952 | 0.000 | | 0.952 | 0.000 | | 0.952 | 0.000 | | 0.110 | 0.110 | |
| Right-Turn Adjustment Factor ($f_{RT}$) | | 0.000 | 0.847 | | 1.000 | 1.000 | | 0.851 | 0.851 | | 0.000 | 0.000 |
| Left-Turn Pedestrian Adjustment Factor ($f_{Lpb}$) | 1.000 | | | 1.000 | | | 1.000 | | | 1.000 | | |
| Right-Turn Ped-Bike Adjustment Factor ($f_{Rpb}$) | | | 1.000 | | | 1.000 | | | 1.000 | | | 1.000 |
| Work Zone Adjustment Factor ($f_{wz}$) | | | | | | | | | | | | |
| DDI Factor ($f_{DDI}$) | | | | | | | | | | | | |
| Movement Saturation Flow Rate ($s$), veh/h | 1810 | 1900 | 1610 | 1810 | 3794 | 5 | 1810 | 48 | 1569 | 25 | 147 | 37 |
| Proportion of Vehicles Arriving on Green ($P$) | 0.01 | 0.38 | 0.38 | 0.22 | 0.59 | 0.59 | 0.13 | 0.25 | 0.25 | 0.08 | 0.08 | 0.08 |
| Incremental Delay Factor ($k$) | 0.04 | 0.50 | 0.39 | 0.50 | 0.04 | 0.04 | 0.20 | 0.50 | | | 0.04 | |

| Signal Timing / Movement Groups | EBL | EBT/R | WBL | WBT/R | NBL | NBT/R | SBL | SBT/R |
|---|---|---|---|---|---|---|---|---|
| Lost Time ($t_L$) | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | | 8.0 |
| Green Ratio ($g/C$) | 0.39 | 0.38 | 0.61 | 0.59 | 0.21 | 0.25 | 0.00 | 0.08 |
| Permitted Saturation Flow Rate ($s_p$), veh/h/ln | 653 | 0 | 675 | 0 | 1418 | 0 | 0 | 977 |
| Shared Saturation Flow Rate ($s_{sh}$), veh/h/ln | | | | | | | | 0 |
| Permitted Effective Green Time ($g_p$), s | 60.0 | 0.0 | 62.0 | 0.0 | 14.0 | 0.0 | 0.0 | 4.0 |
| Permitted Service Time ($g_u$), s | 60.0 | 0.0 | 0.0 | 0.0 | 10.4 | 0.0 | 0.0 | 0.0 |
| Permitted Queue Service Time ($g_{ps}$), s | 0.0 | | 0.0 | | 0.7 | | | 0.0 |
| Time to First Blockage ($g_f$), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.3 |
| Queue Service Time Before Blockage ($g_{fs}$), s | | | | | | | | 0.8 |
| Protected Right Saturation Flow ($s_R$), veh/h/ln | | 0 | | | | | | |
| Protected Right Effective Green Time ($g_R$), s | | 0.0 | | | | | | |

| Multimodal | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian $F_w$ / $F_v$ | 1.198 | 0.000 | 0.972 | 0.000 | 1.389 | 0.000 | 1.557 | 0.000 |
| Pedestrian $F_s$ / $F_{delay}$ | 0.000 | 0.137 | 0.000 | 0.104 | 0.000 | 0.152 | 0.000 | 0.169 |
| Pedestrian $M_{corner}$ / $M_{cw}$ | 0.00 | | 0.00 | | 0.00 | | 0.00 | |
| Bicycle $c_b$ / $d_b$ | 754.71 | 30.82 | 1178.03 | 13.43 | 503.14 | 44.53 | 150.94 | 67.95 |
| Bicycle $F_w$ / $F_v$ | -3.64 | 2.26 | -3.64 | 1.09 | -3.64 | 1.11 | -3.64 | 0.03 |

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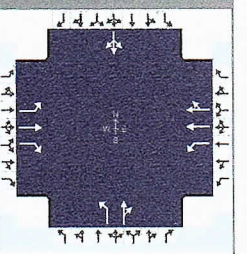
# HCS Signalized Intersection Results Graphical Summary

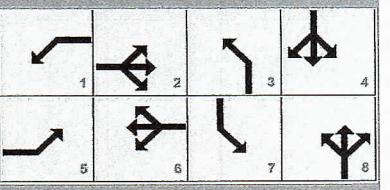
| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | OREP | | | Duration, h | 0.250 |
| Analyst | MM | Analysis Date | Aug 11, 2022 | Area Type | Other |
| Jurisdiction | SLCo. | Time Period | PM Without Project | PHF | 0.87 |
| Urban Street | Midway | Analysis Year | 2023 | Analysis Period | 1> 7:00 |
| Intersection | Torino and Midway | File Name | Midway and Torino.8.11.2022 PM without project.... | | |
| Project Description | Ft Plerce CC (Energy Selvitz) | | | | |



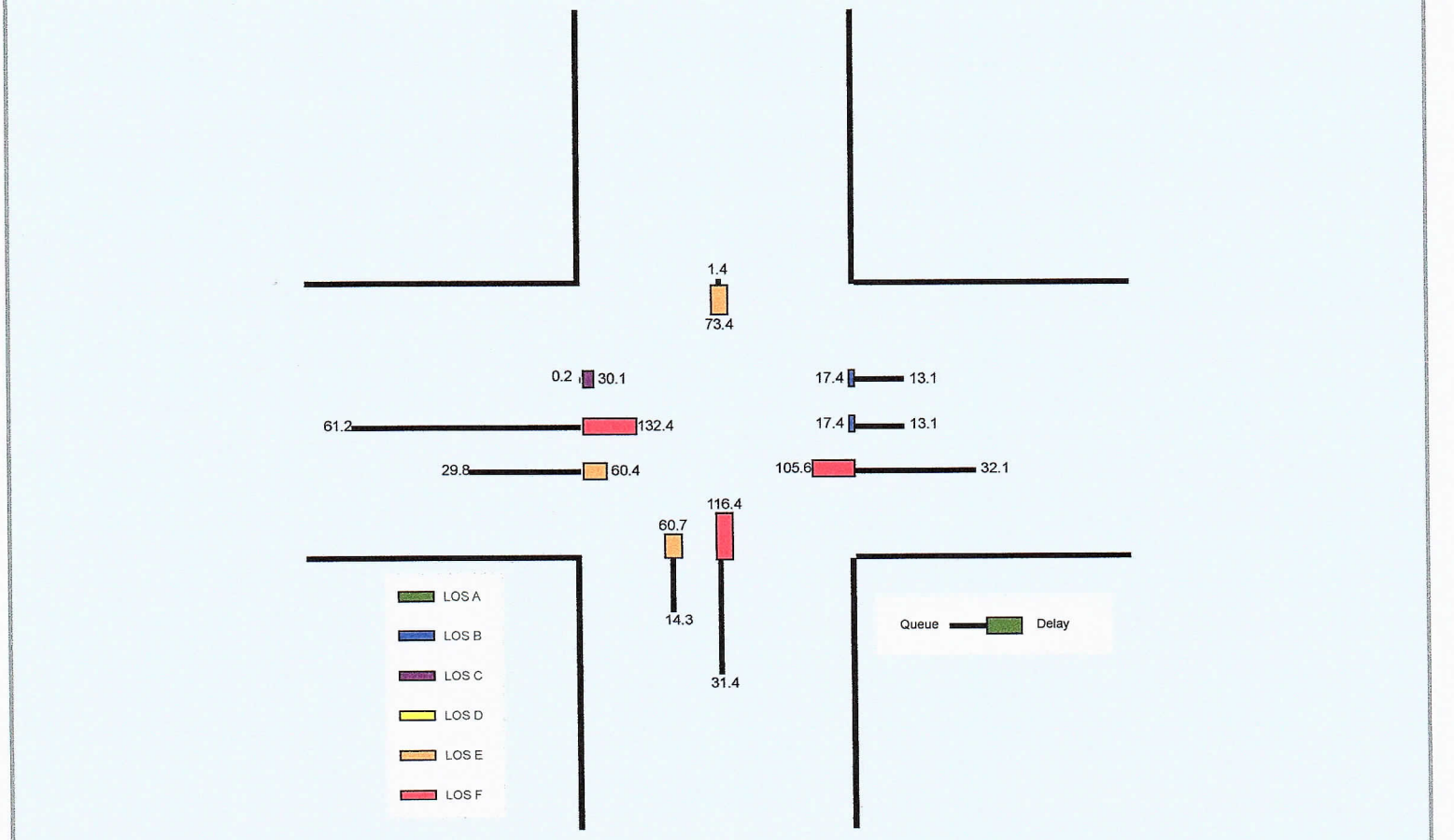
| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 5 | 717 | 468 | 399 | 747 | 1 | 213 | 11 | 359 | 2 | 12 | 3 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 159.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 1.3 | 25.7 | 60.0 | 20.0 | 12.0 | 0.0 | |
| Yellow | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 0.0 | |
| Red | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 0.0 | |

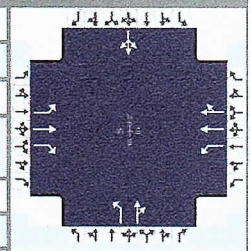



| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Back of Queue ( *Q* ), ft/ln ( 95 th percentile) | | | | | | | | | | | | |
| Back of Queue ( *Q* ), veh/ln ( 95 th percentile) | 0.2 | 61.2 | 29.8 | 32.1 | 13.1 | 13.1 | 14.3 | 31.4 | | | 1.4 | |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | 0.00 | |
| Control Delay ( *d* ), s/veh | 30.1 | 132.4 | 60.4 | 105.6 | 17.4 | 17.4 | 60.7 | 116.4 | | | 73.4 | |
| Level of Service (LOS) | C | F | E | F | B | B | E | F | | | E | |
| Approach Delay, s/veh / LOS | 103.7 | F | | 48.1 | D | | 96.0 | F | | 73.4 | E | |
| Intersection Delay, s/veh / LOS | 80.3 | | | | | | F | | | | | |



# HCS Signalized Intersection Results Summary

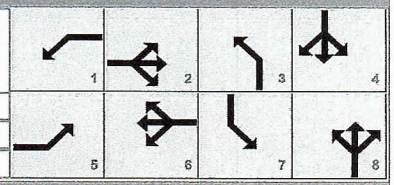
| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | OREP | | | Duration, h | 0.250 |
| Analyst | MM | Analysis Date | Aug 11, 2022 | Area Type | Other |
| Jurisdiction | SLCo. | Time Period | PM Without Project | PHF | 0.87 |
| Urban Street | Midway | Analysis Year | 2023 | Analysis Period | 1> 7:00 |
| Intersection | Torino and Midway | File Name | Midway and Torino.8.11.2022 PM without project.... | | |
| Project Description | Ft Pierce CC (Energy Selvitz) | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 5 | 717 | 468 | 399 | 747 | 1 | 213 | 11 | 359 | 2 | 12 | 3 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 159.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 1.3 | 25.7 | 60.0 | 20.0 | 12.0 | 0.0 | |
| Yellow | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 0.0 | |
| Red | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 0.0 | |




| Timer Results | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Assigned Phase | 5 | 2 | 1 | 6 | 3 | 8 | 7 | 4 |
| Case Number | 1.1 | 3.0 | 1.1 | 4.0 | 1.1 | 4.0 | 0.0 | 14.0 |
| Phase Duration, s | 9.3 | 68.0 | 43.0 | 101.7 | 28.0 | 48.0 | 0.0 | 20.0 |
| Change Period, ( *Y+R c* ), s | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 |
| Max Allow Headway ( *MAH* ), s | 3.1 | 3.1 | 3.1 | 3.1 | 3.1 | 3.4 | 0.0 | 3.4 |
| Queue Clearance Time ( *g s* ), s | 2.3 | 62.0 | 37.0 | 21.1 | 21.6 | 42.0 | | 3.6 |
| Green Extension Time ( *g e* ), s | 0.0 | 0.0 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 0.7 |
| Phase Call Probability | 0.22 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 |
| Max Out Probability | 0.00 | 1.00 | 1.00 | 0.02 | 1.00 | 1.00 | | 0.17 |

| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Adjusted Flow Rate ( *v* ), veh/h | 6 | 824 | 538 | 459 | 430 | 430 | 245 | 425 | | | 20 | |
| Adjusted Saturation Flow Rate ( *s* ), veh/h/ln | 1810 | 1900 | 1610 | 1810 | 1900 | 1899 | 1810 | 1618 | | | 209 | |
| Queue Service Time ( *g s* ), s | 0.3 | 60.0 | 49.7 | 35.0 | 19.1 | 19.1 | 19.6 | 40.0 | | | 1.6 | |
| Cycle Queue Clearance Time ( *g c* ), s | 0.3 | 60.0 | 49.7 | 35.0 | 19.1 | 19.1 | 19.6 | 40.0 | | | 1.6 | |
| Green Ratio ( *g/C* ) | 0.39 | 0.38 | 0.38 | 0.61 | 0.59 | 0.59 | 0.21 | 0.25 | | | 0.08 | |
| Capacity ( *c* ), veh/h | 307 | 717 | 608 | 444 | 1119 | 1119 | 366 | 407 | | | 42 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.019 | 1.149 | 0.885 | 1.034 | 0.384 | 0.384 | 0.669 | 1.045 | | | 0.470 | |
| Back of Queue ( Q ), ft/ln ( 95 th percentile) | | | | | | | | | | | | |
| Back of Queue ( Q ), veh/ln ( 95 th percentile) | 0.2 | 61.2 | 29.8 | 32.1 | 13.1 | 13.1 | 14.3 | 31.4 | | | 1.4 | |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | 0.00 | |
| Uniform Delay ( *d 1* ), s/veh | 30.1 | 49.5 | 46.3 | 53.9 | 17.4 | 17.4 | 56.9 | 59.5 | | | 70.4 | |
| Incremental Delay ( *d 2* ), s/veh | 0.0 | 82.9 | 14.2 | 51.7 | 0.1 | 0.1 | 3.8 | 56.9 | | | 3.1 | |
| Initial Queue Delay ( *d 3* ), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | |
| Control Delay ( *d* ), s/veh | 30.1 | 132.4 | 60.4 | 105.6 | 17.4 | 17.4 | 60.7 | 116.4 | | | 73.4 | |
| Level of Service (LOS) | C | F | E | F | B | B | E | F | | | E | |
| Approach Delay, s/veh / LOS | 103.7 | F | | 48.1 | D | | 96.0 | F | | 73.4 | E | |
| Intersection Delay, s/veh / LOS | 80.3 | | | | | | F | | | | | |

| Multimodal Results | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian LOS Score / LOS | 1.93 | B | 1.68 | B | 2.14 | B | 2.33 | B |
| Bicycle LOS Score / LOS | 2.74 | C | 1.58 | B | 1.59 | B | 0.52 | A |

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# TURNING MOVEMENT VOLUME COUNTS

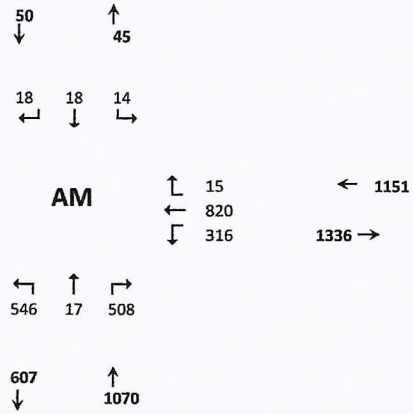
**N/S STREET:** Torino **E/W STREET:** Midway Road **CONTROL:** Signalized

**FILENAME:** Fort Pierce Commerce Ctr

**COUNT DATE:** 2/20/2020 **DAY:** Tuesday **County** SLCo

**REPORT DATE:** 5/13/2022 **ANALYSIS YEAR:** 2023 AM with project

| 15 Min Period | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | | ONE HOUR SUM |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | TOTAL | |
| 7:00-7:15 | 136 | 1 | 126 | 3 | 2 | 1 | 3 | 117 | 52 | 45 | 124 | 5 | 615 | 2677 |
| 7:15-7:30 | 103 | 0 | 85 | 1 | 2 | 5 | 4 | 110 | 55 | 64 | 162 | 3 | 594 | 2623 |
| 7:30-7:45 | 135 | 1 | 108 | 6 | 0 | 7 | 1 | 161 | 77 | 92 | 145 | 1 | 734 | 2605 |
| 7:45-8:00 | 142 | 1 | 128 | 4 | 0 | 4 | 4 | 181 | 70 | 56 | 138 | 6 | 734 | 2311 |
| 8:00-8:15 | 110 | 1 | 101 | 2 | 0 | 3 | 8 | 123 | 41 | 49 | 121 | 2 | 561 | 1969 |
| 8:15-8:30 | 81 | 0 | 93 | 1 | 0 | 8 | 11 | 134 | 47 | 55 | 143 | 3 | 576 | |
| 8:30-8:45 | 82 | 1 | 67 | 3 | 1 | 5 | 4 | 93 | 35 | 48 | 99 | 2 | 440 | |
| 8:45-9:00 | 34 | 0 | 57 | 0 | 0 | 3 | 5 | 92 | 52 | 43 | 104 | 2 | 392 | |
| AM PEAK HOUR IS FROM: | | | 7:00AM TO 8:00AM | | | | | | | | | | | |
| Volumes | 516 | 3 | 447 | 14 | 4 | 17 | 12 | 569 | 254 | 257 | 569 | 15 | 2677 | |
| Season Factor | 516 | 3 | 447 | 14 | 4 | 17 | 12 | 569 | 254 | 257 | 569 | 15 | 2677 | |
| Growth to 2023 | 532 | 3 | 461 | 14 | 4 | 18 | 12 | 586 | 262 | 265 | 586 | 15 | 2758 | |
| In/Out | | 0 | | 0 | 0 | 0 | 0 | IN | | | OUT | 0 | | |
| Percentage | | 0% | | 0% | 0% | 0% | 0% | 30% | | | 30% | 0% | | |
| **PROJECT** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 0 | 0 | 15 | 0 | 67 | |
| **SUBPROJECTS** | | | | | | | | | | | | | | |
| % | 3% | 0% | 40% | 0% | 0% | 0% | 0% | 0% | 3% | 40% | 0% | 0% | | |
| In/Out | OUT | | OUT | | | | | | IN | IN | | | | |
| Volume | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 2 | 24 | 0 | 0 | 0 | |
| % | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.8% | 0.0% | 0.0% | 0.8% | 0.0% | | |
| In/Out | | | | | | | | OUT | 0.0% | | IN | | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 12 | 0 | 0 | |
| % | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0% | 1% | 0.0% | 0.0% | 1.0% | 0.0% | | |
| In/Out | | | | | | | | OUT | | | IN | | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 3 | 0 | 0 | |
| % | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.7% | 0.0% | 0.0% | 0.7% | 0.0% | | |
| In/Out | | | | | | | | OUT | | | IN | | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | |
| % | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0% | 0.7% | 0.0% | 0.0% | 0.7% | 0.0% | | |
| In/Out | | | | | | | | OUT | | IN | IN | | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 8 | 0 | 0 | |
| % | 4.0% | 18.0% | 26.0% | 0.0% | 18.0% | 0.0% | 0.0% | 0.0% | 4.0% | 26.0% | 0.0% | 0.0% | | |
| In/Out | OUT | OUT | OUT | | IN | | | | IN | IN | | | | |
| Volume | 3 | 14 | 20 | 0 | 14 | 0 | 0 | 0 | 3 | 21 | 0 | 0 | 0 | |
| % | 1.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0% | 9% | 1.0% | 0.0% | 9.0% | 0.0% | | |
| In/Out | IN | | | | | | | OUT | OUT | | IN | | | |
| Volume | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 2 | 0 | 33 | 0 | 0 | |
| % | 0.0% | 0.0% | 30.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 30.0% | 0.0% | 0.0% | | |
| In/Out | | | OUT | | | | | | IN | | | | | |
| Volume | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | |
| % | 2.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0% | 23% | 2.0% | 0.0% | 23.0% | 0.0% | | |
| In/Out | IN | | | | | | | OUT | OUT | | IN | | | |
| Volume | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 61 | 5 | 0 | 78 | 0 | 0 | |
| % | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 17.0% | 0.0% | 0.0% | 17.0% | 0.0% | | |
| In/Out | | | | | | | | OUT | | | IN | | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69 | 0 | 0 | 78 | 0 | 0 | |
| % | 0.0% | 10.0% | 18.0% | 0.0% | 10.0% | 3.0% | 13.0% | 52.0% | 0.0% | 13.0% | 52.0% | 0.0% | | |
| In/Out | | OUT | OUT | | IN | IN | OUT | OUT | | IN | IN | OUT | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Subtotal | 14 | 14 | 47 | 0 | 14 | 0 | 0 | 176 | 12 | 51 | 219 | 0 | 0 | |
| Total | 546 | 17 | 508 | 14 | 18 | 18 | 12 | 814 | 273 | 316 | 820 | 15 | 2825 | |



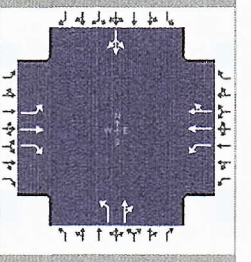

**Seasonal Factor:** 1
**Growth Rate to 2021:** 1.01
**Growth Rate from to 2023:** 1.01
**Years Grown:** 3

| | Trips In | Trips Out |
|---|---|---|
| Project | 174 | 50 |
| Arcosa * | 59 | 16 |
| Southern Grove DRI * | 1,555 | 1,308 |
| Western Grove DRI * | 338 | 534 |
| Wilson Grove DRI * | 969 | 952 |
| Riverland DRI * | 1,198 | 1,392 |
| Wawa Midway & Selvitz | 79 | 78 |
| Village at Midway * | 363 | 151 |
| Ravina | 22 | 68 |
| Willow Lakes * | 339 | 266 |
| LTC Ranch * | 456 | 406 |

* Trips represent 25% of total.

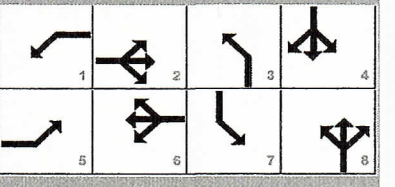
# HCS Signalized Intersection Input Data

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | OREP | | | Duration, h | 0.250 |
| Analyst | MM | Analysis Date | Aug 11, 2022 | Area Type | Other |
| Jurisdiction | SLCo. | Time Period | AM With Project | PHF | 0.92 |
| Urban Street | Midway | Analysis Year | 2023 | Analysis Period | 1> 7:00 |
| Intersection | Torino and Midway | File Name | Midway and Torino.8.11.2022 AM with project.xus | | |
| Project Description | Ft Pierce CC (Energy Selvitz) | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 12 | 814 | 273 | 316 | 820 | 15 | 546 | 17 | 508 | 14 | 18 | 18 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 169.3 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |




| | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Green | 2.8 | 19.3 | | 60.0 | 40.0 | 7.2 | 0.0 | | | | | |
| Yellow | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 | 0.0 | | | | | |
| Red | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 0.0 | | | | | |

| Traffic Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand (*v*), veh/h | 12 | 814 | 273 | 316 | 820 | 15 | 546 | 17 | 508 | 14 | 18 | 18 |
| Initial Queue ($Q_b$), veh/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Base Saturation Flow Rate ($s_o$), veh/h | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Parking ($N_m$), man/h | | None | | | None | | | None | | | None | |
| Heavy Vehicles ($P_{HV}$), % | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | | 0 | |
| Ped / Bike / RTOR, /h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Buses ($N_b$), buses/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Arrival Type (*AT*) | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Upstream Filtering (*I*) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lane Width ( *W* ), ft | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | | 12.0 | 12.0 | | | 12.0 | |
| Turn Bay Length, ft | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | | 0 | |
| Grade (*Pg*), % | | 0 | | | 0 | | | 0 | | | 0 | |
| Speed Limit, mi/h | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 |

| Phase Information | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Maximum Green ($G_{max}$) or Phase Split, s | 15.0 | 60.0 | 35.0 | 60.0 | 40.0 | 40.0 | 15.0 | 10.0 |
| Yellow Change Interval (*Y*), s | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Red Clearance Interval ( $R_c$), s | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Minimum Green ( $G_{min}$), s | 6 | 7 | 7 | 7 | 7 | 7 | 6 | 6 |
| Start-Up Lost Time ( *l*t), s | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Extension of Effective Green (*e*), s | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Passage (*PT*), s | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Recall Mode | Off | Min | Off | Min | Off | Off | Off | Off |
| Dual Entry | No | Yes | No | Yes | No | Yes | No | Yes |
| Walk (*Walk*), s | | 0.0 | | 0.0 | | 0.0 | | 0.0 |
| Pedestrian Clearance Time (*PC*), s | | 0.0 | | 0.0 | | 0.0 | | 0.0 |

| Multimodal Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 85th % Speed / Rest in Walk / Corner Radius | 0.0 | No | 25.0 | 0.0 | No | 25.0 | 0.0 | No | 25.0 | 0.0 | No | 25.0 |
| Walkway / Crosswalk Width / Length, ft | 9.0 | 12.0 | 0.0 | 9.0 | 12.0 | 0.0 | 9.0 | 12.0 | 0.0 | 9.0 | 12.0 | 0.0 |
| Street Width / Island / Curb, ft | 0.0 | 0 | No | 0.0 | 0 | No | 0.0 | 0 | No | 0.0 | 0 | No |
| Width Outside / Bike Lane / Shoulder, ft | 12.0 | 5.0 | 2.0 | 12.0 | 5.0 | 2.0 | 12.0 | 5.0 | 2.0 | 12.0 | 5.0 | 2.0 |
| Pedestrian Signal / Occupied Parking | No | | 0.50 | No | | 0.50 | No | | 0.50 | No | | 0.50 |

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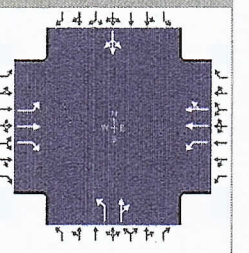
# HCS Signalized Intersection Intermediate Values

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | OREP | | | Duration, h | 0.250 |
| Analyst | MM | Analysis Date | Aug 11, 2022 | Area Type | Other |
| Jurisdiction | SLCo. | Time Period | AM With Project | PHF | 0.92 |
| Urban Street | Midway | Analysis Year | 2023 | Analysis Period | 1> 7:00 |
| Intersection | Torino and Midway | File Name | Midway and Torino.8.11.2022 AM with project.xus | | |
| Project Description | Ft Pierce CC (Energy Selvitz) | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( $v$ ), veh/h | 12 | 814 | 273 | 316 | 820 | 15 | 546 | 17 | 508 | 14 | 18 | 18 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 169.3 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | 1 | 2 | 3 | 4 | |
| Green | 2.8 | 19.3 | 60.0 | 40.0 | 7.2 | 0.0 | 5 | 6 | 7 | 8 | | |
| Yellow | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 0.0 | | | | | | |
| Red | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 0.0 | | | | | | |

| Saturation Flow / Delay | L | T | R | L | T | R | L | T | R | L | T | R |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Width Adjustment Factor ($f_w$) | | | | | | | | | | | | |
| Heavy Vehicles and Grade Factor ($f_{HVg}$) | | | | | | | | | | | | |
| Parking Activity Adjustment Factor ($f_p$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Bus Blockage Adjustment Factor ($f_{bb}$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Area Type Adjustment Factor ($f_a$) | | | | | | | | | | | | |
| Lane Utilization Adjustment Factor ($f_{LU}$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Left-Turn Adjustment Factor ($f_{LT}$) | 0.952 | 0.000 | | 0.952 | 0.000 | | 0.952 | 0.000 | | 0.013 | 0.013 | |
| Right-Turn Adjustment Factor ($f_{RT}$) | | 0.000 | 0.847 | | 0.994 | 0.994 | | 0.852 | 0.852 | | 0.000 | 0.000 |
| Left-Turn Pedestrian Adjustment Factor ($f_{Lpb}$) | 1.000 | | | 1.000 | | | 1.000 | | | 1.000 | | |
| Right-Turn Ped-Bike Adjustment Factor ($f_{Rpb}$) | | | 1.000 | | | 1.000 | | | 1.000 | | | 1.000 |
| Work Zone Adjustment Factor ($f_{wz}$) | | | | | | | | | | | | |
| DDI Factor ($f_{DDI}$) | | | | | | | | | | | | |
| Movement Saturation Flow Rate ($s$), veh/h | 1810 | 1900 | 1610 | 1810 | 3720 | 68 | 1810 | 52 | 1566 | 7 | 9 | 9 |
| Proportion of Vehicles Arriving on Green ($P$) | 0.02 | 0.35 | 0.35 | 0.18 | 0.52 | 0.52 | 0.24 | 0.33 | 0.33 | 0.04 | 0.04 | 0.04 |
| Incremental Delay Factor ($k$) | 0.04 | 0.50 | 0.06 | 0.34 | 0.04 | 0.04 | 0.50 | 0.50 | | | 0.50 | |

| Signal Timing / Movement Groups | EBL | EBT/R | WBL | WBT/R | NBL | NBT/R | SBL | SBT/R |
|---|---|---|---|---|---|---|---|---|
| Lost Time ($t_L$) | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | | 8.0 |
| Green Ratio ($g/C$) | 0.37 | 0.35 | 0.54 | 0.52 | 0.29 | 0.33 | 0.00 | 0.04 |
| Permitted Saturation Flow Rate ($s_p$), veh/h/ln | 624 | 0 | 638 | 0 | 1390 | 0 | 0 | 855 |
| Shared Saturation Flow Rate ($s_{sh}$), veh/h/ln | | | | | | | | 0 |
| Permitted Effective Green Time ($g_p$), s | 60.0 | 0.0 | 62.0 | 0.0 | 9.2 | 0.0 | 0.0 | 4.0 |
| Permitted Service Time ($g_u$), s | 59.5 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 |
| Permitted Queue Service Time ($g_{ps}$), s | 0.0 | | 0.0 | | 2.0 | | | 0.0 |
| Time to First Blockage ($g_f$), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Queue Service Time Before Blockage ($g_{fs}$), s | | | | | | | | 0.0 |
| Protected Right Saturation Flow ($s_R$), veh/h/ln | | 0 | | | | | | |
| Protected Right Effective Green Time ($g_R$), s | | 0.0 | | | | | | |

| Multimodal | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian $F_w$ / $F_v$ | 1.198 | 0.000 | 0.972 | 0.000 | 1.389 | 0.000 | 1.557 | 0.000 |
| Pedestrian $F_s$ / $F_{delay}$ | 0.000 | 0.143 | 0.000 | 0.120 | 0.000 | 0.146 | 0.000 | 0.174 |
| Pedestrian $M_{corner}$ / $M_{cw}$ | 0.00 | | 0.00 | | 0.00 | | 0.00 | |
| Bicycle $c_b$ / $d_b$ | 708.95 | 35.27 | 1031.61 | 19.84 | 652.29 | 38.43 | 85.14 | 77.58 |
| Bicycle $F_w$ / $F_v$ | -3.64 | 1.97 | -3.64 | 1.03 | -3.64 | 1.92 | -3.64 | 0.09 |

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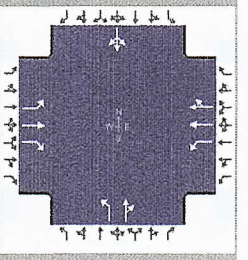
# HCS Signalized Intersection Results Graphical Summary

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | OREP | | | Duration, h | 0.250 |
| Analyst | MM | Analysis Date | Aug 11, 2022 | Area Type | Other |
| Jurisdiction | SLCo. | Time Period | AM With Project | PHF | 0.92 |
| Urban Street | Midway | Analysis Year | 2023 | Analysis Period | 1> 7:00 |
| Intersection | Torino and Midway | File Name | Midway and Torino.8.11.2022 AM with project.xus | | |
| Project Description | Ft Pierce CC (Energy Selvitz) | | | | |

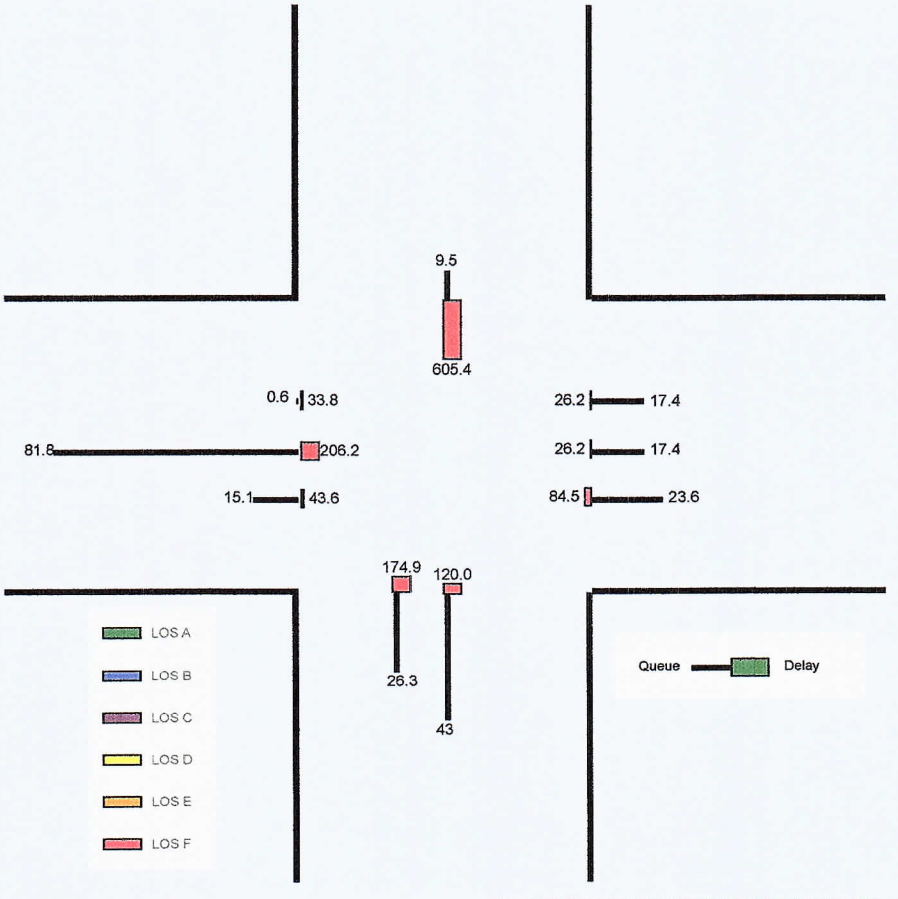


| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 12 | 814 | 273 | 316 | 820 | 15 | 546 | 17 | 508 | 14 | 18 | 18 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 169.3 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Green | 2.8 | 19.3 | 60.0 | 40.0 | 7.2 | 0.0 | 1 | 2 | 3 | 4 | | |
| Yellow | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 0.0 | 5 | 6 | 7 | 8 | | |
| Red | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 0.0 | | | | | | |

| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Back of Queue ( *Q* ), ft/ln ( 95 th percentile) | | | | | | | | | | | | |
| Back of Queue ( *Q* ), veh/ln ( 95 th percentile) | 0.6 | 81.8 | 15.1 | 23.6 | 17.4 | 17.4 | 26.3 | 43.0 | | | 9.5 | |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | 0.00 | |
| Control Delay ( *d* ), s/veh | 33.8 | 206.2 | 43.6 | 84.5 | 26.2 | 26.2 | 174.9 | 120.0 | | | 605.4 | |
| Level of Service (LOS) | C | F | D | F | C | C | F | F | | | F | |
| Approach Delay, s/veh / LOS | 164.0 | F | | 42.2 | D | | 148.0 | F | | 605.4 | F | |
| Intersection Delay, s/veh / LOS | 123.9 | | | | | | F | | | | | |

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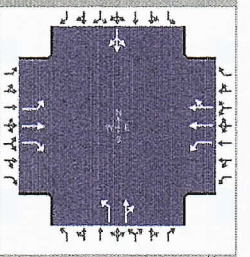
# HCS Signalized Intersection Results Summary

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | OREP | | | Duration, h | 0.250 |
| Analyst | MM | Analysis Date | Aug 11, 2022 | Area Type | Other |
| Jurisdiction | SLCo. | Time Period | AM With Project | PHF | 0.92 |
| Urban Street | Midway | Analysis Year | 2023 | Analysis Period | 1> 7:00 |
| Intersection | Torino and Midway | File Name | Midway and Torino.8.11.2022 AM with project.xus | | |
| Project Description | Ft Pierce CC (Energy Selvitz) | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 12 | 814 | 273 | 316 | 820 | 15 | 546 | 17 | 508 | 14 | 18 | 18 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 169.3 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Green | 2.8 | 19.3 | 60.0 | 40.0 | 7.2 | 0.0 | 1 | 2 | 3 | 4 | | |
| Yellow | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 0.0 | 5 | 6 | 7 | 8 | | |
| Red | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 0.0 | | | | | | |

| Timer Results | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Assigned Phase | 5 | 2 | 1 | 6 | 3 | 8 | 7 | 4 |
| Case Number | 1.1 | 3.0 | 1.1 | 4.0 | 1.1 | 4.0 | 0.0 | 14.0 |
| Phase Duration, s | 10.8 | 68.0 | 38.1 | 95.3 | 48.0 | 63.2 | 0.0 | 15.2 |
| Change Period, ( $Y+R_c$ ), s | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 |
| Max Allow Headway ( *MAH* ), s | 3.1 | 3.1 | 3.1 | 3.1 | 3.1 | 3.4 | 0.0 | 3.4 |
| Queue Clearance Time ( $g_s$ ), s | 2.8 | 62.0 | 29.7 | 27.8 | 42.0 | 57.2 | | 7.2 |
| Green Extension Time ( $g_e$ ), s | 0.0 | 0.0 | 0.4 | 5.3 | 0.0 | 0.0 | 0.0 | 0.0 |
| Phase Call Probability | 0.46 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 |
| Max Out Probability | 0.00 | 1.00 | 0.19 | 0.03 | 1.00 | 1.00 | | 1.00 |

| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Adjusted Flow Rate ( *v* ), veh/h | 13 | 885 | 297 | 343 | 455 | 452 | 593 | 571 | | | 54 | |
| Adjusted Saturation Flow Rate ( *s* ), veh/h/ln | 1810 | 1900 | 1610 | 1810 | 1900 | 1888 | 1810 | 1618 | | | 24 | |
| Queue Service Time ( $g_s$ ), s | 0.8 | 60.0 | 24.7 | 27.7 | 25.8 | 25.8 | 40.0 | 55.2 | | | 5.2 | |
| Cycle Queue Clearance Time ( $g_c$ ), s | 0.8 | 60.0 | 24.7 | 27.7 | 25.8 | 25.8 | 40.0 | 55.2 | | | 5.2 | |
| Green Ratio ( *g/C* ) | 0.37 | 0.35 | 0.35 | 0.54 | 0.52 | 0.52 | 0.29 | 0.33 | | | 0.04 | |
| Capacity ( *c* ), veh/h | 291 | 674 | 571 | 364 | 980 | 974 | 487 | 528 | | | 28 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.045 | 1.314 | 0.520 | 0.944 | 0.465 | 0.465 | 1.219 | 1.081 | | | 1.923 | |
| Back of Queue ( Q ), ft/ln ( 95 th percentile) | | | | | | | | | | | | |
| Back of Queue ( Q ), veh/ln ( 95 th percentile) | 0.6 | 81.8 | 15.1 | 23.6 | 17.4 | 17.4 | 26.3 | 43.0 | | | 9.5 | |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | 0.00 | |
| Uniform Delay ( $d_1$ ), s/veh | 33.8 | 54.6 | 43.2 | 57.4 | 26.1 | 26.1 | 59.0 | 57.0 | | | 84.4 | |
| Incremental Delay ( $d_2$ ), s/veh | 0.0 | 151.6 | 0.4 | 27.1 | 0.1 | 0.1 | 115.9 | 62.9 | | | 521.0 | |
| Initial Queue Delay ( $d_3$ ), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | |
| Control Delay ( *d* ), s/veh | 33.8 | 206.2 | 43.6 | 84.5 | 26.2 | 26.2 | 174.9 | 120.0 | | | 605.4 | |
| Level of Service (LOS) | C | F | D | F | C | C | F | F | | | F | |
| Approach Delay, s/veh / LOS | 164.0 | F | | 42.2 | D | | 148.0 | F | | 605.4 | F | |
| Intersection Delay, s/veh / LOS | 123.9 | | | | | | F | | | | | |

| Multimodal Results | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian LOS Score / LOS | 1.94 | B | 1.69 | B | 2.13 | B | 2.33 | B |
| Bicycle LOS Score / LOS | 2.46 | B | 1.52 | B | 2.41 | B | 0.58 | A |

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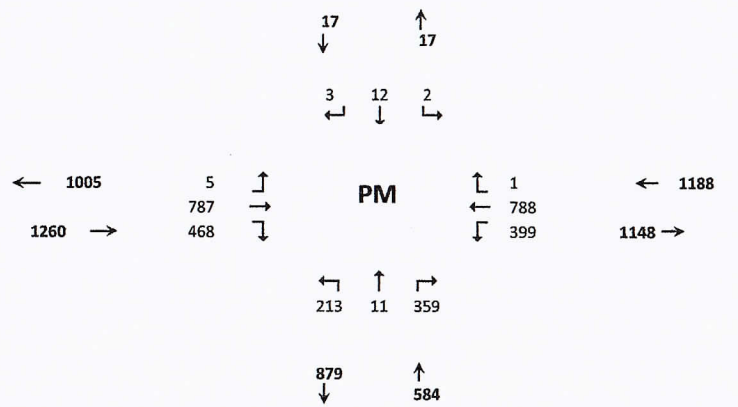
# TURNING MOVEMENT VOLUME COUNTS

**N/S STREET:** Torino
**E/W STREET:** Midway Road
**CONTROL:** Signalized
**FILENAME:** Fort Pierce Commerce Ctr
**COUNT DATE:** 2/20/2020
**DAY:** Tuesday
**County** slco
**REPORT DATE:** 5/13/2022
**ANALYSIS YEAR:** 2023 PM with project

| 15 Min Period lanes | Northbound NBL | NBT | NBR | Southbound SBL | SBT | SBR | Eastbound EBL | EBT | EBR | Westbound WBL | WBT | WBR | TOTAL | ONE HOUR SUM |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4:00-4:15 | 50 | 1 | 59 | 0 | 2 | 0 | 1 | 143 | 71 | 58 | 98 | 0 | 483 | 2137 |
| 4:15-4:30 | 41 | 0 | 76 | 0 | 1 | 0 | 0 | 92 | 95 | 106 | 183 | 1 | 595 | 2230 |
| 4:30-4:45 | 54 | 0 | 76 | 0 | 1 | 3 | 1 | 117 | 69 | 63 | 128 | 0 | 512 | 2303 |
| 4:45-5:00 | 53 | 0 | 66 | 0 | 0 | 0 | 1 | 141 | 103 | 85 | 98 | 0 | 547 | 2334 |
| 5:00-5:15 | 43 | 0 | 63 | 0 | 1 | 2 | 3 | 94 | 98 | 86 | 185 | 1 | 576 | 2280 |
| 5:15-5:30 | 57 | 0 | 107 | 0 | 0 | 0 | 1 | 153 | 137 | 89 | 124 | 0 | 668 | |
| 5:30-5:45 | 42 | 0 | 71 | 2 | 0 | 1 | 0 | 126 | 104 | 81 | 116 | 0 | 543 | |
| 5:45-6:00 | 61 | 1 | 74 | 0 | 0 | 0 | 1 | 107 | 82 | 70 | 95 | 2 | 493 | |
| PM PEAK HOUR IS FROM: | | | 4:45PM TO 5:45PM | | | | | | | | | | | |
| Volumes | 195 | 0 | 307 | 2 | 1 | 3 | 5 | 514 | 442 | 341 | 523 | 1 | 2334 | |
| Season Factor | 195 | 0 | 307 | 2 | 1 | 3 | 5 | 514 | 442 | 341 | 523 | 1 | 2334 | |
| Growth to 2021 | 195 | 0 | 307 | 2 | 1 | 3 | 5 | 514 | 442 | 341 | 523 | 1 | 2334 | |
| Growth to 2026 | 201 | 0 | 316 | 2 | 1 | 3 | 5 | 530 | 455 | 351 | 539 | 1 | 2405 | |
| In/Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | IN | 0 | 0 | OUT | 0 | | |
| Percentage | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 30% | 0% | 0% | 30% | 0% | | |
| **PROJECT** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 | 0 | 0 | 41 | 0 | 111 | |
| **SUBPROJECTS** | | | | | | | | | | | | | | |
| % | 3% | 0% | 40% | 0% | 0% | 0% | 0% | 0% | 3% | 40% | 0% | 0.0% | | |
| In/Out | OUT | 0% | OUT | 0% | 0% | 0% | 0% | 0% | IN | IN | 0% | 0.0% | | |
| Volume | 1 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 0 | 0 | 0 | |
| % | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.8% | 0.0% | 0.0% | 0.8% | 0.0% | | |
| In/Out | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | OUT | 0.0% | 0.0% | IN | 0.0% | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 14 | 0 | 0 | |
| % | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 1.0% | 0.0% | 0.0% | 1.0% | 0.0% | | |
| In/Out | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | OUT | 0.0% | 0.0% | IN | 0.0% | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 6 | 0 | 0 | |
| % | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.7% | 0.0% | 0.0% | 0.7% | 0.0% | | |
| In/Out | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | OUT | 0.0% | 0.0% | IN | 0.0% | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 8 | 0 | 0 | |
| % | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.7% | 0.0% | 0.0% | 0.7% | 0.0% | | |
| In/Out | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | OUT | 0.0% | IN | IN | 0.0% | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 12 | 0 | 0 | |
| % | 4.0% | 18.0% | 26.0% | 0.0% | 18.0% | 0.0% | 0.0% | 0.0% | 4.0% | 26.0% | 0.0% | 0.0% | | |
| In/Out | OUT | OUT | OUT | 0.0% | IN | 0.0% | 0.0% | 0.0% | IN | IN | 0.0% | 0.0% | | |
| Volume | 2 | 11 | 16 | 0 | 11 | 0 | 0 | 0 | 2 | 16 | 0 | 0 | 0 | |
| % | 1.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 9.0% | 1.0% | 0.0% | 9.0% | 0.0% | | |
| In/Out | IN | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | OUT | OUT | 0.0% | IN | 0.0% | | |
| Volume | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 5 | 0 | 16 | 0 | 0 | |
| % | 0.0% | 0.0% | 30.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 30.0% | 0.0% | 0.0% | | |
| In/Out | 0.0% | 0.0% | OUT | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | IN | 0.0% | 0.0% | | |
| Volume | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | |
| % | 2.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 23.0% | 2.0% | 0.0% | 23.0% | 0.0% | | |
| In/Out | IN | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | OUT | OUT | 0.0% | IN | 0.0% | | |
| Volume | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 5 | 0 | 83 | 0 | 0 | |
| % | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 17.0% | 0.0% | 0.0% | 17.0% | 0.0% | | |
| In/Out | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | OUT | 0.0% | 0.0% | IN | 0.0% | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 0 | 0 | 68 | 0 | 0 | |
| % | 0.0% | 10.0% | 18.0% | 0.0% | 10.0% | 3.0% | 13.0% | 52.0% | 0.0% | 13.0% | 52.0% | 0.0% | | |
| In/Out | | OUT | OUT | | IN | IN | OUT | OUT | | IN | IN | OUT | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Subtotal | 13 | 11 | 43 | 0 | 11 | 0 | 0 | 187 | 13 | 48 | 208 | 0 | 0 | |
| Total | 213 | 11 | 359 | 2 | 12 | 3 | 5 | 787 | 468 | 399 | 788 | 1 | 2516 | |



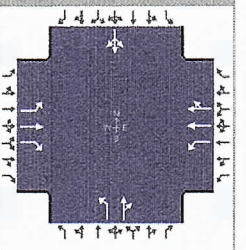

| Project | Trips In | Trips Out |
|---|---|---|
| Arcosa * | 21 | 34 |
| Southern Grove DRI * | 1,748 | 2,518 |
| Western Grove DRI * | 628 | 515 |
| Wilson Grove DRI * | 1,136 | 1,410 |
| Riverland DRI * | 1,774 | 1,819 |
| Wawa Midway & Selvitz | 62 | 62 |
| Village at Midway * | 182 | 456 |
| Ravina | 77 | 44 |
| Willow Lakes * | 363 | 259 |
| LTC Ranch * | 398 | 229 |
| 0 | 0 | 0 |

| | | |
|---|---|---|
| Arcosa | 21 | 34 |
| Southern Grove DRI | 1,748 | 2,518 |
| Western Grove DRI | 628 | 515 |
| Wilson Grove DRI | 1,136 | 1,410 |
| Riverland DRI | 1,774 | 1,819 |
| LTC Ranch | 580 | 743 |
| Wawa Midway & Selvitz | 62 | 62 |
| Village at Midway | 182 | 456 |
| Ravina | 77 | 44 |
| Willow Lakes | 363 | 259 |

* Trips represent 25% of total.

# HCS Signalized Intersection Input Data

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | OREP | | | Duration, h | 0.250 |
| Analyst | MM | Analysis Date | Aug 11, 2022 | Area Type | Other |
| Jurisdiction | SLCo. | Time Period | PM With Project | PHF | 0.87 |
| Urban Street | Midway | Analysis Year | 2023 | Analysis Period | 1> 7:00 |
| Intersection | Torino and Midway | File Name | Midway and Torino.8.11.2022 PM with project.xus | | |
| Project Description | Ft Pierce CC (Energy Selvitz) | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 5 | 787 | 468 | 399 | 788 | 1 | 213 | 11 | 359 | 2 | 12 | 3 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 159.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | 1 | 2 | 3 | 4 | |
| Green | 1.3 | 25.7 | 60.0 | 22.0 | 10.0 | 0.0 | | | | | |
| Yellow | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 0.0 | | | | | |
| Red | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 0.0 | 5 | 6 | 7 | 8 | |

| Traffic Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand (*v*), veh/h | 5 | 787 | 468 | 399 | 788 | 1 | 213 | 11 | 359 | 2 | 12 | 3 |
| Initial Queue ($Q_b$), veh/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Base Saturation Flow Rate ($s_o$), veh/h | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Parking ($N_m$), man/h | | None | | | None | | | None | | | None | |
| Heavy Vehicles ($P_{HV}$), % | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | | 0 | |
| Ped / Bike / RTOR, /h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Buses ($N_b$), buses/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Arrival Type (*AT*) | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Upstream Filtering (*I*) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lane Width ( *W* ), ft | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | | 12.0 | 12.0 | | | 12.0 | |
| Turn Bay Length, ft | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | | 0 | |
| Grade (*Pg*), % | | 0 | | | 0 | | | 0 | | | 0 | |
| Speed Limit, mi/h | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 |

| Phase Information | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Maximum Green ($G_{max}$) or Phase Split, s | 15.0 | 60.0 | 35.0 | 60.0 | 40.0 | 40.0 | 15.0 | 10.0 |
| Yellow Change Interval (*Y*), s | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Red Clearance Interval ( $R_c$), s | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Minimum Green ( $G_{min}$), s | 6 | 7 | 7 | 7 | 7 | 7 | 6 | 6 |
| Start-Up Lost Time ( *l1*), s | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Extension of Effective Green (*e*), s | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Passage (*PT*), s | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Recall Mode | Off | Min | Off | Min | Off | Off | Off | Off |
| Dual Entry | No | Yes | No | Yes | No | Yes | No | Yes |
| Walk (*Walk*), s | | 0.0 | | 0.0 | | 0.0 | | 0.0 |
| Pedestrian Clearance Time (*PC*), s | | 0.0 | | 0.0 | | 0.0 | | 0.0 |

| Multimodal Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 85th % Speed / Rest in Walk / Corner Radius | 0.0 | No | 25.0 | 0.0 | No | 25.0 | 0.0 | No | 25.0 | 0.0 | No | 25.0 |
| Walkway / Crosswalk Width / Length, ft | 9.0 | 12.0 | 0.0 | 9.0 | 12.0 | 0.0 | 9.0 | 12.0 | 0.0 | 9.0 | 12.0 | 0.0 |
| Street Width / Island / Curb, ft | 0.0 | 0 | No | 0.0 | 0 | No | 0.0 | 0 | No | 0.0 | 0 | No |
| Width Outside / Bike Lane / Shoulder, ft | 12.0 | 5.0 | 2.0 | 12.0 | 5.0 | 2.0 | 12.0 | 5.0 | 2.0 | 12.0 | 5.0 | 2.0 |
| Pedestrian Signal / Occupied Parking | No | | 0.50 | No | | 0.50 | No | | 0.50 | No | | 0.50 |

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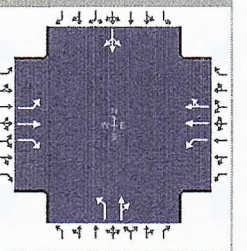
# HCS Signalized Intersection Intermediate Values

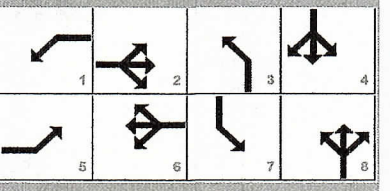
| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | OREP | | | Duration, h | 0.250 |
| Analyst | MM | Analysis Date | Aug 11, 2022 | Area Type | Other |
| Jurisdiction | SLCo. | Time Period | PM With Project | PHF | 0.87 |
| Urban Street | Midway | Analysis Year | 2023 | Analysis Period | 1> 7:00 |
| Intersection | Torino and Midway | File Name | Midway and Torino.8.11.2022 PM with project.xus | | |
| Project Description | Ft Pierce CC (Energy Selvitz) | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( $v$ ), veh/h | 5 | 787 | 468 | 399 | 788 | 1 | 213 | 11 | 359 | 2 | 12 | 3 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 159.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Green | 1.3 | 25.7 | 60.0 | 22.0 | 10.0 | 0.0 | | | | | | |
| Yellow | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 0.0 | | | | | | |
| Red | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 0.0 | | | | | | |




| Saturation Flow / Delay | L | T | R | L | T | R | L | T | R | L | T | R |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Width Adjustment Factor ($f_w$) | | | | | | | | | | | | |
| Heavy Vehicles and Grade Factor ($f_{HVg}$) | | | | | | | | | | | | |
| Parking Activity Adjustment Factor ($f_p$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Bus Blockage Adjustment Factor ($f_{bb}$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Area Type Adjustment Factor ($f_a$) | | | | | | | | | | | | |
| Lane Utilization Adjustment Factor ($f_{LU}$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Left-Turn Adjustment Factor ($f_{LT}$) | 0.952 | 0.000 | | 0.952 | 0.000 | | 0.952 | 0.000 | | 0.132 | 0.132 | |
| Right-Turn Adjustment Factor ($f_{RT}$) | | 0.000 | 0.847 | | 1.000 | 1.000 | | 0.851 | 0.851 | | 0.000 | 0.000 |
| Left-Turn Pedestrian Adjustment Factor ($f_{Lpb}$) | 1.000 | | | 1.000 | | | 1.000 | | | 1.000 | | |
| Right-Turn Ped-Bike Adjustment Factor ($f_{Rpb}$) | | | 1.000 | | | 1.000 | | | 1.000 | | | 1.000 |
| Work Zone Adjustment Factor ($f_{wz}$) | | | | | | | | | | | | |
| DDI Factor ($f_{DDI}$) | | | | | | | | | | | | |
| Movement Saturation Flow Rate ($s$), veh/h | 1810 | 1900 | 1610 | 1810 | 3794 | 5 | 1810 | 48 | 1569 | 29 | 176 | 44 |
| Proportion of Vehicles Arriving on Green ($P$) | 0.01 | 0.38 | 0.38 | 0.22 | 0.59 | 0.59 | 0.14 | 0.25 | 0.25 | 0.06 | 0.06 | 0.06 |
| Incremental Delay Factor ($k$) | 0.04 | 0.50 | 0.39 | 0.50 | 0.04 | 0.04 | 0.04 | 0.50 | | | 0.04 | |

| Signal Timing / Movement Groups | EBL | EBT/R | WBL | WBT/R | NBL | NBT/R | SBL | SBT/R |
|---|---|---|---|---|---|---|---|---|
| Lost Time ($t_L$) | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | | 8.0 |
| Green Ratio ($g/C$) | 0.39 | 0.38 | 0.61 | 0.59 | 0.21 | 0.25 | 0.00 | 0.06 |
| Permitted Saturation Flow Rate ($s_p$), veh/h/ln | 625 | 0 | 626 | 0 | 1418 | 0 | 0 | 977 |
| Shared Saturation Flow Rate ($s_{sh}$), veh/h/ln | | | | | | | | 0 |
| Permitted Effective Green Time ($g_p$), s | 60.0 | 0.0 | 62.0 | 0.0 | 12.0 | 0.0 | 0.0 | 4.0 |
| Permitted Service Time ($g_u$), s | 60.0 | 0.0 | 0.0 | 0.0 | 8.4 | 0.0 | 0.0 | 0.0 |
| Permitted Queue Service Time ($g_{ps}$), s | 0.0 | | 0.0 | | 0.8 | | | 0.0 |
| Time to First Blockage ($g_f$), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.3 |
| Queue Service Time Before Blockage ($g_{fs}$), s | | | | | | | | 0.8 |
| Protected Right Saturation Flow ($s_R$), veh/h/ln | | 0 | | | | | | |
| Protected Right Effective Green Time ($g_R$), s | | 0.0 | | | | | | |

| Multimodal | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian $F_w$ / $F_v$ | 1.198 | 0.000 | 0.972 | 0.000 | 1.389 | 0.000 | 1.557 | 0.000 |
| Pedestrian $F_s$ / $F_{delay}$ | 0.000 | 0.137 | 0.000 | 0.104 | 0.000 | 0.152 | 0.000 | 0.170 |
| Pedestrian $M_{corner}$ / $M_{cw}$ | 0.00 | | 0.00 | | 0.00 | | 0.00 | |
| Bicycle $c_b$ / $d_b$ | 754.71 | 30.82 | 1178.03 | 13.43 | 503.14 | 44.53 | 126.14 | 69.79 |
| Bicycle $F_w$ / $F_v$ | -3.64 | 2.39 | -3.64 | 1.13 | -3.64 | 1.11 | -3.64 | 0.03 |

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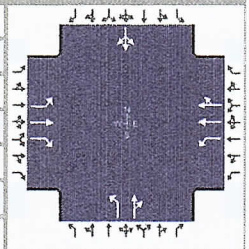
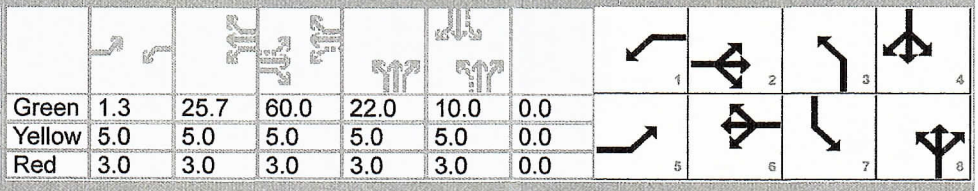
# HCS Signalized Intersection Results Graphical Summary

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | OREP | | | Duration, h | 0.250 |
| Analyst | MM | Analysis Date | Aug 11, 2022 | Area Type | Other |
| Jurisdiction | SLCo. | Time Period | PM With Project | PHF | 0.87 |
| Urban Street | Midway | Analysis Year | 2023 | Analysis Period | 1> 7:00 |
| Intersection | Torino and Midway | File Name | Midway and Torino.8.11.2022 PM with project.xus | | |
| Project Description | Ft Pierce CC (Energy Selvitz) | | | | |



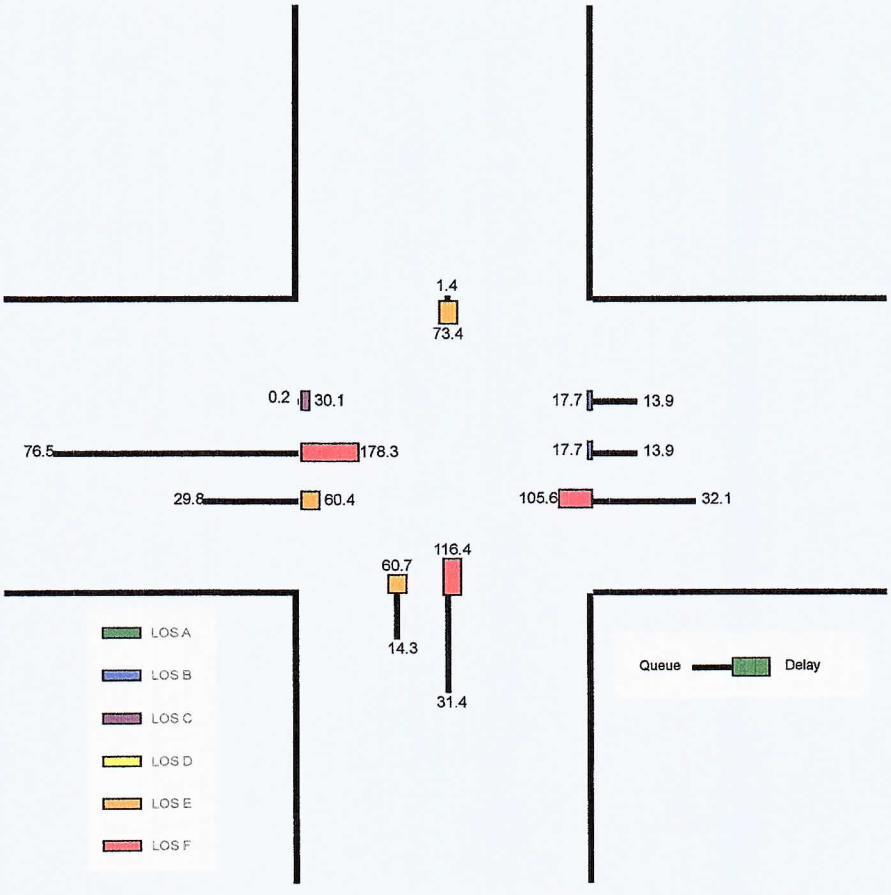
| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 5 | 787 | 468 | 399 | 788 | 1 | 213 | 11 | 359 | 2 | 12 | 3 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 159.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |




| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 1.3 | 25.7 | 60.0 | 22.0 | 10.0 | 0.0 | |
| Yellow | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 0.0 | |
| Red | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 0.0 | |

| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Back of Queue ( *Q* ), ft/ln ( 95 th percentile) | | | | | | | | | | | | |
| Back of Queue ( *Q* ), veh/ln ( 95 th percentile) | 0.2 | 76.5 | 29.8 | 32.1 | 13.9 | 13.9 | 13.9 | 31.4 | | | 1.4 | |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | 0.00 | |
| Control Delay ( *d* ), s/veh | 30.1 | 178.3 | 60.4 | 105.6 | 17.7 | 17.7 | 57.6 | 116.4 | | | 75.0 | |
| Level of Service (LOS) | C | F | E | F | B | B | E | F | | | E | |
| Approach Delay, s/veh / LOS | 134.0 | F | | 47.2 | D | | 94.9 | F | | 75.0 | E | |
| Intersection Delay, s/veh / LOS | 92.4 | | | | | | F | | | | | |

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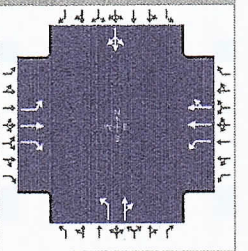
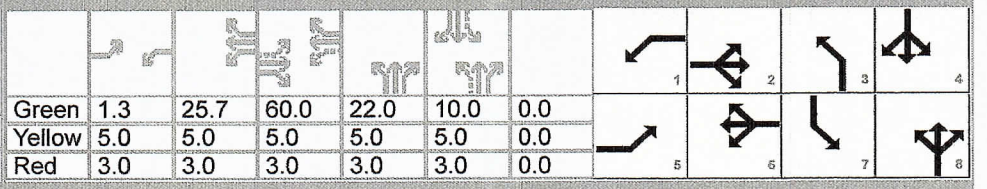
# HCS Signalized Intersection Results Summary

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | OREP | | | Duration, h | 0.250 |
| Analyst | MM | Analysis Date | Aug 11, 2022 | Area Type | Other |
| Jurisdiction | SLCo. | Time Period | PM With Project | PHF | 0.87 |
| Urban Street | Midway | Analysis Year | 2023 | Analysis Period | 1> 7:00 |
| Intersection | Torino and Midway | File Name | Midway and Torino.8.11.2022 PM with project.xus | | |
| Project Description | Ft Pierce CC (Energy Selvitz) | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 5 | 787 | 468 | 399 | 788 | 1 | 213 | 11 | 359 | 2 | 12 | 3 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 159.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |




| | | | | | | |
|---|---|---|---|---|---|---|
| Green | 1.3 | 25.7 | 60.0 | 22.0 | 10.0 | 0.0 |
| Yellow | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 0.0 |
| Red | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 0.0 |

| Timer Results | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Assigned Phase | 5 | 2 | 1 | 6 | 3 | 8 | 7 | 4 |
| Case Number | 1.1 | 3.0 | 1.1 | 4.0 | 1.1 | 4.0 | 0.0 | 14.0 |
| Phase Duration, s | 9.3 | 68.0 | 43.0 | 101.7 | 30.0 | 48.0 | 0.0 | 18.0 |
| Change Period, ( $Y+R_c$ ), s | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 |
| Max Allow Headway ( *MAH* ), s | 3.1 | 3.1 | 3.1 | 3.1 | 3.1 | 3.4 | 0.0 | 3.4 |
| Queue Clearance Time ( $g_s$ ), s | 2.3 | 62.0 | 37.0 | 22.5 | 21.6 | 42.0 | | 3.6 |
| Green Extension Time ( $g_e$ ), s | 0.0 | 0.0 | 0.0 | 6.5 | 0.4 | 0.0 | 0.0 | 0.6 |
| Phase Call Probability | 0.22 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 |
| Max Out Probability | 0.00 | 1.00 | 1.00 | 0.03 | 0.00 | 1.00 | | 0.17 |

| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Adjusted Flow Rate ( *v* ), veh/h | 6 | 905 | 538 | 459 | 454 | 453 | 245 | 425 | | | 20 | |
| Adjusted Saturation Flow Rate ( *s* ), veh/h/ln | 1810 | 1900 | 1610 | 1810 | 1900 | 1899 | 1810 | 1618 | | | 250 | |
| Queue Service Time ( $g_s$ ), s | 0.3 | 60.0 | 49.7 | 35.0 | 20.5 | 20.5 | 19.6 | 40.0 | | | 1.6 | |
| Cycle Queue Clearance Time ( $g_c$ ), s | 0.3 | 60.0 | 49.7 | 35.0 | 20.5 | 20.5 | 19.6 | 40.0 | | | 1.6 | |
| Green Ratio ( *g/C* ) | 0.39 | 0.38 | 0.38 | 0.61 | 0.59 | 0.59 | 0.21 | 0.25 | | | 0.06 | |
| Capacity ( *c* ), veh/h | 296 | 717 | 608 | 444 | 1119 | 1119 | 370 | 407 | | | 42 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.019 | 1.262 | 0.885 | 1.034 | 0.405 | 0.405 | 0.661 | 1.045 | | | 0.470 | |
| Back of Queue ( *Q* ), ft/ln ( 95 th percentile) | | | | | | | | | | | | |
| Back of Queue ( *Q* ), veh/ln ( 95 th percentile) | 0.2 | 76.5 | 29.8 | 32.1 | 13.9 | 13.9 | 13.9 | 31.4 | | | 1.4 | |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | 0.00 | |
| Uniform Delay ( $d_1$ ), s/veh | 30.1 | 49.5 | 46.3 | 53.9 | 17.6 | 17.6 | 56.9 | 59.5 | | | 72.0 | |
| Incremental Delay ( $d_2$ ), s/veh | 0.0 | 128.8 | 14.2 | 51.7 | 0.1 | 0.1 | 0.8 | 56.9 | | | 3.1 | |
| Initial Queue Delay ( $d_3$ ), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | |
| Control Delay ( *d* ), s/veh | 30.1 | 178.3 | 60.4 | 105.6 | 17.7 | 17.7 | 57.6 | 116.4 | | | 75.0 | |
| Level of Service (LOS) | C | F | E | F | B | B | E | F | | | E | |
| Approach Delay, s/veh / LOS | 134.0 | F | | 47.2 | D | | 94.9 | F | | 75.0 | E | |
| Intersection Delay, s/veh / LOS | 92.4 | | | | | | F | | | | | |

| Multimodal Results | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian LOS Score / LOS | 1.93 | B | 1.68 | B | 2.14 | B | 2.33 | B |
| Bicycle LOS Score / LOS | 2.88 | C | 1.61 | B | 1.59 | B | 0.52 | A |

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ECONOLITE

00027 - MIDWAY RD @ TORINO PKWY - - Econolite Type - Cobalt

**Controller Timing Plan (MM) 2-1**

**Plan 1 - ""**

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | E-L | W-T | S-L | N-T | W-L | E-T | N-L | S-T | N | N | N | N | N | N | N | N |
| Min Green | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 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 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 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 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 3.0 | 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 | 15 | 60 | 15 | 40 | 35 | 60 | 40 | 10 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 |
| Max2 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 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 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 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 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 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 |

- Ø in use

# TURNING MOVEMENT VOLUME COUNTS

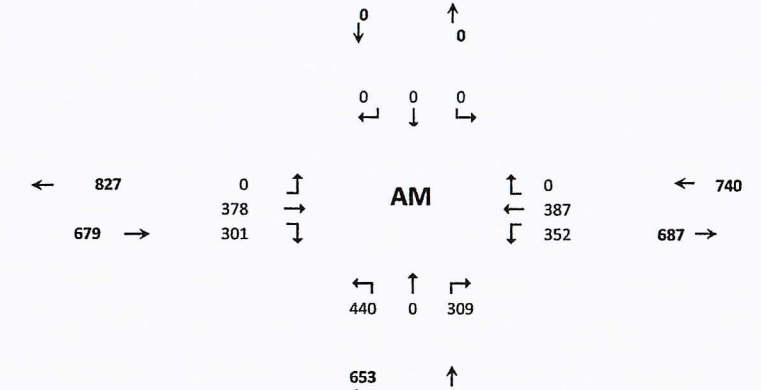
**N/S STREET:** Selvitz Rd **E/W STREET:** Edwards Rd **CONTROL:** Signalized

**FILENAME:** Fort Pierce Commerce Ctr

**COUNT DATE:** 4/21/2022 **DAY:** Tuesday **County** SLCo

**REPORT DATE:** **ANALYSIS YEAR:** Existing Count

| 15 Min Period | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | | ONE HOUR SUM |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | TOTAL | |
| 7:00-7:15 | 67 | 0 | 50 | 0 | 0 | 0 | 0 | 64 | 37 | 54 | 90 | 0 | 362 | 1862 |
| 7:15-7:30 | 88 | 0 | 55 | 0 | 0 | 0 | 0 | 79 | 49 | 86 | 114 | 0 | 471 | 2031 |
| 7:30-7:45 | 91 | 0 | 66 | 0 | 0 | 0 | 0 | 89 | 59 | 74 | 105 | 0 | 484 | 2091 |
| 7:45-8:00 | 97 | 0 | 80 | 0 | 0 | 0 | 0 | 102 | 70 | 85 | 111 | 0 | 545 | 2104 |
| 8:00-8:15 | 103 | 0 | 78 | 0 | 0 | 0 | 0 | 93 | 79 | 87 | 91 | 0 | 531 | 2020 |
| 8:15-8:30 | 115 | 0 | 61 | 0 | 0 | 0 | 0 | 97 | 73 | 102 | 83 | 0 | 531 | |
| 8:30-8:45 | 112 | 0 | 81 | 0 | 0 | 0 | 0 | 75 | 70 | 68 | 91 | 0 | 497 | |
| 8:45-9:00 | 88 | 0 | 70 | 0 | 0 | 0 | 0 | 66 | 60 | 78 | 99 | 0 | 461 | |



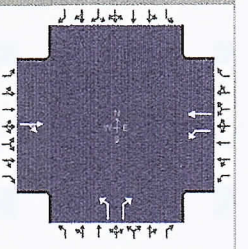

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM PEAK HOUR IS FROM: | | | 7:45AM TO 8:45AM | | | | | | | | | | |
| Volumes | 427 | 0 | 300 | 0 | 0 | 0 | 0 | 367 | 292 | 342 | 376 | 0 | 2104 |
| Season Factor | 440 | 0 | 309 | 0 | 0 | 0 | 0 | 378 | 301 | 352 | 387 | 0 | 2167 |
| Growth to 2023 | 440 | 0 | 309 | 0 | 0 | 0 | 0 | 378 | 301 | 352 | 387 | 0 | 2167 |
| In/Out | OUT | | OUT | OUT | OUT | OUT | IN | | IN | IN | | 0 | |
| Percentage | 10% | 0% | 10% | 0% | 0% | 0% | 0% | 0% | 10% | 10% | | 0% | |
| **PROJECT** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **SUBPROJECTS** | | | | | | | | | | | | | |
| % | 2% | 0% | 3% | 0% | 0% | 0% | 0% | 0% | 2% | 3% | 0% | 0% | |
| In/Out | OUT | | OUT | | | | | | IN | IN | | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % | 4.0% | 0.0% | 4.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 4.0% | 0.0% | 0.0% | 4.0% | |
| In/Out | OUT | | OUT | | | IN | OUT | OUT | IN | | IN | in | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % | 0.0% | 0.0% | 0.0% | 1.4% | 0.0% | 0.0% | 0% | 0% | 0.0% | 0.0% | 0.0% | 1.4% | |
| In/Out | | | IN | out | | | | 0% | | OUT | OUT | in | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % | 0.0% | 0.0% | 3.0% | 2.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 3.0% | 0.0% | 2.0% | |
| In/Out | | | IN | IN | | | | | | OUT | | OUT | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Subtotal | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 440 | 0 | 309 | 0 | 0 | 0 | 0 | 378 | 301 | 352 | 387 | 0 | 2167 |

**Seasonal Factor:** 1.03
**Growth Rate to 2021:** 1
**Growth Rate:** 1.0495
**Years Grown:** 0

| | Trips In | Trips Out |
|---|---|---|
| Project | 0 | 0 |
| Arcosa | 0 | 0 |
| Wawa at Midway/Selvitz | 0 | 0 |
| LTC Ranch | 0 | 0 |
| Ravinia | 0 | 0 |

# HCS Signalized Intersection Input Data

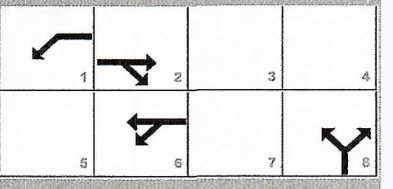
| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | OREP | | | Duration, h | 0.250 |
| Analyst | MM | Analysis Date | 5/13/2022 | Area Type | Other |
| Jurisdiction | SLCO | Time Period | AM Existing | PHF | 0.92 |
| Urban Street | Edwards Road | Analysis Year | 2022 | Analysis Period | 1> 7:00 |
| Intersection | Edwards and Selvitz | File Name | Edwards and Selvitz AM Existing 5.11.2022.xus | | |
| Project Description | Ft. Pierce Commerce (Energy/Selvitz) | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | | 378 | 301 | 352 | 387 | | 440 | | 309 | | | |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 111.1 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Green | 48.1 | 15.0 | 30.0 | 0.0 | 0.0 | 0.0 | | | | | | |
| Yellow | 4.0 | 4.0 | 4.0 | 0.0 | 0.0 | 0.0 | | | | | | |
| Red | 2.0 | 2.0 | 2.0 | 0.0 | 0.0 | 0.0 | | | | | | |




| Traffic Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand (*v*), veh/h | | 378 | 301 | 352 | 387 | | 440 | | 309 | | | |
| Initial Queue ($Q_b$), veh/h | | 0 | 0 | 0 | 0 | | 0 | | 0 | | | |
| Base Saturation Flow Rate ($s_o$), veh/h | | 1900 | 1900 | 1900 | 1900 | | 1900 | | 1900 | | | |
| Parking ($N_m$), man/h | | None | | | None | | | None | | | | |
| Heavy Vehicles ($P_{HV}$), % | | 0 | | 0 | 0 | | 0 | | 0 | | | |
| Ped / Bike / RTOR, /h | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Buses ($N_b$), buses/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Arrival Type (*AT*) | | 3 | 3 | 3 | 3 | | 3 | | 3 | | | |
| Upstream Filtering (*I*) | | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | | 1.00 | | | |
| Lane Width ( *W* ), ft | | 12.0 | | 12.0 | 12.0 | | 12.0 | | 12.0 | | | |
| Turn Bay Length, ft | | 0 | | 0 | 0 | | 0 | | 0 | | | |
| Grade (*Pg*), % | | 0 | | | 0 | | | 0 | | | 0 | |
| Speed Limit, mi/h | | 35 | 35 | 35 | 35 | | 35 | | 35 | | | |

| Phase Information | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Maximum Green ($G_{max}$) or Phase Split, s | | 50.0 | 15.0 | 50.0 | | 30.0 | | |
| Yellow Change Interval (Y), s | | 4.0 | 4.0 | 4.0 | | 4.0 | | |
| Red Clearance Interval ( $R_c$), s | | 2.0 | 2.0 | 2.0 | | 2.0 | | |
| Minimum Green ( $G_{min}$), s | | 15 | 7 | 15 | | 10 | | |
| Start-Up Lost Time ( *l1*), s | | 2.0 | 2.0 | 2.0 | 2.0 | | | |
| Extension of Effective Green (*e*), s | | 2.0 | 2.0 | 2.0 | 2.0 | | | |
| Passage (*PT*), s | | 2.0 | 2.0 | 2.0 | | 2.0 | | |
| Recall Mode | | Min | Off | Min | | Off | | |
| Dual Entry | | Yes | No | Yes | | Yes | | |
| Walk (*Walk*), s | | 0.0 | | | | 0.0 | | 0.0 |
| Pedestrian Clearance Time (*PC*), s | | 0.0 | | | | 0.0 | | 0.0 |

| Multimodal Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 85th % Speed / Rest in Walk / Corner Radius | 0.0 | No | 25.0 | | | | 0.0 | No | 25.0 | 0.0 | No | 25.0 |
| Walkway / Crosswalk Width / Length, ft | 9.0 | 12.0 | 0.0 | | | | 9.0 | 12.0 | 0.0 | 9.0 | 12.0 | 0.0 |
| Street Width / Island / Curb, ft | 0.0 | 0 | No | 0.0 | | No | 0.0 | 0 | No | | 0 | |
| Width Outside / Bike Lane / Shoulder, ft | 12.0 | 5.0 | 2.0 | 12.0 | 5.0 | 2.0 | 12.0 | 5.0 | 2.0 | | | |
| Pedestrian Signal / Occupied Parking | No | 0.50 | | | 0.50 | | No | 0.50 | | No | | |

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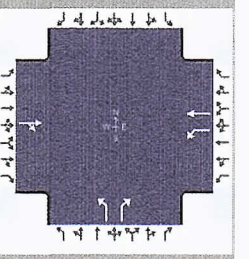
# HCS Signalized Intersection Intermediate Values

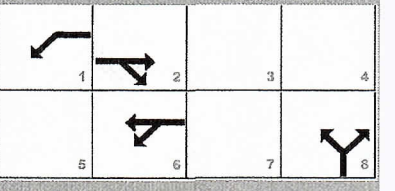
| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | OREP | | | Duration, h | 0.250 |
| Analyst | MM | Analysis Date | 5/13/2022 | Area Type | Other |
| Jurisdiction | SLCO | Time Period | AM Existing | PHF | 0.92 |
| Urban Street | Edwards Road | Analysis Year | 2022 | Analysis Period | 1> 7:00 |
| Intersection | Edwards and Selvitz | File Name | Edwards and Selvitz AM Existing 5.11.2022.xus | | |
| Project Description | Ft. Pierce Commerce (Energy/Selvitz) | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( $v$ ), veh/h | | 378 | 301 | 352 | 387 | | 440 | | 309 | | | |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 111.1 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Green | 48.1 | 15.0 | 30.0 | 0.0 | 0.0 | 0.0 | | | | | | |
| Yellow | 4.0 | 4.0 | 4.0 | 0.0 | 0.0 | 0.0 | | | | | | |
| Red | 2.0 | 2.0 | 2.0 | 0.0 | 0.0 | 0.0 | | | | | | |




| Saturation Flow / Delay | L | T | R | L | T | R | L | T | R | L | T | R |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Width Adjustment Factor ($f_w$) | | | | | | | | | | | | |
| Heavy Vehicles and Grade Factor ($f_{HVg}$) | | | | | | | | | | | | |
| Parking Activity Adjustment Factor ($f_p$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 0.000 | 0.000 | 0.000 |
| Bus Blockage Adjustment Factor ($f_{bb}$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 0.000 | 0.000 | 0.000 |
| Area Type Adjustment Factor ($f_a$) | | | | | | | | | | | | |
| Lane Utilization Adjustment Factor ($f_{LU}$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Left-Turn Adjustment Factor ($f_{LT}$) | 1.000 | 0.926 | | 0.952 | 0.000 | | 0.952 | 0.000 | | | | |
| Right-Turn Adjustment Factor ($f_{RT}$) | | 0.000 | 0.926 | | 1.000 | 1.000 | | 0.000 | 0.847 | | | |
| Left-Turn Pedestrian Adjustment Factor ($f_{Lpb}$) | 1.000 | | | 1.000 | | | 1.000 | | | | | |
| Right-Turn Ped-Bike Adjustment Factor ($f_{Rpb}$) | | | 1.000 | | | 1.000 | | | 1.000 | | | |
| Work Zone Adjustment Factor ($f_{wz}$) | | | | | | | | | | | | |
| DDI Factor ($f_{DDI}$) | | | | | | | | | | | | |
| Movement Saturation Flow Rate ($s$), veh/h | 0 | 980 | 780 | 1810 | 1900 | 0 | 1810 | 0 | 1610 | | | |
| Proportion of Vehicles Arriving on Green ($P$) | 0.00 | 0.43 | 0.43 | 0.13 | 0.62 | 0.00 | 0.27 | 0.00 | 0.27 | 0.00 | 0.00 | 0.00 |
| Incremental Delay Factor ($k$) | | 0.44 | | 0.50 | 0.04 | | 0.48 | | 0.29 | | | |

| Signal Timing / Movement Groups | EBL | EBT/R | WBL | WBT/R | NBL | NBT/R | SBL | SBT/R |
|---|---|---|---|---|---|---|---|---|
| Lost Time ($t_L$) | | 6.0 | 6.0 | 6.0 | | 4.0 | | |
| Green Ratio ($g/C$) | | 0.43 | 0.55 | 0.62 | | 0.27 | | |
| Permitted Saturation Flow Rate ($s_p$), veh/h/ln | | 982 | 732 | 0 | | 1810 | | |
| Shared Saturation Flow Rate ($s_{sh}$), veh/h/ln | | 0 | | | | | | |
| Permitted Effective Green Time ($g_p$), s | | 0.0 | 46.1 | 0.0 | | 0.0 | | |
| Permitted Service Time ($g_u$), s | | 0.0 | 0.6 | 0.0 | | 0.0 | | |
| Permitted Queue Service Time ($g_{ps}$), s | | | 0.6 | | | | | |
| Time to First Blockage ($g_f$), s | | 48.1 | 0.0 | 0.0 | | 0.0 | | |
| Queue Service Time Before Blockage ($g_{fs}$), s | | | | | | | | |
| Protected Right Saturation Flow ($s_R$), veh/h/ln | | | | | | 0 | | |
| Protected Right Effective Green Time ($g_R$), s | | | | | | 0.0 | | |

| Multimodal | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian $F_w$ / $F_v$ | 1.198 | 0.000 | 0.000 | 0.000 | 1.198 | 0.000 | 0.972 | 0.000 |
| Pedestrian $F_s$ / $F_{delay}$ | 0.000 | 0.149 | 0.000 | 0.083 | 0.000 | 0.161 | 0.000 | 0.161 |
| Pedestrian $M_{corner}$ / $M_{cw}$ | 0.00 | | 0.00 | | 0.00 | | 0.00 | |
| Bicycle $c_b$ / $d_b$ | 269.99 | 41.57 | 1244.02 | 7.94 | | 62.78 | -90.00 | 60.67 |
| Bicycle $F_w$ / $F_v$ | -3.64 | 1.22 | -3.64 | 1.33 | -3.64 | Infinity | -3.64 | |

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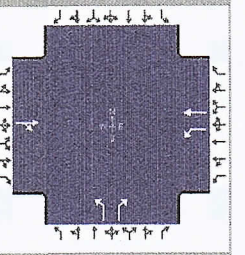
# HCS Signalized Intersection Results Graphical Summary

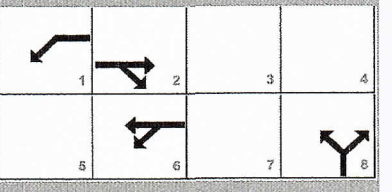
| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | OREP | | | Duration, h | 0.250 |
| Analyst | MM | Analysis Date | 5/13/2022 | Area Type | Other |
| Jurisdiction | SLCO | Time Period | AM Existing | PHF | 0.92 |
| Urban Street | Edwards Road | Analysis Year | 2022 | Analysis Period | 1> 7:00 |
| Intersection | Edwards and Selvitz | File Name | Edwards and Selvitz AM Existing 5.11.2022.xus | | |
| Project Description | Ft. Pierce Commerce (Energy/Selvitz) | | | | |



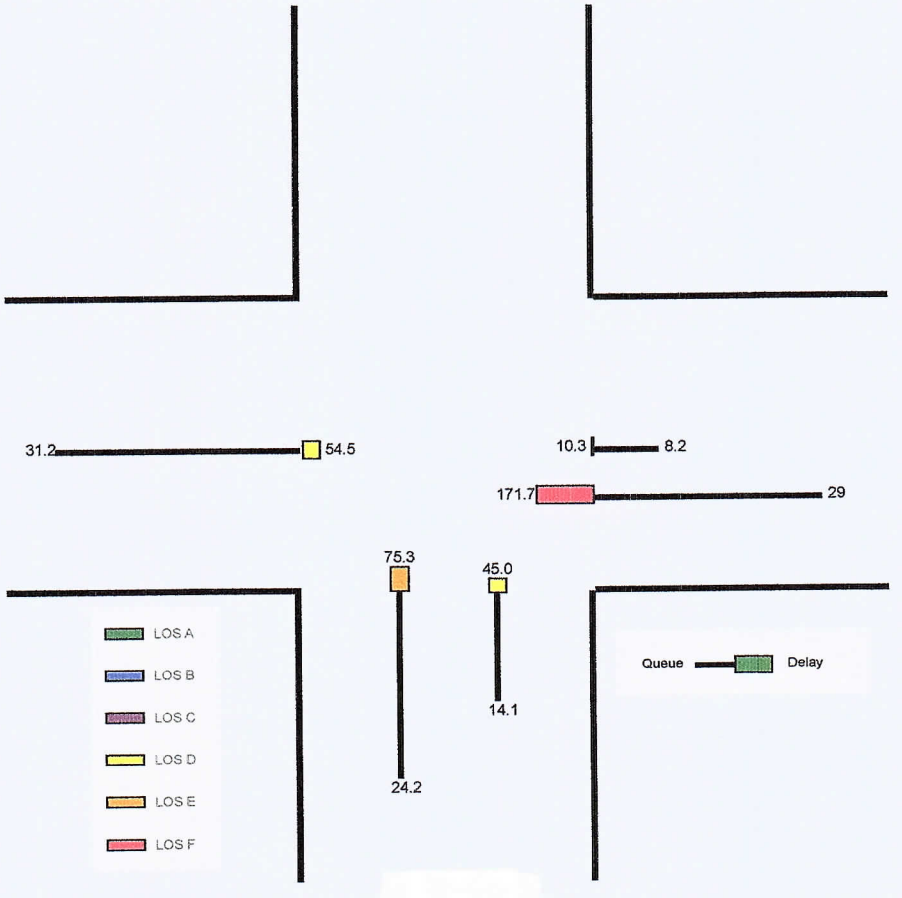
| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | | 378 | 301 | 352 | 387 | | 440 | | 309 | | | |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 111.1 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Green | 48.1 | 15.0 | 30.0 | 0.0 | 0.0 | 0.0 | | | | | | |
| Yellow | 4.0 | 4.0 | 4.0 | 0.0 | 0.0 | 0.0 | | | | | | |
| Red | 2.0 | 2.0 | 2.0 | 0.0 | 0.0 | 0.0 | | | | | | |




| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Back of Queue ( *Q* ), ft/ln ( 95 th percentile) | | | | | | | | | | | | |
| Back of Queue ( *Q* ), veh/ln ( 95 th percentile) | | 31.2 | | 29.0 | 8.2 | | 24.2 | | 14.1 | | | |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | | 0.00 | | 0.00 | 0.00 | | 0.00 | | 0.00 | | | |
| Control Delay ( *d* ), s/veh | | 54.5 | | 171.7 | 10.3 | | 75.3 | | 45.0 | | | |
| Level of Service (LOS) | | D | | F | B | | E | | D | | | |
| Approach Delay, s/veh / LOS | 54.5 | | D | 87.1 | | F | 62.8 | | E | 0.0 | | |
| Intersection Delay, s/veh / LOS | 68.5 | | | | | | E | | | | | |



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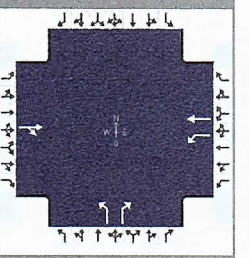
# HCS Signalized Intersection Results Summary

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | OREP | | | Duration, h | 0.250 |
| Analyst | MM | Analysis Date | 5/13/2022 | Area Type | Other |
| Jurisdiction | SLCO | Time Period | AM Existing | PHF | 0.92 |
| Urban Street | Edwards Road | Analysis Year | 2022 | Analysis Period | 1> 7:00 |
| Intersection | Edwards and Selvitz | File Name | Edwards and Selvitz AM Existing 5.11.2022.xus | | |
| Project Description | Ft. Pierce Commerce (Energy/Selvitz) | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | | 378 | 301 | 352 | 387 | | 440 | | 309 | | | |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 111.1 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | 1 | 2 | 3 | 4 | |
| Green | 48.1 | 15.0 | 30.0 | 0.0 | 0.0 | 0.0 | | | | | | |
| Yellow | 4.0 | 4.0 | 4.0 | 0.0 | 0.0 | 0.0 | | | | | | |
| Red | 2.0 | 2.0 | 2.0 | 0.0 | 0.0 | 0.0 | 5 | 6 | 7 | 8 | | |

| Timer Results | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Assigned Phase | | 2 | 1 | 6 | | 8 | | |
| Case Number | | 8.4 | 1.0 | 4.0 | | 9.0 | | |
| Phase Duration, s | | 54.1 | 21.0 | 75.1 | | 36.0 | | |
| Change Period, ( $Y+R_c$ ), s | | 6.0 | 6.0 | 6.0 | | 6.0 | | |
| Max Allow Headway ( *MAH* ), s | | 3.2 | 3.1 | 3.1 | | 3.2 | | |
| Queue Clearance Time ( $g_s$ ), s | | 47.5 | 17.0 | 13.9 | | 31.1 | | |
| Green Extension Time ( $g_e$ ), s | | 0.6 | 0.0 | 1.6 | | 0.0 | | |
| Phase Call Probability | | 1.00 | 1.00 | 1.00 | | 1.00 | | |
| Max Out Probability | | 1.00 | 1.00 | 0.00 | | 1.00 | | |

| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | | 2 | 12 | 1 | 6 | | 3 | | 18 | | | |
| Adjusted Flow Rate ( *v* ), veh/h | | 738 | | 383 | 421 | | 478 | | 336 | | | |
| Adjusted Saturation Flow Rate ( *s* ), veh/h/ln | | 1760 | | 1810 | 1900 | | 1810 | | 1610 | | | |
| Queue Service Time ( $g_s$ ), s | | 45.5 | | 15.0 | 11.9 | | 29.1 | | 21.4 | | | |
| Cycle Queue Clearance Time ( $g_c$ ), s | | 45.5 | | 15.0 | 11.9 | | 29.1 | | 21.4 | | | |
| Green Ratio ( *g/C* ) | | 0.43 | | 0.55 | 0.62 | | 0.27 | | 0.27 | | | |
| Capacity ( *c* ), veh/h | | 762 | | 313 | 1182 | | 489 | | 435 | | | |
| Volume-to-Capacity Ratio ( *X* ) | | 0.969 | | 1.222 | 0.356 | | 0.979 | | 0.773 | | | |
| Back of Queue ( Q ), ft/ln ( 95 th percentile) | | | | | | | | | | | | |
| Back of Queue ( Q ), veh/ln ( 95 th percentile) | | 31.2 | | 29.0 | 8.2 | | 24.2 | | 14.1 | | | |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | | 0.00 | | 0.00 | 0.00 | | 0.00 | | 0.00 | | | |
| Uniform Delay ( $d_1$ ), s/veh | | 30.8 | | 46.4 | 10.2 | | 40.2 | | 37.4 | | | |
| Incremental Delay ( $d_2$ ), s/veh | | 23.8 | | 125.3 | 0.1 | | 35.0 | | 7.6 | | | |
| Initial Queue Delay ( $d_3$ ), s/veh | | 0.0 | | 0.0 | 0.0 | | 0.0 | | 0.0 | | | |
| Control Delay ( *d* ), s/veh | | 54.5 | | 171.7 | 10.3 | | 75.3 | | 45.0 | | | |
| Level of Service (LOS) | | D | | F | B | | E | | D | | | |
| Approach Delay, s/veh / LOS | 54.5 | D | | 87.1 | F | | 62.8 | E | | 0.0 | | |
| Intersection Delay, s/veh / LOS | 68.5 | | | | | | E | | | | | |

| Multimodal Results | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian LOS Score / LOS | 1.95 | B | 0.68 | A | 1.96 | B | 1.73 | B |
| Bicycle LOS Score / LOS | 1.71 | B | 1.81 | B | | F | | |

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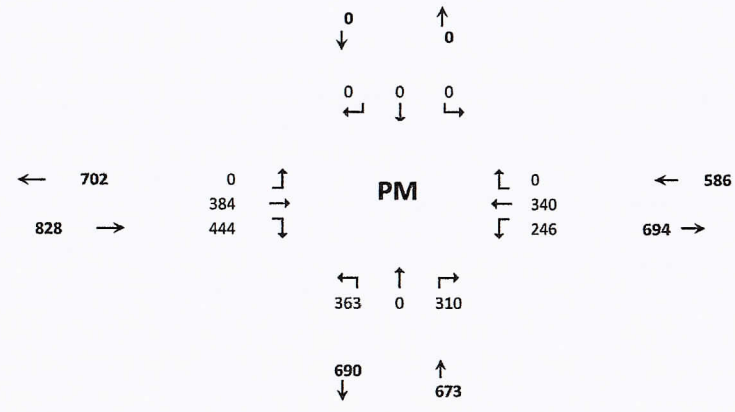
# TURNING MOVEMENT VOLUME COUNTS

**N/S STREET:** Selvitz Rd
**E/W STREET:** Edwards Rd
**CONTROL:** Signalized
**FILENAME:** Fort Pierce Commerce Ctr
**COUNT DATE:** 4/21/2022
**DAY:** Tuesday
**County** slco
**REPORT DATE:**
**ANALYSIS YEAR:** Existing Count

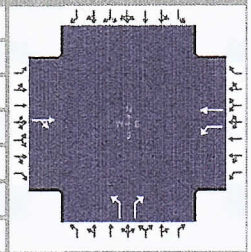
| 15 Min Period lanes | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | | ONE HOUR SUM |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | TOTAL | |
| 4:00-4:15 | 70 | 0 | 63 | 0 | 0 | 0 | 0 | 85 | 82 | 43 | 76 | 0 | 419 | 1850 |
| 4:15-4:30 | 84 | 0 | 46 | 0 | 0 | 0 | 0 | 99 | 72 | 61 | 70 | 0 | 432 | 1963 |
| 4:30-4:45 | 77 | 0 | 84 | 0 | 0 | 0 | 0 | 96 | 97 | 53 | 86 | 0 | 493 | 2026 |
| 4:45-5:00 | 78 | 0 | 78 | 0 | 0 | 0 | 0 | 104 | 105 | 49 | 92 | 0 | 506 | 1970 |
| 5:00-5:15 | 102 | 0 | 79 | 0 | 0 | 0 | 0 | 81 | 123 | 71 | 76 | 0 | 532 | 1901 |
| 5:15-5:30 | 95 | 0 | 60 | 0 | 0 | 0 | 0 | 92 | 106 | 66 | 76 | 0 | 495 | |
| 5:30-5:45 | 86 | 0 | 45 | 0 | 0 | 0 | 0 | 89 | 86 | 61 | 70 | 0 | 437 | |
| 5:45-6:00 | 91 | 0 | 48 | 0 | 0 | 0 | 0 | 89 | 83 | 51 | 75 | 0 | 437 | |
| PM PEAK HOUR IS FROM: | 4:30 PM TO 5:30PM | | | | | | | | | | | | | |
| Volumes | 352 | 0 | 301 | 0 | 0 | 0 | 0 | 373 | 431 | 239 | 330 | 0 | 2026 | |
| Season Factor | 363 | 0 | 310 | 0 | 0 | 0 | 0 | 384 | 444 | 246 | 340 | 0 | 2087 | |
| Growth to 2021 | 363 | 0 | 310 | 0 | 0 | 0 | 0 | 384 | 444 | 246 | 340 | 0 | 2087 | |
| Growth to 2023 | 363 | 0 | 310 | 0 | 0 | 0 | 0 | 384 | 444 | 246 | 340 | 0 | 2087 | |
| In/Out | OUT | 0 | OUT | OUT | OUT | OUT | IN | 0 | IN | IN | 0 | 0 | | |
| Percentage | 10% | 0% | 10% | 0% | 0% | 0% | 0% | 0% | 10% | 10% | 0% | 0% | | |
| **PROJECT** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| **SUBPROJECTS** | | | | | | | | | | | | | | |
| % | 5% | 0% | 5% | 0% | 0% | 0% | 0% | 0% | 5% | 5% | 0% | 0.0% | | |
| In/Out | OUT | 0% | OUT | 0% | 0% | 0% | 0% | 0% | IN | IN | 0% | 0.0% | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| % | 9.0% | 0.0% | 9.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 9.0% | 0.0% | 0.0% | 9.0% | | |
| In/Out | OUT | 0.0% | OUT | 0.0% | 0.0% | IN | OUT | OUT | IN | 0.0% | IN | in | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| % | 0.0% | 0.0% | 0.0% | 1.4% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 1.4% | | |
| In/Out | 0.0% | 0.0% | IN | out | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | OUT | OUT | in | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| % | 0.0% | 0.0% | 3.0% | 2.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 3.0% | 0.0% | 2.0% | | |
| In/Out | 0.0% | 0.0% | IN | IN | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | OUT | 0.0% | OUT | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Subtotal | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Total | 363 | 0 | 310 | 0 | 0 | 0 | 0 | 384 | 444 | 246 | 340 | 0 | 2087 | |




| | Trips In | Trips Out |
|---|---|---|
| Project | 0 | 0 |
| Arcosa | 0 | 0 |
| Wawa at Midway/Selvitz | 0 | 0 |
| LTC Ranch | 0 | 0 |
| Ravinia | 0 | 0 |

# HCS Signalized Intersection Input Data

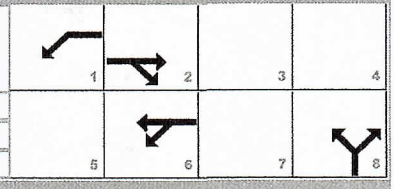
| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | OREP | | | Duration, h | 0.250 |
| Analyst | MM | Analysis Date | 5/13/2022 | Area Type | Other |
| Jurisdiction | SLCO | Time Period | PM Existing | PHF | 0.92 |
| Urban Street | Edwards Road | Analysis Year | 2022 | Analysis Period | 1> 7:00 |
| Intersection | Edwards and Selvitz | File Name | Edwards and Selvitz PM Existing 5.11.2022.xus | | |
| Project Description | Ft. Pierce Commerce (Energy/Selvitz) | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | | 384 | 444 | 246 | 340 | | 363 | | 309 | | | |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 107.4 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Green | 50.0 | 13.7 | 25.7 | 0.0 | 0.0 | 0.0 | | | | | | |
| Yellow | 4.0 | 4.0 | 4.0 | 0.0 | 0.0 | 0.0 | | | | | | |
| Red | 2.0 | 2.0 | 2.0 | 0.0 | 0.0 | 0.0 | | | | | | |




| Traffic Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand (*v*), veh/h | | 384 | 444 | 246 | 340 | | 363 | | 309 | | | |
| Initial Queue ($Q_b$), veh/h | | 0 | 0 | 0 | 0 | | 0 | | 0 | | | |
| Base Saturation Flow Rate ($s_o$), veh/h | | 1900 | 1900 | 1900 | 1900 | | 1900 | | 1900 | | | |
| Parking ($N_m$), man/h | | None | | | None | | | None | | | | |
| Heavy Vehicles ($P_{HV}$), % | | 0 | | 0 | 0 | | 0 | | 0 | | | |
| Ped / Bike / RTOR, /h | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Buses ($N_b$), buses/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Arrival Type (*AT*) | | 3 | 3 | 3 | 3 | | 3 | | 3 | | | |
| Upstream Filtering (*I*) | | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | | 1.00 | | | |
| Lane Width ( *W* ), ft | | 12.0 | | 12.0 | 12.0 | | 12.0 | | 12.0 | | | |
| Turn Bay Length, ft | | 0 | | 0 | 0 | | 0 | | 0 | | | |
| Grade (*Pg*), % | | 0 | | | 0 | | | 0 | | | 0 | |
| Speed Limit, mi/h | | 35 | 35 | 35 | 35 | | 35 | | 35 | | | |

| Phase Information | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Maximum Green ($G_{max}$) or Phase Split, s | | 50.0 | 15.0 | 50.0 | | 30.0 | | |
| Yellow Change Interval (*Y*), s | | 4.0 | 4.0 | 4.0 | | 4.0 | | |
| Red Clearance Interval ( $R_c$), s | | 2.0 | 2.0 | 2.0 | | 2.0 | | |
| Minimum Green ( $G_{min}$), s | | 15 | 7 | 15 | | 10 | | |
| Start-Up Lost Time ( *l1*), s | | 2.0 | 2.0 | 2.0 | 2.0 | | | |
| Extension of Effective Green (*e*), s | | 2.0 | 2.0 | 2.0 | 2.0 | | | |
| Passage (*PT*), s | | 2.0 | 2.0 | 2.0 | | 2.0 | | |
| Recall Mode | | Min | Off | Min | | Off | | |
| Dual Entry | | Yes | No | Yes | | Yes | | |
| Walk (*Walk*), s | | 0.0 | | | | 0.0 | | 0.0 |
| Pedestrian Clearance Time (*PC*), s | | 0.0 | | | | 0.0 | | 0.0 |

| Multimodal Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 85th % Speed / Rest in Walk / Corner Radius | 0.0 | No | 25.0 | | | | 0.0 | No | 25.0 | 0.0 | No | 25.0 |
| Walkway / Crosswalk Width / Length, ft | 9.0 | 12.0 | 0.0 | | | | 9.0 | 12.0 | 0.0 | 9.0 | 12.0 | 0.0 |
| Street Width / Island / Curb, ft | 0.0 | 0 | No | 0.0 | | No | 0.0 | 0 | No | | 0 | |
| Width Outside / Bike Lane / Shoulder, ft | 12.0 | 5.0 | 2.0 | 12.0 | 5.0 | 2.0 | 12.0 | 5.0 | 2.0 | | | |
| Pedestrian Signal / Occupied Parking | No | | 0.50 | | | 0.50 | No | | 0.50 | No | | |

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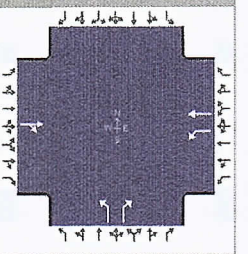
# HCS Signalized Intersection Intermediate Values

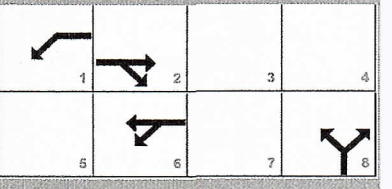
| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | OREP | | | Duration, h | 0.250 |
| Analyst | MM | Analysis Date | 5/13/2022 | Area Type | Other |
| Jurisdiction | SLCO | Time Period | PM Existing | PHF | 0.92 |
| Urban Street | Edwards Road | Analysis Year | 2022 | Analysis Period | 1> 7:00 |
| Intersection | Edwards and Selvitz | File Name | Edwards and Selvitz PM Existing 5.11.2022.xus | | |
| Project Description | Ft. Pierce Commerce (Energy/Selvitz) | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( $v$ ), veh/h | | 384 | 444 | 246 | 340 | | 363 | | 309 | | | |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 107.4 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Green | 50.0 | 13.7 | | 25.7 | 0.0 | | 0.0 | | | | | |
| Yellow | 4.0 | 4.0 | | 4.0 | 0.0 | | 0.0 | | | | | |
| Red | 2.0 | 2.0 | | 2.0 | 0.0 | | 0.0 | | | | | |




| Saturation Flow / Delay | L | T | R | L | T | R | L | T | R | L | T | R |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Width Adjustment Factor ($f_w$) | | | | | | | | | | | | |
| Heavy Vehicles and Grade Factor ($f_{HVg}$) | | | | | | | | | | | | |
| Parking Activity Adjustment Factor ($f_p$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 0.000 | 0.000 | 0.000 |
| Bus Blockage Adjustment Factor ($f_{bb}$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 0.000 | 0.000 | 0.000 |
| Area Type Adjustment Factor ($f_a$) | | | | | | | | | | | | |
| Lane Utilization Adjustment Factor ($f_{LU}$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Left-Turn Adjustment Factor ($f_{LT}$) | 1.000 | 0.912 | | 0.952 | 0.000 | | 0.952 | 0.000 | | | | |
| Right-Turn Adjustment Factor ($f_{RT}$) | | 0.000 | 0.912 | | 1.000 | 1.000 | | 0.000 | 0.847 | | | |
| Left-Turn Pedestrian Adjustment Factor ($f_{Lpb}$) | 1.000 | | | 1.000 | | | 1.000 | | | | | |
| Right-Turn Ped-Bike Adjustment Factor ($f_{Rpb}$) | | | 1.000 | | | 1.000 | | | 1.000 | | | |
| Work Zone Adjustment Factor ($f_{wz}$) | | | | | | | | | | | | |
| DDI Factor ($f_{DDI}$) | | | | | | | | | | | | |
| Movement Saturation Flow Rate ($s$), veh/h | 0 | 804 | 929 | 1810 | 1900 | 0 | 1810 | 0 | 1610 | | | |
| Proportion of Vehicles Arriving on Green ($P$) | 0.00 | 0.47 | 0.47 | 0.13 | 0.65 | 0.00 | 0.24 | 0.00 | 0.24 | 0.00 | 0.00 | 0.00 |
| Incremental Delay Factor ($k$) | | 0.50 | | 0.35 | 0.04 | | 0.30 | | 0.27 | | | |

| Signal Timing / Movement Groups | EBL | EBT/R | WBL | WBT/R | NBL | NBT/R | SBL | SBT/R |
|---|---|---|---|---|---|---|---|---|
| Lost Time ($t_L$) | | 6.0 | 6.0 | 6.0 | | 4.0 | | |
| Green Ratio ($g/C$) | | 0.47 | 0.57 | 0.65 | | 0.24 | | |
| Permitted Saturation Flow Rate ($s_p$), veh/h/ln | | 1029 | 629 | 0 | | 1810 | | |
| Shared Saturation Flow Rate ($s_{sh}$), veh/h/ln | | 0 | | | | | | |
| Permitted Effective Green Time ($g_p$), s | | 0.0 | 48.0 | 0.0 | | 0.0 | | |
| Permitted Service Time ($g_u$), s | | 0.0 | 0.0 | 0.0 | | 0.0 | | |
| Permitted Queue Service Time ($g_{ps}$), s | | | 0.0 | | | | | |
| Time to First Blockage ($g_f$), s | | 50.0 | 0.0 | 0.0 | | 0.0 | | |
| Queue Service Time Before Blockage ($g_{fs}$), s | | | | | | | | |
| Protected Right Saturation Flow ($s_R$), veh/h/ln | | | | | | 0 | | |
| Protected Right Effective Green Time ($g_R$), s | | | | | | 0.0 | | |

| Multimodal | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian $F_w$ / $F_v$ | 1.198 | 0.000 | 0.000 | 0.000 | 1.198 | 0.000 | 0.972 | 0.000 |
| Pedestrian $F_s$ / $F_{delay}$ | 0.000 | 0.149 | 0.000 | 0.076 | 0.000 | 0.160 | 0.000 | 0.160 |
| Pedestrian $M_{corner}$ / $M_{cw}$ | 0.00 | | 0.00 | | 0.00 | | 0.00 | |
| Bicycle $c_b$ / $d_b$ | 254.79 | 40.89 | 1297.61 | 6.62 | | 60.93 | -93.11 | 58.82 |
| Bicycle $F_w$ / $F_v$ | -3.64 | 1.49 | -3.64 | 1.05 | -3.64 | Infinity | -3.64 | |

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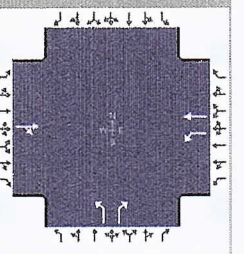
# HCS Signalized Intersection Results Graphical Summary

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | OREP | | | Duration, h | 0.250 |
| Analyst | MM | Analysis Date | 5/13/2022 | Area Type | Other |
| Jurisdiction | SLCO | Time Period | PM Existing | PHF | 0.92 |
| Urban Street | Edwards Road | Analysis Year | 2022 | Analysis Period | 1> 7:00 |
| Intersection | Edwards and Selvitz | File Name | Edwards and Selvitz PM Existing 5.11.2022.xus | | |
| Project Description | Ft. Pierce Commerce (Energy/Selvitz) | | | | |

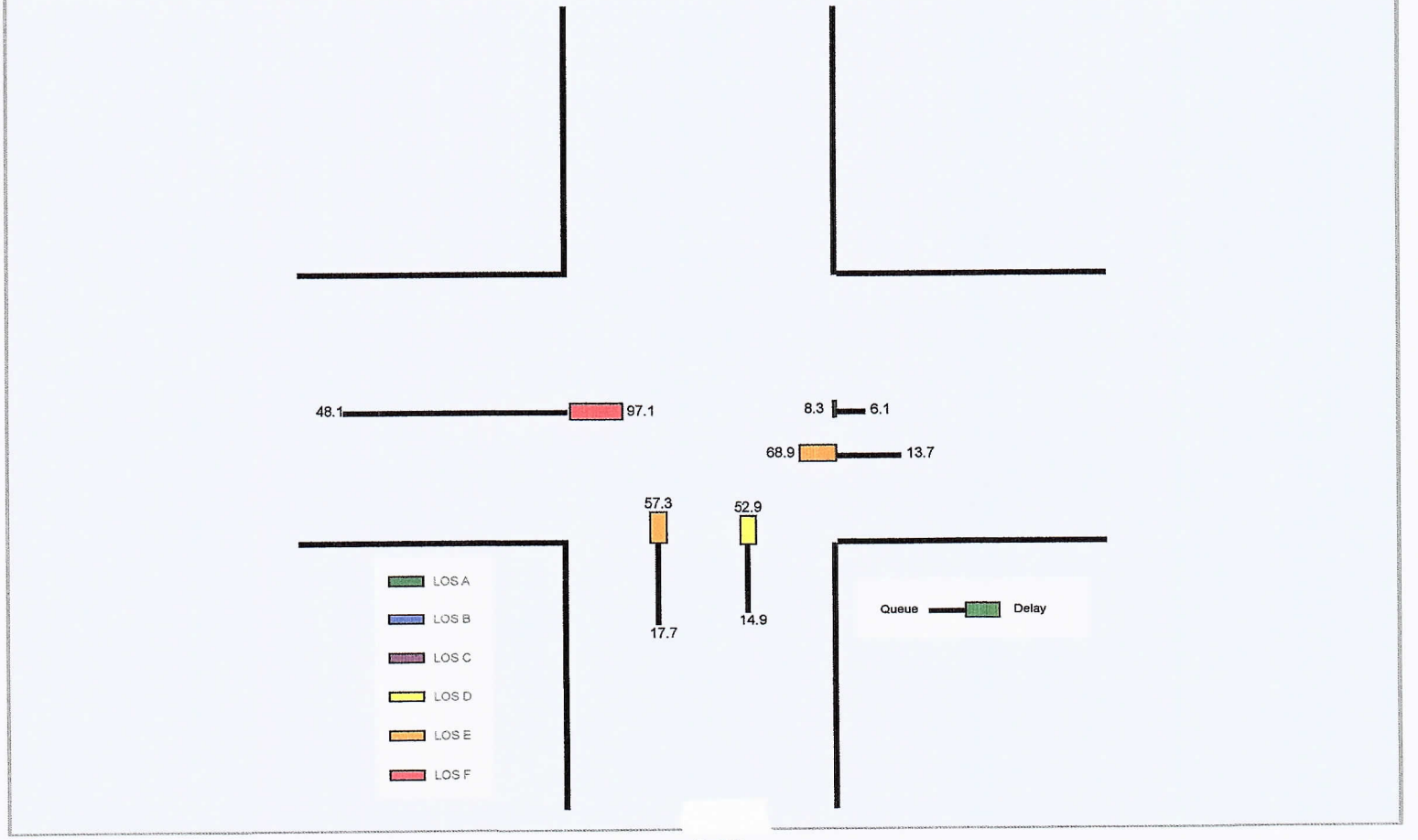


| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | | 384 | 444 | 246 | 340 | | 363 | | 309 | | | |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 107.4 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | 1 | 2 | 3 | 4 | | |
| Green | 50.0 | 13.7 | 25.7 | 0.0 | 0.0 | 0.0 | 5 | 6 | 7 | 8 | | |
| Yellow | 4.0 | 4.0 | 4.0 | 0.0 | 0.0 | 0.0 | | | | | | |
| Red | 2.0 | 2.0 | 2.0 | 0.0 | 0.0 | 0.0 | | | | | | |

| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Back of Queue ( *Q* ), ft/ln ( 95 th percentile) | | | | | | | | | | | | |
| Back of Queue ( *Q* ), veh/ln ( 95 th percentile) | | 48.1 | | 13.7 | 6.1 | | 17.7 | | 14.9 | | | |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | | 0.00 | | 0.00 | 0.00 | | 0.00 | | 0.00 | | | |
| Control Delay ( *d* ), s/veh | | 97.1 | | 68.9 | 8.3 | | 57.3 | | 52.9 | | | |
| Level of Service (LOS) | | F | | E | A | | E | | D | | | |
| Approach Delay, s/veh / LOS | 97.1 | F | | 33.7 | C | | 55.3 | E | | 0.0 | | |
| Intersection Delay, s/veh / LOS | 65.8 | | | | | | E | | | | | |

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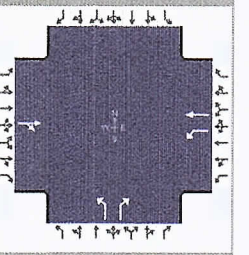
# HCS Signalized Intersection Results Summary

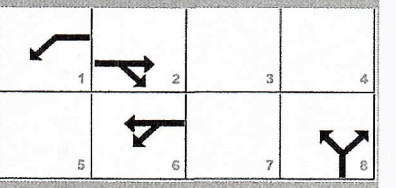
| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | OREP | | | Duration, h | 0.250 |
| Analyst | MM | Analysis Date | 5/13/2022 | Area Type | Other |
| Jurisdiction | SLCO | Time Period | PM Existing | PHF | 0.92 |
| Urban Street | Edwards Road | Analysis Year | 2022 | Analysis Period | 1> 7:00 |
| Intersection | Edwards and Selvitz | File Name | Edwards and Selvitz PM Existing 5.11.2022.xus | | |
| Project Description | Ft. Pierce Commerce (Energy/Selvitz) | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | | 384 | 444 | 246 | 340 | | 363 | | 309 | | | |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 107.4 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Green | 50.0 | 13.7 | | 25.7 | 0.0 | | 0.0 | | | | | |
| Yellow | 4.0 | 4.0 | | 4.0 | 0.0 | | 0.0 | | | | | |
| Red | 2.0 | 2.0 | | 2.0 | 0.0 | | 0.0 | | | | | |




| Timer Results | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Assigned Phase | | 2 | 1 | 6 | | 8 | | |
| Case Number | | 8.4 | 1.0 | 4.0 | | 9.0 | | |
| Phase Duration, s | | 56.0 | 19.7 | 75.7 | | 31.7 | | |
| Change Period, ( *Y+R c* ), s | | 6.0 | 6.0 | 6.0 | | 6.0 | | |
| Max Allow Headway ( *MAH* ), s | | 3.2 | 3.1 | 3.1 | | 3.2 | | |
| Queue Clearance Time ( *g s* ), s | | 52.0 | 13.6 | 11.1 | | 24.8 | | |
| Green Extension Time ( *g e* ), s | | 0.0 | 0.1 | 1.2 | | 0.9 | | |
| Phase Call Probability | | 1.00 | 1.00 | 1.00 | | 1.00 | | |
| Max Out Probability | | 1.00 | 1.00 | 0.00 | | 0.43 | | |

| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | | 2 | 12 | 1 | 6 | | 3 | | 18 | | | |
| Adjusted Flow Rate ( *v* ), veh/h | | 900 | | 267 | 370 | | 395 | | 336 | | | |
| Adjusted Saturation Flow Rate ( *s* ), veh/h/ln | | 1733 | | 1810 | 1900 | | 1810 | | 1610 | | | |
| Queue Service Time ( *g s* ), s | | 50.0 | | 11.6 | 9.1 | | 22.8 | | 21.5 | | | |
| Cycle Queue Clearance Time ( *g c* ), s | | 50.0 | | 11.6 | 9.1 | | 22.8 | | 21.5 | | | |
| Green Ratio ( *g/C* ) | | 0.47 | | 0.57 | 0.65 | | 0.24 | | 0.24 | | | |
| Capacity ( *c* ), veh/h | | 807 | | 298 | 1233 | | 433 | | 386 | | | |
| Volume-to-Capacity Ratio ( *X* ) | | 1.116 | | 0.899 | 0.300 | | 0.911 | | 0.871 | | | |
| Back of Queue ( *Q* ), ft/ln ( 95 th percentile) | | | | | | | | | | | | |
| Back of Queue ( *Q* ), veh/ln ( 95 th percentile) | | 48.1 | | 13.7 | 6.1 | | 17.7 | | 14.9 | | | |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | | 0.00 | | 0.00 | 0.00 | | 0.00 | | 0.00 | | | |
| Uniform Delay ( *d 1* ), s/veh | | 28.7 | | 44.5 | 8.2 | | 39.7 | | 39.2 | | | |
| Incremental Delay ( *d 2* ), s/veh | | 68.4 | | 24.4 | 0.1 | | 17.6 | | 13.6 | | | |
| Initial Queue Delay ( *d 3* ), s/veh | | 0.0 | | 0.0 | 0.0 | | 0.0 | | 0.0 | | | |
| Control Delay ( *d* ), s/veh | | 97.1 | | 68.9 | 8.3 | | 57.3 | | 52.9 | | | |
| Level of Service (LOS) | | F | | E | A | | E | | D | | | |
| Approach Delay, s/veh / LOS | 97.1 | F | | 33.7 | C | | 55.3 | E | | 0.0 | | |
| Intersection Delay, s/veh / LOS | 65.8 | | | | | | E | | | | | |

| Multimodal Results | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian LOS Score / LOS | 1.95 | B | 0.68 | A | 1.96 | B | 1.73 | B |
| Bicycle LOS Score / LOS | 1.97 | B | 1.54 | B | | F | | |

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# TURNING MOVEMENT VOLUME COUNTS

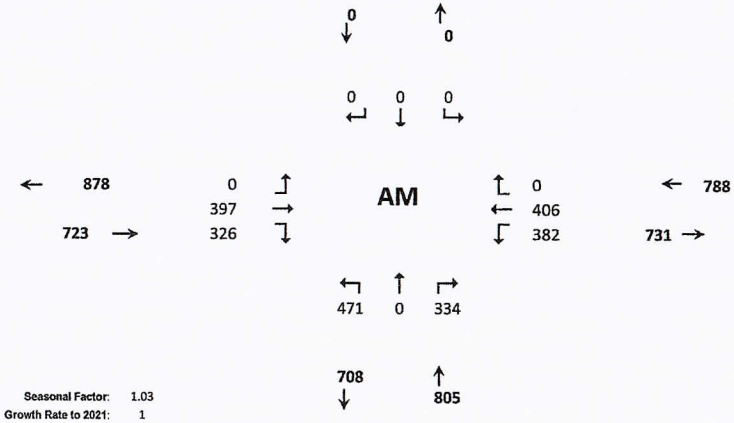
**N/S STREET:** Selvitz Rd **E/W STREET:** Edwards Rd **CONTROL:** Signalized

**FILENAME:** Fort Pierce Commerce Ctr

**COUNT DATE:** 4/21/2022 **DAY:** Tuesday **County** SLCo

**REPORT DATE:** **ANALYSIS YEAR:** 2023 AM Without Project

| 15 Min Period | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | | ONE HOUR SUM |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | TOTAL | |
| 7:00-7:15 | 67 | 0 | 50 | 0 | 0 | 0 | 0 | 64 | 37 | 54 | 90 | 0 | 362 | 1862 |
| 7:15-7:30 | 88 | 0 | 55 | 0 | 0 | 0 | 0 | 79 | 49 | 86 | 114 | 0 | 471 | 2031 |
| 7:30-7:45 | 91 | 0 | 66 | 0 | 0 | 0 | 0 | 89 | 59 | 74 | 105 | 0 | 484 | 2091 |
| 7:45-8:00 | 97 | 0 | 80 | 0 | 0 | 0 | 0 | 102 | 70 | 85 | 111 | 0 | 545 | 2104 |
| 8:00-8:15 | 103 | 0 | 78 | 0 | 0 | 0 | 0 | 93 | 79 | 87 | 91 | 0 | 531 | 2020 |
| 8:15-8:30 | 115 | 0 | 61 | 0 | 0 | 0 | 0 | 97 | 73 | 102 | 83 | 0 | 531 | |
| 8:30-8:45 | 112 | 0 | 81 | 0 | 0 | 0 | 0 | 75 | 70 | 68 | 91 | 0 | 497 | |
| 8:45-9:00 | 88 | 0 | 70 | 0 | 0 | 0 | 0 | 66 | 60 | 78 | 99 | 0 | 461 | |
| AM PEAK HOUR IS FROM: | | | 7:45AM TO 8:45AM | | | | | | | | | | | |
| Volumes | 427 | 0 | 300 | 0 | 0 | 0 | 0 | 367 | 292 | 342 | 376 | 0 | 2104 | |
| Season Factor | 440 | 0 | 309 | 0 | 0 | 0 | 0 | 378 | 301 | 352 | 387 | 0 | 2167 | |
| Growth to 2023 | 462 | 0 | 324 | 0 | 0 | 0 | 0 | 397 | 316 | 370 | 406 | 0 | 2274 | |
| In/Out | OUT | | OUT | OUT | OUT | OUT | IN | | IN | IN | | 0 | | |
| Percentage | 10% | 0% | 10% | 0% | 0% | 0% | 0% | 0% | 10% | 10% | | 0% | | |
| PROJECT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| SUBPROJECTS | | | | | | | | | | | | | | |
| % | 5% | 0% | 5% | 0% | 0% | 0% | 0% | 0% | 5% | 5% | 0% | 0% | | |
| In/Out | OUT | | OUT | | | | | | IN | IN | | | | |
| Volume | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | |
| % | 9.0% | 0.0% | 9.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 9.0% | 9.0% | 0.0% | 0.0% | | |
| In/Out | OUT | | OUT | | | IN | OUT | OUT | IN | IN | IN | | | |
| Volume | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 7 | 7 | 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% | | |
| In/Out | | | IN | out | | | | 0% | | OUT | OUT | in | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| % | 3.0% | 0.0% | 3.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 3.0% | 3.0% | 0.0% | 0.0% | | |
| In/Out | OUT | | OUT | IN | | | | | in | OUT | | | | |
| Volume | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | |
| Subtotal | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 11 | 12 | 0 | 0 | 0 | |
| Total | 471 | 0 | 334 | 0 | 0 | 0 | 0 | 397 | 326 | 382 | 406 | 0 | 2274 | |



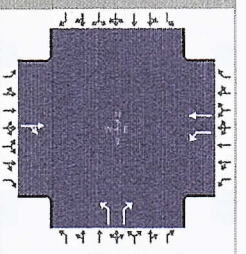

**Seasonal Factor:** 1.03
**Growth Rate to 2021:** 1
**Growth Rate:** 1.0495
**Years Grown:** 1

| Project | Trips In | Trips Out |
|---|---|---|
| Project | 0 | 0 |
| Arcosa | 59 | 16 |
| Wawa at Midway/Selvitz | 79 | 76 |
| LTC Ranch | 456 | 406 |
| Ravinia | 22 | 68 |

D-72

# HCS Signalized Intersection Input Data

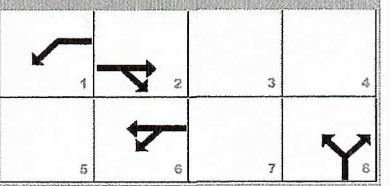
| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | OREP | | | Duration, h | 0.250 |
| Analyst | MM | Analysis Date | 5/13/2022 | Area Type | Other |
| Jurisdiction | SLCO | Time Period | AM Without | PHF | 0.92 |
| Urban Street | Edwards Road | Analysis Year | 2023 | Analysis Period | 1> 7:00 |
| Intersection | Edwards and Selvitz | File Name | Edwards and Selvitz AM without 5.11.2022.xus | | |
| Project Description | Ft. Pierce Commerce (Energy/Selvitz) | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( v ), veh/h | | 397 | 326 | 382 | 406 | | 471 | | 334 | | | |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 113.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Green | 50.0 | 15.0 | | 30.0 | 0.0 | 0.0 | 0.0 | | | | | |
| Yellow | 4.0 | 4.0 | | 4.0 | 0.0 | 0.0 | 0.0 | | | | | |
| Red | 2.0 | 2.0 | | 2.0 | 0.0 | 0.0 | 0.0 | | | | | |




| Traffic Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand (v), veh/h | | 397 | 326 | 382 | 406 | | 471 | | 334 | | | |
| Initial Queue ($Q_b$), veh/h | | 0 | 0 | 0 | 0 | | 0 | | 0 | | | |
| Base Saturation Flow Rate ($s_o$), veh/h | | 1900 | 1900 | 1900 | 1900 | | 1900 | | 1900 | | | |
| Parking ($N_m$), man/h | | None | | | None | | | None | | | | |
| Heavy Vehicles ($P_{HV}$), % | | 0 | | 0 | 0 | | 0 | | 0 | | | |
| Ped / Bike / RTOR, /h | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Buses ($N_b$), buses/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Arrival Type (AT) | | 3 | 3 | 3 | 3 | | 3 | | 3 | | | |
| Upstream Filtering (I) | | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | | 1.00 | | | |
| Lane Width ( W ), ft | | 12.0 | | 12.0 | 12.0 | | 12.0 | | 12.0 | | | |
| Turn Bay Length, ft | | 0 | | 0 | 0 | | 0 | | 0 | | | |
| Grade (Pg), % | | 0 | | | 0 | | | 0 | | | 0 | |
| Speed Limit, mi/h | | 35 | 35 | 35 | 35 | | 35 | | 35 | | | |

| Phase Information | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Maximum Green ($G_{max}$) or Phase Split, s | | 50.0 | 15.0 | 50.0 | | 30.0 | | |
| Yellow Change Interval (Y), s | | 4.0 | 4.0 | 4.0 | | 4.0 | | |
| Red Clearance Interval ( $R_c$), s | | 2.0 | 2.0 | 2.0 | | 2.0 | | |
| Minimum Green ( $G_{min}$), s | | 15 | 7 | 15 | | 10 | | |
| Start-Up Lost Time ( l1), s | | 2.0 | 2.0 | 2.0 | 2.0 | | | |
| Extension of Effective Green (e), s | | 2.0 | 2.0 | 2.0 | 2.0 | | | |
| Passage (PT), s | | 2.0 | 2.0 | 2.0 | | 2.0 | | |
| Recall Mode | | Min | Off | Min | | Off | | |
| Dual Entry | | Yes | No | Yes | | Yes | | |
| Walk (Walk), s | | 0.0 | | | | 0.0 | | 0.0 |
| Pedestrian Clearance Time (PC), s | | 0.0 | | | | 0.0 | | 0.0 |

| Multimodal Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 85th % Speed / Rest in Walk / Corner Radius | 0.0 | No | 25.0 | | | | 0.0 | No | 25.0 | 0.0 | No | 25.0 |
| Walkway / Crosswalk Width / Length, ft | 9.0 | 12.0 | 0.0 | | | | 9.0 | 12.0 | 0.0 | 9.0 | 12.0 | 0.0 |
| Street Width / Island / Curb, ft | 0.0 | 0 | No | 0.0 | | No | 0.0 | 0 | No | | 0 | |
| Width Outside / Bike Lane / Shoulder, ft | 12.0 | 5.0 | 2.0 | 12.0 | 5.0 | 2.0 | 12.0 | 5.0 | 2.0 | | | |
| Pedestrian Signal / Occupied Parking | No | 0.50 | | | 0.50 | | No | 0.50 | | No | | |

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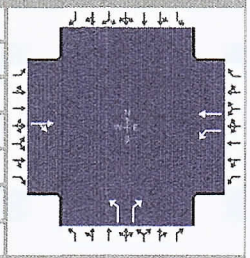
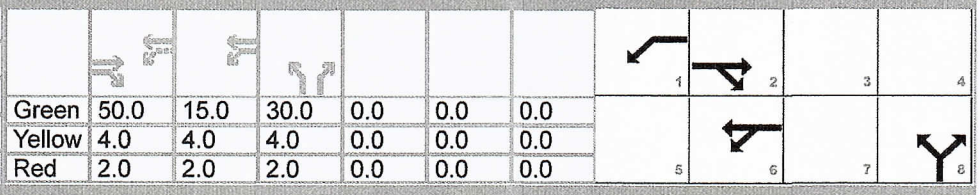
# HCS Signalized Intersection Intermediate Values

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | OREP | | | Duration, h | 0.250 |
| Analyst | MM | Analysis Date | 5/13/2022 | Area Type | Other |
| Jurisdiction | SLCO | Time Period | AM Without | PHF | 0.92 |
| Urban Street | Edwards Road | Analysis Year | 2023 | Analysis Period | 1> 7:00 |
| Intersection | Edwards and Selvitz | File Name | Edwards and Selvitz AM without 5.11.2022.xus | | |
| Project Description | Ft. Pierce Commerce (Energy/Selvitz) | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | | 397 | 326 | 382 | 406 | | 471 | | 334 | | | |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 113.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |




| | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Green | 50.0 | 15.0 | 30.0 | 0.0 | 0.0 | 0.0 | | | | | | |
| Yellow | 4.0 | 4.0 | 4.0 | 0.0 | 0.0 | 0.0 | | | | | | |
| Red | 2.0 | 2.0 | 2.0 | 0.0 | 0.0 | 0.0 | | | | | | |

| Saturation Flow / Delay | L | T | R | L | T | R | L | T | R | L | T | R |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Width Adjustment Factor ($f_w$) | | | | | | | | | | | | |
| Heavy Vehicles and Grade Factor ($f_{HVg}$) | | | | | | | | | | | | |
| Parking Activity Adjustment Factor ($f_p$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 0.000 | 0.000 | 0.000 |
| Bus Blockage Adjustment Factor ($f_{bb}$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 0.000 | 0.000 | 0.000 |
| Area Type Adjustment Factor ($f_a$) | | | | | | | | | | | | |
| Lane Utilization Adjustment Factor ($f_{LU}$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Left-Turn Adjustment Factor ($f_{LT}$) | 1.000 | 0.925 | | 0.952 | 0.000 | | 0.952 | 0.000 | | | | |
| Right-Turn Adjustment Factor ($f_{RT}$) | | 0.000 | 0.925 | | 1.000 | 1.000 | | 0.000 | 0.847 | | | |
| Left-Turn Pedestrian Adjustment Factor ($f_{Lpb}$) | 1.000 | | | 1.000 | | | 1.000 | | | | | |
| Right-Turn Ped-Bike Adjustment Factor ($f_{Rpb}$) | | | 1.000 | | | 1.000 | | | 1.000 | | | |
| Work Zone Adjustment Factor ($f_{wz}$) | | | | | | | | | | | | |
| DDI Factor ($f_{DDI}$) | | | | | | | | | | | | |
| Movement Saturation Flow Rate ($s$), veh/h | 0 | 965 | 792 | 1810 | 1900 | 0 | 1810 | 0 | 1610 | | | |
| Proportion of Vehicles Arriving on Green ($P$) | 0.00 | 0.44 | 0.44 | 0.13 | 0.63 | 0.00 | 0.27 | 0.00 | 0.27 | 0.00 | 0.00 | 0.00 |
| Incremental Delay Factor ($k$) | | 0.50 | | 0.50 | 0.04 | | 0.50 | | 0.36 | | | |

| Signal Timing / Movement Groups | EBL | EBT/R | WBL | WBT/R | NBL | NBT/R | SBL | SBT/R |
|---|---|---|---|---|---|---|---|---|
| Lost Time ($t_L$) | | 6.0 | 6.0 | 6.0 | | 4.0 | | |
| Green Ratio ($g/C$) | | 0.44 | 0.56 | 0.63 | | 0.27 | | |
| Permitted Saturation Flow Rate ($s_p$), veh/h/ln | | 963 | 700 | 0 | | 1810 | | |
| Shared Saturation Flow Rate ($s_{sh}$), veh/h/ln | | 0 | | | | | | |
| Permitted Effective Green Time ($g_p$), s | | 0.0 | 48.0 | 0.0 | | 0.0 | | |
| Permitted Service Time ($g_u$), s | | 0.0 | 0.0 | 0.0 | | 0.0 | | |
| Permitted Queue Service Time ($g_{ps}$), s | | | 0.0 | | | | | |
| Time to First Blockage ($g_f$), s | | 50.0 | 0.0 | 0.0 | | 0.0 | | |
| Queue Service Time Before Blockage ($g_{fs}$), s | | | | | | | | |
| Protected Right Saturation Flow ($s_R$), veh/h/ln | | | | | | 0 | | |
| Protected Right Effective Green Time ($g_R$), s | | | | | | 0.0 | | |

| Multimodal | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian $F_w$ / $F_v$ | 1.198 | 0.000 | 0.000 | 0.000 | 1.198 | 0.000 | 0.972 | 0.000 |
| Pedestrian $F_s$ / $F_{delay}$ | 0.000 | 0.150 | 0.000 | 0.082 | 0.000 | 0.162 | 0.000 | 0.162 |
| Pedestrian $M_{corner}$ / $M_{cw}$ | 0.00 | | 0.00 | | 0.00 | | 0.00 | |
| Bicycle $c_b$ / $d_b$ | 265.49 | 42.50 | 1256.63 | 7.81 | | 63.72 | -88.50 | 61.61 |
| Bicycle $F_w$ / $F_v$ | -3.64 | 1.30 | -3.64 | 1.41 | -3.64 | Infinity | -3.64 | |

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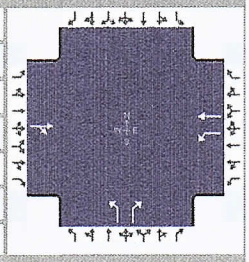
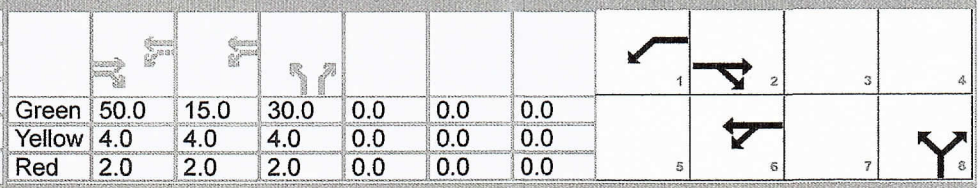
# HCS Signalized Intersection Results Graphical Summary

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | OREP | | | Duration, h | 0.250 |
| Analyst | MM | Analysis Date | 5/13/2022 | Area Type | Other |
| Jurisdiction | SLCO | Time Period | AM Without | PHF | 0.92 |
| Urban Street | Edwards Road | Analysis Year | 2023 | Analysis Period | 1> 7:00 |
| Intersection | Edwards and Selvitz | File Name | Edwards and Selvitz AM without 5.11.2022.xus | | |
| Project Description | Ft. Pierce Commerce (Energy/Selvitz) | | | | |



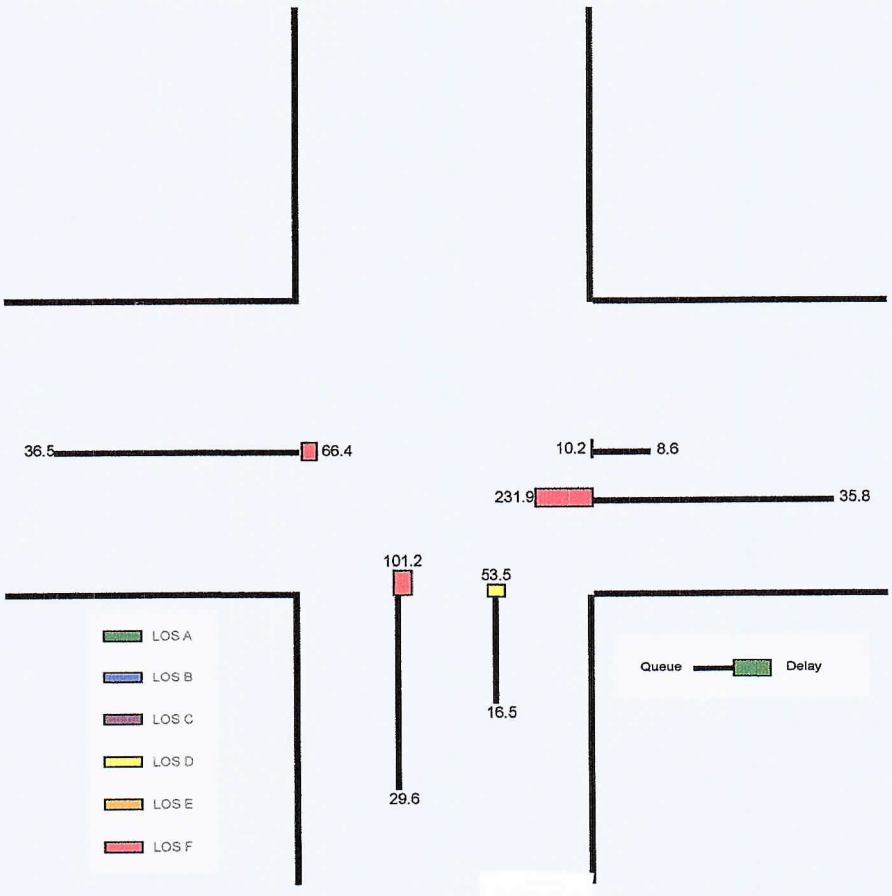
| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | | 397 | 326 | 382 | 406 | | 471 | | 334 | | | |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 113.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |




| | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Green | 50.0 | 15.0 | | 30.0 | 0.0 | 0.0 | 0.0 | | | | | |
| Yellow | 4.0 | 4.0 | | 4.0 | 0.0 | 0.0 | 0.0 | | | | | |
| Red | 2.0 | 2.0 | | 2.0 | 0.0 | 0.0 | 0.0 | | | | | |

| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Back of Queue ( *Q* ), ft/ln ( 95 th percentile) | | | | | | | | | | | | |
| Back of Queue ( *Q* ), veh/ln ( 95 th percentile) | | 36.5 | | 35.8 | 8.6 | | 29.6 | | 16.5 | | | |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | | 0.00 | | 0.00 | 0.00 | | 0.00 | | 0.00 | | | |
| Control Delay ( *d* ), s/veh | | 66.4 | | 231.9 | 10.2 | | 101.2 | | 53.5 | | | |
| Level of Service (LOS) | | F | | F | B | | F | | D | | | |
| Approach Delay, s/veh / LOS | 66.4 | | E | 117.7 | | F | 81.4 | | F | 0.0 | | |
| Intersection Delay, s/veh / LOS | 89.1 | | | | | | F | | | | | |

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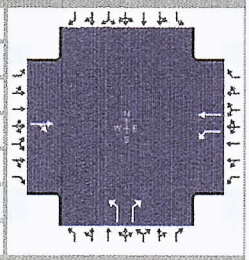
# HCS Signalized Intersection Results Summary

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | OREP | | | Duration, h | 0.250 |
| Analyst | MM | Analysis Date | 5/13/2022 | Area Type | Other |
| Jurisdiction | SLCO | Time Period | AM Without | PHF | 0.92 |
| Urban Street | Edwards Road | Analysis Year | 2023 | Analysis Period | 1> 7:00 |
| Intersection | Edwards and Selvitz | File Name | Edwards and Selvitz AM without 5.11.2022.xus | | |
| Project Description | Ft. Pierce Commerce (Energy/Selvitz) | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | | 397 | 326 | 382 | 406 | | 471 | | 334 | | | |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 113.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | 1 | 2 | 3 | 4 | | |
| Green | 50.0 | 15.0 | 30.0 | 0.0 | 0.0 | 0.0 | | | | | | |
| Yellow | 4.0 | 4.0 | 4.0 | 0.0 | 0.0 | 0.0 | | | | | | |
| Red | 2.0 | 2.0 | 2.0 | 0.0 | 0.0 | 0.0 | 5 | 6 | 7 | 8 | | |

| Timer Results | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Assigned Phase | | 2 | 1 | 6 | | 8 | | |
| Case Number | | 8.4 | 1.0 | 4.0 | | 9.0 | | |
| Phase Duration, s | | 56.0 | 21.0 | 77.0 | | 36.0 | | |
| Change Period, ( $Y+R_c$ ), s | | 6.0 | 6.0 | 6.0 | | 6.0 | | |
| Max Allow Headway ( *MAH* ), s | | 3.2 | 3.1 | 3.1 | | 3.2 | | |
| Queue Clearance Time ( $g_s$ ), s | | 52.0 | 17.0 | 14.7 | | 32.0 | | |
| Green Extension Time ( $g_e$ ), s | | 0.0 | 0.0 | 1.7 | | 0.0 | | |
| Phase Call Probability | | 1.00 | 1.00 | 1.00 | | 1.00 | | |
| Max Out Probability | | 1.00 | 1.00 | 0.00 | | 1.00 | | |

| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | | 2 | 12 | 1 | 6 | | 3 | | 18 | | | |
| Adjusted Flow Rate ( *v* ), veh/h | | 786 | | 415 | 441 | | 512 | | 363 | | | |
| Adjusted Saturation Flow Rate ( *s* ), veh/h/ln | | 1757 | | 1810 | 1900 | | 1810 | | 1610 | | | |
| Queue Service Time ( $g_s$ ), s | | 50.0 | | 15.0 | 12.7 | | 30.0 | | 24.2 | | | |
| Cycle Queue Clearance Time ( $g_c$ ), s | | 50.0 | | 15.0 | 12.7 | | 30.0 | | 24.2 | | | |
| Green Ratio ( *g/C* ) | | 0.44 | | 0.56 | 0.63 | | 0.27 | | 0.27 | | | |
| Capacity ( *c* ), veh/h | | 778 | | 304 | 1194 | | 480 | | 427 | | | |
| Volume-to-Capacity Ratio ( *X* ) | | 1.011 | | 1.366 | 0.370 | | 1.066 | | 0.849 | | | |
| Back of Queue ( *Q* ), ft/ln ( 95 th percentile) | | | | | | | | | | | | |
| Back of Queue ( *Q* ), veh/ln ( 95 th percentile) | | 36.5 | | 35.8 | 8.6 | | 29.6 | | 16.5 | | | |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | | 0.00 | | 0.00 | 0.00 | | 0.00 | | 0.00 | | | |
| Uniform Delay ( $d_1$ ), s/veh | | 31.5 | | 47.4 | 10.2 | | 41.5 | | 39.4 | | | |
| Incremental Delay ( $d_2$ ), s/veh | | 34.9 | | 184.5 | 0.1 | | 59.7 | | 14.2 | | | |
| Initial Queue Delay ( $d_3$ ), s/veh | | 0.0 | | 0.0 | 0.0 | | 0.0 | | 0.0 | | | |
| Control Delay ( *d* ), s/veh | | 66.4 | | 231.9 | 10.2 | | 101.2 | | 53.5 | | | |
| Level of Service (LOS) | | F | | F | B | | F | | D | | | |
| Approach Delay, s/veh / LOS | 66.4 | E | | 117.7 | F | | 81.4 | F | | 0.0 | | |
| Intersection Delay, s/veh / LOS | 89.1 | | | | | | F | | | | | |

| Multimodal Results | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian LOS Score / LOS | 1.95 | B | 0.68 | A | 1.96 | B | 1.73 | B |
| Bicycle LOS Score / LOS | 1.78 | B | 1.90 | B | | F | | |

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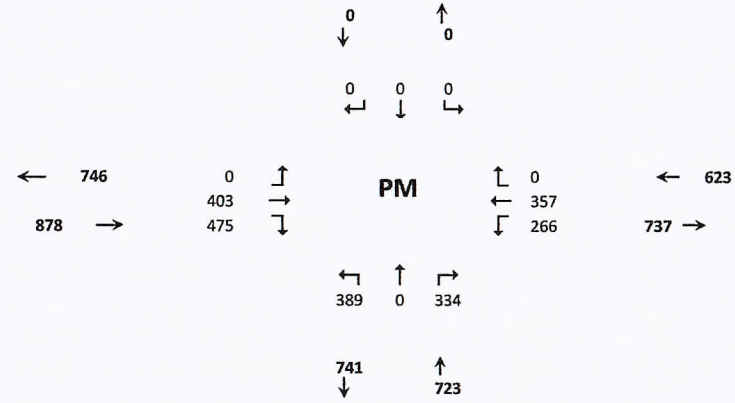
# TURNING MOVEMENT VOLUME COUNTS

**N/S STREET:** Selvitz Rd
**E/W STREET:** Edwards Rd
**CONTROL:** Signalized
**FILENAME:** Fort Pierce Commerce Ctr
**COUNT DATE:** 4/21/2022
**DAY:** Tuesday
**County** slco
**REPORT DATE:**
**ANALYSIS YEAR:** 2023 without PM

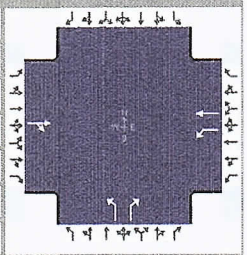
| 15 Min Period lanes | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | | ONE HOUR SUM |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | TOTAL | |
| 4:00-4:15 | 70 | 0 | 63 | 0 | 0 | 0 | 0 | 85 | 82 | 43 | 76 | 0 | 419 | 1850 |
| 4:15-4:30 | 84 | 0 | 46 | 0 | 0 | 0 | 0 | 99 | 72 | 61 | 70 | 0 | 432 | 1963 |
| 4:30-4:45 | 77 | 0 | 84 | 0 | 0 | 0 | 0 | 96 | 97 | 53 | 86 | 0 | 493 | 2026 |
| 4:45-5:00 | 78 | 0 | 78 | 0 | 0 | 0 | 0 | 104 | 105 | 49 | 92 | 0 | 506 | 1970 |
| 5:00-5:15 | 102 | 0 | 79 | 0 | 0 | 0 | 0 | 81 | 123 | 71 | 76 | 0 | 532 | 1901 |
| 5:15-5:30 | 95 | 0 | 60 | 0 | 0 | 0 | 0 | 92 | 106 | 66 | 76 | 0 | 495 | |
| 5:30-5:45 | 86 | 0 | 45 | 0 | 0 | 0 | 0 | 89 | 86 | 61 | 70 | 0 | 437 | |
| 5:45-6:00 | 91 | 0 | 48 | 0 | 0 | 0 | 0 | 89 | 83 | 51 | 75 | 0 | 437 | |
| PM PEAK HOUR IS FROM: | 4:30 PM TO 5:30PM | | | | | | | | | | | | | |
| Volumes | 352 | 0 | 301 | 0 | 0 | 0 | 0 | 373 | 431 | 239 | 330 | 0 | 2026 | |
| Season Factor | 363 | 0 | 310 | 0 | 0 | 0 | 0 | 384 | 444 | 246 | 340 | 0 | 2087 | |
| Growth to 2021 | 363 | 0 | 310 | 0 | 0 | 0 | 0 | 384 | 444 | 246 | 340 | 0 | 2087 | |
| Growth to 2023 | 381 | 0 | 325 | 0 | 0 | 0 | 0 | 403 | 466 | 258 | 357 | 0 | 2190 | |
| In/Out | OUT | 0 | OUT | OUT | OUT | OUT | IN | 0 | IN | IN | 0 | 0 | | |
| Percentage | 10% | 0% | 10% | 0% | 0% | 0% | 0% | 0% | 10% | 10% | 0% | 0% | | |
| **PROJECT** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| **SUBPROJECTS** | | | | | | | | | | | | | | |
| % | 5% | 0% | 5% | 0% | 0% | 0% | 0% | 0% | 5% | 5% | 0% | 0.0% | | |
| In/Out | OUT | 0% | OUT | 0% | 0% | 0% | 0% | 0% | IN | IN | 0% | 0.0% | | |
| Volume | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | |
| % | 9.0% | 0.0% | 9.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 9.0% | 9.0% | 0.0% | 0.0% | | |
| In/Out | OUT | 0.0% | OUT | 0.0% | 0.0% | IN | OUT | OUT | IN | IN | IN | 0.0% | | |
| Volume | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 6 | 6 | 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% | | |
| In/Out | 0.0% | 0.0% | IN | out | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | OUT | OUT | in | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| % | 3.0% | 0.0% | 3.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 3.0% | 3.0% | 0.0% | 0.0% | | |
| In/Out | OUT | 0.0% | OUT | IN | 0.0% | 0.0% | 0.0% | 0.0% | in | OUT | 0.0% | 0.0% | | |
| Volume | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | |
| Subtotal | 9 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 9 | 8 | 0 | 0 | 0 | |
| Total | 389 | 0 | 334 | 0 | 0 | 0 | 0 | 403 | 475 | 266 | 357 | 0 | 2190 | |




| Project | Trips In | Trips Out |
|---|---|---|
| | 0 | 0 |
| Arcosa | 21 | 34 |
| Wawa at Midway/Selvitz | 62 | 62 |
| LTC Ranch | 580 | 743 |
| Ravinia | 77 | 44 |

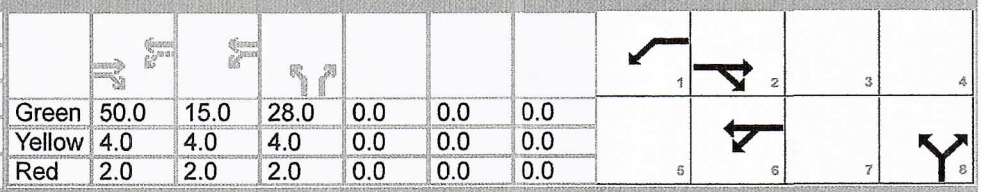
# HCS Signalized Intersection Input Data

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | OREP | | | Duration, h | 0.250 |
| Analyst | MM | Analysis Date | 5/13/2022 | Area Type | Other |
| Jurisdiction | SLCO | Time Period | PM Without | PHF | 0.92 |
| Urban Street | Edwards Road | Analysis Year | 2023 | Analysis Period | 1> 7:00 |
| Intersection | Edwards and Selvitz | File Name | Edwards and Selvitz PM without 5.11.2022.xus | | |
| Project Description | Ft. Pierce Commerce (Energy/Selvitz) | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | | 403 | 475 | 266 | 357 | | 389 | | 334 | | | |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 111.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |



| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Green | 50.0 | 15.0 | 28.0 | 0.0 | 0.0 | 0.0 | | | | | | |
| Yellow | 4.0 | 4.0 | 4.0 | 0.0 | 0.0 | 0.0 | | | | | | |
| Red | 2.0 | 2.0 | 2.0 | 0.0 | 0.0 | 0.0 | | | | | | |

| Traffic Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand (*v*), veh/h | | 403 | 475 | 266 | 357 | | 389 | | 334 | | | |
| Initial Queue ($Q_b$), veh/h | | 0 | 0 | 0 | 0 | | 0 | | 0 | | | |
| Base Saturation Flow Rate ($s_o$), veh/h | | 1900 | 1900 | 1900 | 1900 | | 1900 | | 1900 | | | |
| Parking ($N_m$), man/h | | None | | | None | | | None | | | | |
| Heavy Vehicles ($P_{HV}$), % | | 0 | | 0 | 0 | | 0 | | 0 | | | |
| Ped / Bike / RTOR, /h | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Buses ($N_b$), buses/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Arrival Type (*AT*) | | 3 | 3 | 3 | 3 | | 3 | | 3 | | | |
| Upstream Filtering (*I*) | | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | | 1.00 | | | |
| Lane Width ( *W* ), ft | | 12.0 | | 12.0 | 12.0 | | 12.0 | | 12.0 | | | |
| Turn Bay Length, ft | | 0 | | 0 | 0 | | 0 | | 0 | | | |
| Grade (*Pg*), % | | 0 | | | 0 | | | 0 | | | 0 | |
| Speed Limit, mi/h | | 35 | 35 | 35 | 35 | | 35 | | 35 | | | |

| Phase Information | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Maximum Green ($G_{max}$) or Phase Split, s | | 50.0 | 15.0 | 50.0 | | 30.0 | | |
| Yellow Change Interval (*Y*), s | | 4.0 | 4.0 | 4.0 | | 4.0 | | |
| Red Clearance Interval ( $R_c$), s | | 2.0 | 2.0 | 2.0 | | 2.0 | | |
| Minimum Green ( $G_{min}$), s | | 15 | 7 | 15 | | 10 | | |
| Start-Up Lost Time ( *l1*), s | | 2.0 | 2.0 | 2.0 | 2.0 | | | |
| Extension of Effective Green (*e*), s | | 2.0 | 2.0 | 2.0 | 2.0 | | | |
| Passage (*PT*), s | | 2.0 | 2.0 | 2.0 | | 2.0 | | |
| Recall Mode | | Min | Off | Min | | Off | | |
| Dual Entry | | Yes | No | Yes | | Yes | | |
| Walk (*Walk*), s | | 0.0 | | | | 0.0 | | 0.0 |
| Pedestrian Clearance Time (*PC*), s | | 0.0 | | | | 0.0 | | 0.0 |

| Multimodal Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 85th % Speed / Rest in Walk / Corner Radius | 0.0 | No | 25.0 | | | | 0.0 | No | 25.0 | 0.0 | No | 25.0 |
| Walkway / Crosswalk Width / Length, ft | 9.0 | 12.0 | 0.0 | | | | 9.0 | 12.0 | 0.0 | 9.0 | 12.0 | 0.0 |
| Street Width / Island / Curb, ft | 0.0 | 0 | No | 0.0 | | No | 0.0 | 0 | No | | 0 | |
| Width Outside / Bike Lane / Shoulder, ft | 12.0 | 5.0 | 2.0 | 12.0 | 5.0 | 2.0 | 12.0 | 5.0 | 2.0 | | | |
| Pedestrian Signal / Occupied Parking | No | 0.50 | | | 0.50 | | No | 0.50 | | No | | |

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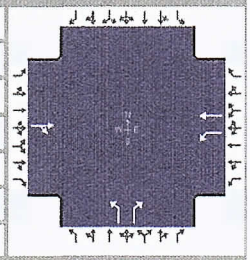
# HCS Signalized Intersection Intermediate Values

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | OREP | | | Duration, h | 0.250 |
| Analyst | MM | Analysis Date | 5/13/2022 | Area Type | Other |
| Jurisdiction | SLCO | Time Period | PM Without | PHF | 0.92 |
| Urban Street | Edwards Road | Analysis Year | 2023 | Analysis Period | 1> 7:00 |
| Intersection | Edwards and Selvitz | File Name | Edwards and Selvitz PM without 5.11.2022.xus | | |
| Project Description | Ft. Pierce Commerce (Energy/Selvitz) | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | | 403 | 475 | 266 | 357 | | 389 | | 334 | | | |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 111.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | 1 | 2 | 3 | 4 | | |
| Green | 50.0 | 15.0 | 28.0 | 0.0 | 0.0 | 0.0 | 5 | 6 | 7 | 8 | | |
| Yellow | 4.0 | 4.0 | 4.0 | 0.0 | 0.0 | 0.0 | | | | | | |
| Red | 2.0 | 2.0 | 2.0 | 0.0 | 0.0 | 0.0 | | | | | | |

| Saturation Flow / Delay | L | T | R | L | T | R | L | T | R | L | T | R |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Width Adjustment Factor ($f_w$) | | | | | | | | | | | | |
| Heavy Vehicles and Grade Factor ($f_{HVg}$) | | | | | | | | | | | | |
| Parking Activity Adjustment Factor ($f_p$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 0.000 | 0.000 | 0.000 |
| Bus Blockage Adjustment Factor ($f_{bb}$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 0.000 | 0.000 | 0.000 |
| Area Type Adjustment Factor ($f_a$) | | | | | | | | | | | | |
| Lane Utilization Adjustment Factor ($f_{LU}$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Left-Turn Adjustment Factor ($f_{LT}$) | 1.000 | 0.911 | | 0.952 | 0.000 | | 0.952 | 0.000 | | | | |
| Right-Turn Adjustment Factor ($f_{RT}$) | | 0.000 | 0.911 | | 1.000 | 1.000 | | 0.000 | 0.847 | | | |
| Left-Turn Pedestrian Adjustment Factor ($f_{Lpb}$) | 1.000 | | | 1.000 | | | 1.000 | | | | | |
| Right-Turn Ped-Bike Adjustment Factor ($f_{Rpb}$) | | | 1.000 | | | 1.000 | | | 1.000 | | | |
| Work Zone Adjustment Factor ($f_{wz}$) | | | | | | | | | | | | |
| DDI Factor ($f_{DDI}$) | | | | | | | | | | | | |
| Movement Saturation Flow Rate ($s$), veh/h | 0 | 795 | 937 | 1810 | 1900 | 0 | 1810 | 0 | 1610 | | | |
| Proportion of Vehicles Arriving on Green ($P$) | 0.00 | 0.45 | 0.45 | 0.14 | 0.64 | 0.00 | 0.25 | 0.00 | 0.25 | 0.00 | 0.00 | 0.00 |
| Incremental Delay Factor ($k$) | | 0.50 | | 0.44 | 0.04 | | 0.38 | | 0.35 | | | |

| Signal Timing / Movement Groups | EBL | EBT/R | WBL | WBT/R | NBL | NBT/R | SBL | SBT/R |
|---|---|---|---|---|---|---|---|---|
| Lost Time ($t_L$) | | 6.0 | 6.0 | 6.0 | | 4.0 | | |
| Green Ratio ($g/C$) | | 0.45 | 0.57 | 0.64 | | 0.25 | | |
| Permitted Saturation Flow Rate ($s_p$), veh/h/ln | | 1011 | 597 | 0 | | 1810 | | |
| Shared Saturation Flow Rate ($s_{sh}$), veh/h/ln | | 0 | | | | | | |
| Permitted Effective Green Time ($g_p$), s | | 0.0 | 48.0 | 0.0 | | 0.0 | | |
| Permitted Service Time ($g_u$), s | | 0.0 | 0.0 | 0.0 | | 0.0 | | |
| Permitted Queue Service Time ($g_{ps}$), s | | | 0.0 | | | | | |
| Time to First Blockage ($g_f$), s | | 50.0 | 0.0 | 0.0 | | 0.0 | | |
| Queue Service Time Before Blockage ($g_{fs}$), s | | | | | | | | |
| Protected Right Saturation Flow ($s_R$), veh/h/ln | | | | | | 0 | | |
| Protected Right Effective Green Time ($g_R$), s | | | | | | 0.0 | | |

| Multimodal | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian $F_w$ / $F_v$ | 1.198 | 0.000 | 0.000 | 0.000 | 1.198 | 0.000 | 0.972 | 0.000 |
| Pedestrian $F_s$ / $F_{delay}$ | 0.000 | 0.149 | 0.000 | 0.079 | 0.000 | 0.161 | 0.000 | 0.161 |
| Pedestrian $M_{corner}$ / $M_{cw}$ | 0.00 | | 0.00 | | 0.00 | | 0.00 | |
| Bicycle $c_b$ / $d_b$ | 270.38 | 41.49 | 1279.82 | 7.19 | | 62.70 | -90.13 | 60.59 |
| Bicycle $F_w$ / $F_v$ | -3.64 | 1.57 | -3.64 | 1.12 | -3.64 | Infinity | -3.64 | |

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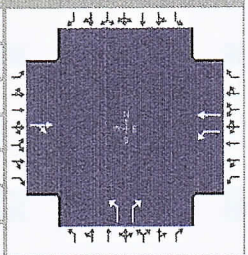
# HCS Signalized Intersection Results Graphical Summary

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | OREP | | | Duration, h | 0.250 |
| Analyst | MM | Analysis Date | 5/13/2022 | Area Type | Other |
| Jurisdiction | SLCO | Time Period | PM Without | PHF | 0.92 |
| Urban Street | Edwards Road | Analysis Year | 2023 | Analysis Period | 1> 7:00 |
| Intersection | Edwards and Selvitz | File Name | Edwards and Selvitz PM without 5.11.2022.xus | | |
| Project Description | Ft. Pierce Commerce (Energy/Selvitz) | | | | |

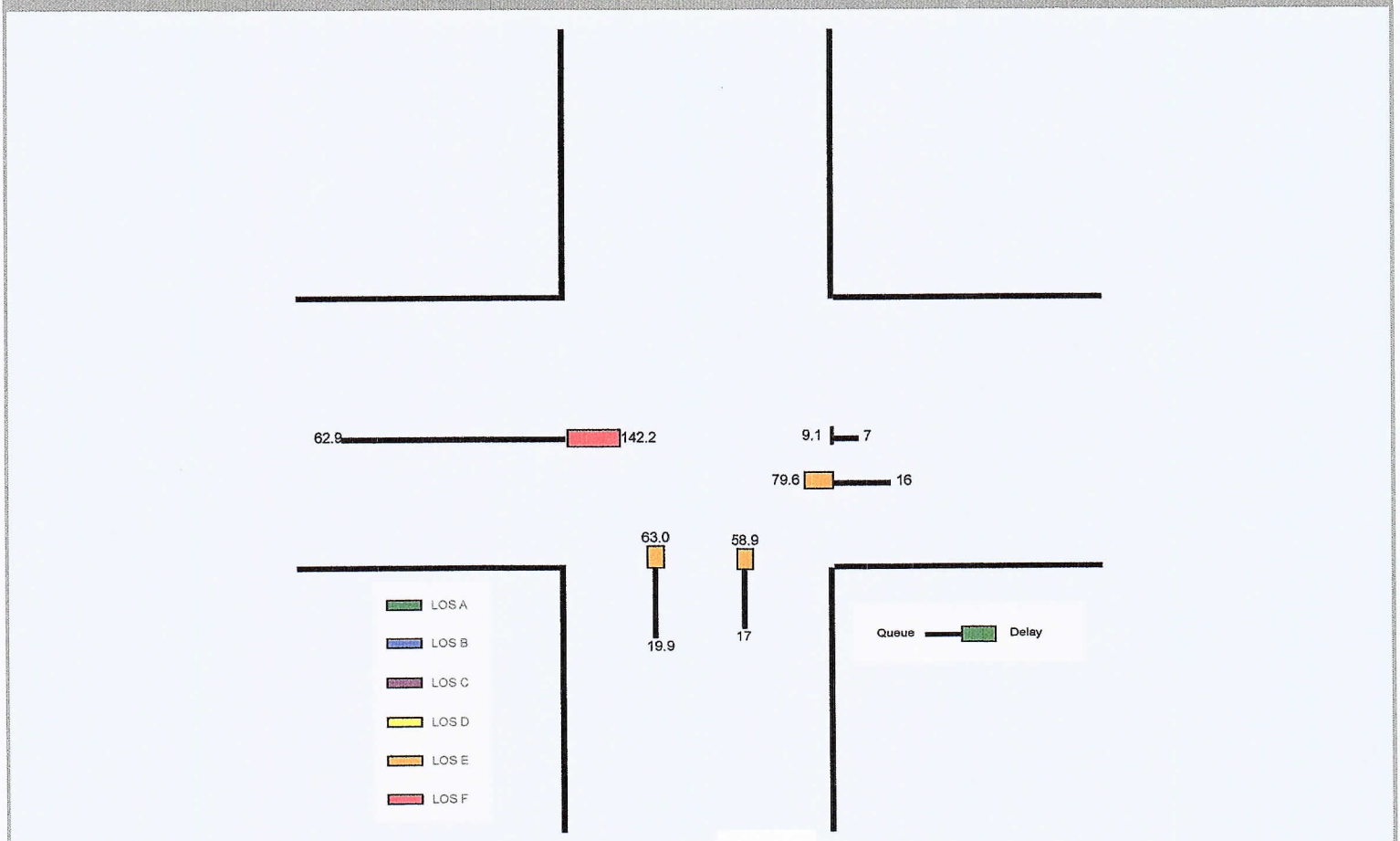


| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | | 403 | 475 | 266 | 357 | | 389 | | 334 | | | |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 111.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | 1 | 2 | 3 | 4 | |
| Green | 50.0 | 15.0 | 28.0 | 0.0 | 0.0 | 0.0 | | | | | | |
| Yellow | 4.0 | 4.0 | 4.0 | 0.0 | 0.0 | 0.0 | | | | | | |
| Red | 2.0 | 2.0 | 2.0 | 0.0 | 0.0 | 0.0 | 5 | 6 | 7 | 8 | | |

| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Back of Queue ( *Q* ), ft/ln ( 95 th percentile) | | | | | | | | | | | | |
| Back of Queue ( *Q* ), veh/ln ( 95 th percentile) | | 62.9 | | 16.0 | 7.0 | | 19.9 | | 17.0 | | | |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | | 0.00 | | 0.00 | 0.00 | | 0.00 | | 0.00 | | | |
| Control Delay ( *d* ), s/veh | | 142.2 | | 79.6 | 9.1 | | 63.0 | | 58.9 | | | |
| Level of Service (LOS) | | F | | E | A | | E | | E | | | |
| Approach Delay, s/veh / LOS | 142.2 | | F | 39.2 | | D | 61.1 | | E | 0.0 | | |
| Intersection Delay, s/veh / LOS | 87.0 | | | | | | F | | | | | |





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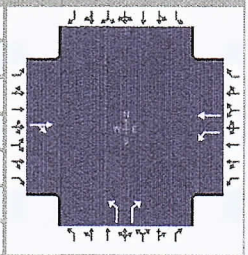
# HCS Signalized Intersection Results Summary

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | OREP | | | Duration, h | 0.250 |
| Analyst | MM | Analysis Date | 5/13/2022 | Area Type | Other |
| Jurisdiction | SLCO | Time Period | PM Without | PHF | 0.92 |
| Urban Street | Edwards Road | Analysis Year | 2023 | Analysis Period | 1> 7:00 |
| Intersection | Edwards and Selvitz | File Name | Edwards and Selvitz PM without 5.11.2022.xus | | |
| Project Description | Ft. Pierce Commerce (Energy/Selvitz) | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | | 403 | 475 | 266 | 357 | | 389 | | 334 | | | |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 111.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | 1 | 2 | 3 | 4 | |
| Green | 50.0 | 15.0 | 28.0 | 0.0 | 0.0 | 0.0 | | | | | | |
| Yellow | 4.0 | 4.0 | 4.0 | 0.0 | 0.0 | 0.0 | | 5 | 6 | 7 | 8 | |
| Red | 2.0 | 2.0 | 2.0 | 0.0 | 0.0 | 0.0 | | | | | | |

| Timer Results | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Assigned Phase | | 2 | 1 | 6 | | 8 | | |
| Case Number | | 8.4 | 1.0 | 4.0 | | 9.0 | | |
| Phase Duration, s | | 56.0 | 21.0 | 77.0 | | 34.0 | | |
| Change Period, ( $Y+R_c$ ), s | | 6.0 | 6.0 | 6.0 | | 6.0 | | |
| Max Allow Headway ( *MAH* ), s | | 3.2 | 3.1 | 3.1 | | 3.2 | | |
| Queue Clearance Time ( $g_s$ ), s | | 52.0 | 15.5 | 12.3 | | 27.3 | | |
| Green Extension Time ( $g_e$ ), s | | 0.0 | 0.0 | 1.3 | | 0.6 | | |
| Phase Call Probability | | 1.00 | 1.00 | 1.00 | | 1.00 | | |
| Max Out Probability | | 1.00 | 1.00 | 0.00 | | 1.00 | | |

| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | | 2 | 12 | 1 | 6 | | 3 | | 18 | | | |
| Adjusted Flow Rate ( *v* ), veh/h | | 954 | | 289 | 388 | | 423 | | 363 | | | |
| Adjusted Saturation Flow Rate ( *s* ), veh/h/ln | | 1731 | | 1810 | 1900 | | 1810 | | 1610 | | | |
| Queue Service Time ( $g_s$ ), s | | 50.0 | | 13.5 | 10.3 | | 25.3 | | 24.2 | | | |
| Cycle Queue Clearance Time ( $g_c$ ), s | | 50.0 | | 13.5 | 10.3 | | 25.3 | | 24.2 | | | |
| Green Ratio ( *g/C* ) | | 0.45 | | 0.57 | 0.64 | | 0.25 | | 0.25 | | | |
| Capacity ( *c* ), veh/h | | 780 | | 310 | 1216 | | 456 | | 406 | | | |
| Volume-to-Capacity Ratio ( *X* ) | | 1.223 | | 0.934 | 0.319 | | 0.928 | | 0.895 | | | |
| Back of Queue ( Q ), ft/ln ( 95 th percentile) | | | | | | | | | | | | |
| Back of Queue ( Q ), veh/ln ( 95 th percentile) | | 62.9 | | 16.0 | 7.0 | | 19.9 | | 17.0 | | | |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | | 0.00 | | 0.00 | 0.00 | | 0.00 | | 0.00 | | | |
| Uniform Delay ( $d_1$ ), s/veh | | 30.5 | | 45.8 | 9.0 | | 40.5 | | 40.1 | | | |
| Incremental Delay ( $d_2$ ), s/veh | | 111.8 | | 33.8 | 0.1 | | 22.5 | | 18.8 | | | |
| Initial Queue Delay ( $d_3$ ), s/veh | | 0.0 | | 0.0 | 0.0 | | 0.0 | | 0.0 | | | |
| Control Delay ( *d* ), s/veh | | 142.2 | | 79.6 | 9.1 | | 63.0 | | 58.9 | | | |
| Level of Service (LOS) | | F | | E | A | | E | | E | | | |
| Approach Delay, s/veh / LOS | 142.2 | F | | 39.2 | D | | 61.1 | E | | 0.0 | | |
| Intersection Delay, s/veh / LOS | 87.0 | | | | | | F | | | | | |

| Multimodal Results | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian LOS Score / LOS | 1.95 | B | 0.68 | A | 1.96 | B | 1.73 | B |
| Bicycle LOS Score / LOS | 2.06 | B | 1.60 | B | | F | | |

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# TURNING MOVEMENT VOLUME COUNTS

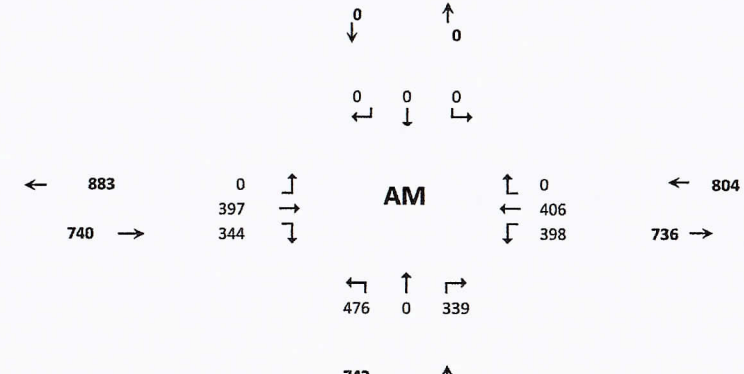
**N/S STREET:** Selvitz Rd **E/W STREET:** Edwards Rd **CONTROL:** Signalized

**FILENAME:** Fort Pierce Commerce Ctr

**COUNT DATE:** 4/21/2022 **DAY:** Tuesday **County** SLCo

**REPORT DATE:** **ANALYSIS YEAR:** 2023 AM with Project

| 15 Min Period | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | | ONE HOUR SUM |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | TOTAL | |
| 7:00-7:15 | 67 | 0 | 50 | 0 | 0 | 0 | 0 | 64 | 37 | 54 | 90 | 0 | 362 | 1862 |
| 7:15-7:30 | 88 | 0 | 55 | 0 | 0 | 0 | 0 | 79 | 49 | 86 | 114 | 0 | 471 | 2031 |
| 7:30-7:45 | 91 | 0 | 66 | 0 | 0 | 0 | 0 | 89 | 59 | 74 | 105 | 0 | 484 | 2091 |
| 7:45-8:00 | 97 | 0 | 80 | 0 | 0 | 0 | 0 | 102 | 70 | 85 | 111 | 0 | 545 | 2104 |
| 8:00-8:15 | 103 | 0 | 78 | 0 | 0 | 0 | 0 | 93 | 79 | 87 | 91 | 0 | 531 | 2020 |
| 8:15-8:30 | 115 | 0 | 61 | 0 | 0 | 0 | 0 | 97 | 73 | 102 | 83 | 0 | 531 | |
| 8:30-8:45 | 112 | 0 | 81 | 0 | 0 | 0 | 0 | 75 | 70 | 68 | 91 | 0 | 497 | |
| 8:45-9:00 | 88 | 0 | 70 | 0 | 0 | 0 | 0 | 66 | 60 | 78 | 99 | 0 | 461 | |



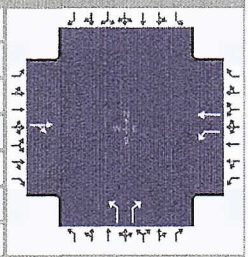

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM PEAK HOUR IS FROM: | 7:45AM TO 8:45AM | | | | | | | | | | | | |
| Volumes | 427 | 0 | 300 | 0 | 0 | 0 | 0 | 367 | 292 | 342 | 376 | 0 | 2104 |
| Season Factor | 440 | 0 | 309 | 0 | 0 | 0 | 0 | 378 | 301 | 352 | 387 | 0 | 2167 |
| Growth to 2023 | 462 | 0 | 324 | 0 | 0 | 0 | 0 | 397 | 316 | 370 | 406 | 0 | 2274 |
| In/Out | OUT | | OUT | OUT | OUT | OUT | IN | | IN | IN | | 0 | |
| Percentage | 10% | 0% | 10% | 0% | 0% | 0% | 0% | 0% | 10% | 10% | | 0% | |
| **PROJECT** | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 17 | 17 | 0 | 0 | 45 |
| **SUBPROJECTS** | | | | | | | | | | | | | |
| % | 5% | 0% | 5% | 0% | 0% | 0% | 0% | 0% | 5% | 5% | 0% | 0% | |
| In/Out | OUT | | OUT | | | | | | IN | IN | | | |
| Volume | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 |
| % | 9.0% | 0.0% | 9.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 9.0% | 9.0% | 0.0% | 0.0% | |
| In/Out | OUT | | OUT | | | IN | OUT | OUT | IN | IN | IN | | |
| Volume | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 7 | 7 | 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% | |
| In/Out | | | IN | out | | | | 0% | | OUT | OUT | in | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % | 3.0% | 0.0% | 3.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 3.0% | 3.0% | 0.0% | 0.0% | |
| In/Out | OUT | | OUT | IN | | | | | in | IN | | | |
| Volume | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 |
| Subtotal | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 11 | 11 | 0 | 0 | 0 |
| Total | 476 | 0 | 339 | 0 | 0 | 0 | 0 | 397 | 344 | 398 | 406 | 0 | 2319 |

**Seasonal Factor:** 1.03
**Growth Rate to 2021:** 1
**Growth Rate:** 1.0495
**Years Grown:** 1

| | Trips In | Trips Out |
|---|---|---|
| Project | 174 | 50 |
| Arcosa | 59 | 16 |
| Wawa at Midway/Selvitz | 79 | 76 |
| LTC Ranch | 456 | 406 |
| Ravinia | 22 | 68 |

# HCS Signalized Intersection Input Data

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | OREP | | | Duration, h | 0.250 |
| Analyst | MM | Analysis Date | 5/13/2022 | Area Type | Other |
| Jurisdiction | SLCO | Time Period | AM With Project | PHF | 0.92 |
| Urban Street | Edwards Road | Analysis Year | 2023 | Analysis Period | 1> 7:00 |
| Intersection | Edwards and Selvitz | File Name | Edwards and Selvitz AM with project 5.11.2022.xus | | |
| Project Description | Ft. Pierce Commerce (Energy/Selvitz) | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( $v$ ), veh/h | | 397 | 344 | 398 | 406 | | 476 | | 339 | | | |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 113.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | 1 | 2 | 3 | 4 | |
| Green | 50.0 | 15.0 | 30.0 | 0.0 | 0.0 | 0.0 | | | | | | |
| Yellow | 4.0 | 4.0 | 4.0 | 0.0 | 0.0 | 0.0 | | 5 | 6 | 7 | 8 | |
| Red | 2.0 | 2.0 | 2.0 | 0.0 | 0.0 | 0.0 | | | | | | |

| Traffic Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ($v$), veh/h | | 397 | 344 | 398 | 406 | | 476 | | 339 | | | |
| Initial Queue ($Q_b$), veh/h | | 0 | 0 | 0 | 0 | | 0 | | 0 | | | |
| Base Saturation Flow Rate ($s_o$), veh/h | | 1900 | 1900 | 1900 | 1900 | | 1900 | | 1900 | | | |
| Parking ($N_m$), man/h | | None | | | None | | | None | | | | |
| Heavy Vehicles ($P_{HV}$), % | | 0 | | 0 | 0 | | 0 | | 0 | | | |
| Ped / Bike / RTOR, /h | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Buses ($N_b$), buses/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Arrival Type ($AT$) | | 3 | 3 | 3 | 3 | | 3 | | 3 | | | |
| Upstream Filtering ($I$) | | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | | 1.00 | | | |
| Lane Width ( $W$ ), ft | | 12.0 | | 12.0 | 12.0 | | 12.0 | | 12.0 | | | |
| Turn Bay Length, ft | | 0 | | 0 | 0 | | 0 | | 0 | | | |
| Grade ($Pg$), % | | 0 | | | 0 | | | 0 | | | 0 | |
| Speed Limit, mi/h | | 35 | 35 | 35 | 35 | | 35 | | 35 | | | |

| Phase Information | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Maximum Green ($G_{max}$) or Phase Split, s | | 50.0 | 15.0 | 50.0 | | 30.0 | | |
| Yellow Change Interval ($Y$), s | | 4.0 | 4.0 | 4.0 | | 4.0 | | |
| Red Clearance Interval ( $R_c$), s | | 2.0 | 2.0 | 2.0 | | 2.0 | | |
| Minimum Green ( $G_{min}$), s | | 15 | 7 | 15 | | 10 | | |
| Start-Up Lost Time ( $l_1$), s | | 2.0 | 2.0 | 2.0 | 2.0 | | | |
| Extension of Effective Green ($e$), s | | 2.0 | 2.0 | 2.0 | 2.0 | | | |
| Passage ($PT$), s | | 2.0 | 2.0 | 2.0 | | 2.0 | | |
| Recall Mode | | Min | Off | Min | | Off | | |
| Dual Entry | | Yes | No | Yes | | Yes | | |
| Walk ($Walk$), s | | 0.0 | | | | 0.0 | | 0.0 |
| Pedestrian Clearance Time ($PC$), s | | 0.0 | | | | 0.0 | | 0.0 |

| Multimodal Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 85th % Speed / Rest in Walk / Corner Radius | 0.0 | No | 25.0 | | | | 0.0 | No | 25.0 | 0.0 | No | 25.0 |
| Walkway / Crosswalk Width / Length, ft | 9.0 | 12.0 | 0.0 | | | | 9.0 | 12.0 | 0.0 | 9.0 | 12.0 | 0.0 |
| Street Width / Island / Curb, ft | 0.0 | 0 | No | 0.0 | | No | 0.0 | 0 | No | | 0 | |
| Width Outside / Bike Lane / Shoulder, ft | 12.0 | 5.0 | 2.0 | 12.0 | 5.0 | 2.0 | 12.0 | 5.0 | 2.0 | | | |
| Pedestrian Signal / Occupied Parking | No | 0.50 | | | 0.50 | | No | 0.50 | | No | | |

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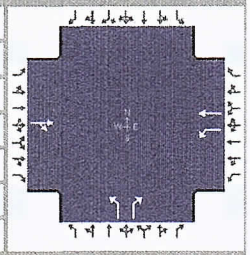
# HCS Signalized Intersection Intermediate Values

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | OREP | | | Duration, h | 0.250 |
| Analyst | MM | Analysis Date | 5/13/2022 | Area Type | Other |
| Jurisdiction | SLCO | Time Period | AM With Project | PHF | 0.92 |
| Urban Street | Edwards Road | Analysis Year | 2023 | Analysis Period | 1> 7:00 |
| Intersection | Edwards and Selvitz | File Name | Edwards and Selvitz AM with project 5.11.2022.xus | | |
| Project Description | Ft. Pierce Commerce (Energy/Selvitz) | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( $v$ ), veh/h | | 397 | 344 | 398 | 406 | | 476 | | 339 | | | |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 113.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | 1 | 2 | 3 | 4 | | |
| Green | 50.0 | 15.0 | 30.0 | 0.0 | 0.0 | 0.0 | 5 | 6 | 7 | 8 | | |
| Yellow | 4.0 | 4.0 | 4.0 | 0.0 | 0.0 | 0.0 | | | | | | |
| Red | 2.0 | 2.0 | 2.0 | 0.0 | 0.0 | 0.0 | | | | | | |

| Saturation Flow / Delay | L | T | R | L | T | R | L | T | R | L | T | R |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Width Adjustment Factor ($f_w$) | | | | | | | | | | | | |
| Heavy Vehicles and Grade Factor ($f_{HVg}$) | | | | | | | | | | | | |
| Parking Activity Adjustment Factor ($f_p$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 0.000 | 0.000 | 0.000 |
| Bus Blockage Adjustment Factor ($f_{bb}$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 0.000 | 0.000 | 0.000 |
| Area Type Adjustment Factor ($f_a$) | | | | | | | | | | | | |
| Lane Utilization Adjustment Factor ($f_{LU}$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Left-Turn Adjustment Factor ($f_{LT}$) | 1.000 | 0.923 | | 0.952 | 0.000 | | 0.952 | 0.000 | | | | |
| Right-Turn Adjustment Factor ($f_{RT}$) | | 0.000 | 0.923 | | 1.000 | 1.000 | | 0.000 | 0.847 | | | |
| Left-Turn Pedestrian Adjustment Factor ($f_{Lpb}$) | 1.000 | | | 1.000 | | | 1.000 | | | | | |
| Right-Turn Ped-Bike Adjustment Factor ($f_{Rpb}$) | | | 1.000 | | | 1.000 | | | 1.000 | | | |
| Work Zone Adjustment Factor ($f_{wz}$) | | | | | | | | | | | | |
| DDI Factor ($f_{DDI}$) | | | | | | | | | | | | |
| Movement Saturation Flow Rate ($s$), veh/h | 0 | 939 | 814 | 1810 | 1900 | 0 | 1810 | 0 | 1610 | | | |
| Proportion of Vehicles Arriving on Green ($P$) | 0.00 | 0.44 | 0.44 | 0.13 | 0.63 | 0.00 | 0.27 | 0.00 | 0.27 | 0.00 | 0.00 | 0.00 |
| Incremental Delay Factor ($k$) | | 0.50 | | 0.50 | 0.04 | | 0.50 | | 0.37 | | | |

| Signal Timing / Movement Groups | EBL | EBT/R | WBL | WBT/R | NBL | NBT/R | SBL | SBT/R |
|---|---|---|---|---|---|---|---|---|
| Lost Time ($t_L$) | | 6.0 | 6.0 | 6.0 | | 4.0 | | |
| Green Ratio ($g/C$) | | 0.44 | 0.56 | 0.63 | | 0.27 | | |
| Permitted Saturation Flow Rate ($s_p$), veh/h/ln | | 963 | 687 | 0 | | 1810 | | |
| Shared Saturation Flow Rate ($s_{sh}$), veh/h/ln | | 0 | | | | | | |
| Permitted Effective Green Time ($g_p$), s | | 0.0 | 48.0 | 0.0 | | 0.0 | | |
| Permitted Service Time ($g_u$), s | | 0.0 | 0.0 | 0.0 | | 0.0 | | |
| Permitted Queue Service Time ($g_{ps}$), s | | | 0.0 | | | | | |
| Time to First Blockage ($g_f$), s | | 50.0 | 0.0 | 0.0 | | 0.0 | | |
| Queue Service Time Before Blockage ($g_{fs}$), s | | | | | | | | |
| Protected Right Saturation Flow ($s_R$), veh/h/ln | | | | | | 0 | | |
| Protected Right Effective Green Time ($g_R$), s | | | | | | 0.0 | | |

| Multimodal | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian $F_w$ / $F_v$ | 1.198 | 0.000 | 0.000 | 0.000 | 1.198 | 0.000 | 0.972 | 0.000 |
| Pedestrian $F_s$ / $F_{delay}$ | 0.000 | 0.150 | 0.000 | 0.082 | 0.000 | 0.162 | 0.000 | 0.162 |
| Pedestrian $M_{corner}$ / $M_{cw}$ | 0.00 | | 0.00 | | 0.00 | | 0.00 | |
| Bicycle $c_b$ / $d_b$ | 265.49 | 42.50 | 1256.63 | 7.81 | | 63.72 | -88.50 | 61.61 |
| Bicycle $F_w$ / $F_v$ | -3.64 | 1.33 | -3.64 | 1.44 | -3.64 | Infinity | -3.64 | |

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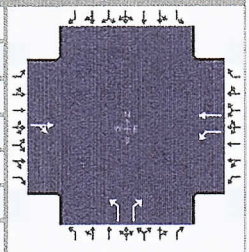
# HCS Signalized Intersection Results Graphical Summary

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | OREP | | | Duration, h | 0.250 |
| Analyst | MM | Analysis Date | 5/13/2022 | Area Type | Other |
| Jurisdiction | SLCO | Time Period | AM With Project | PHF | 0.92 |
| Urban Street | Edwards Road | Analysis Year | 2023 | Analysis Period | 1> 7:00 |
| Intersection | Edwards and Selvitz | File Name | Edwards and Selvitz AM with project 5.11.2022.xus | | |
| Project Description | Ft. Pierce Commerce (Energy/Selvitz) | | | | |

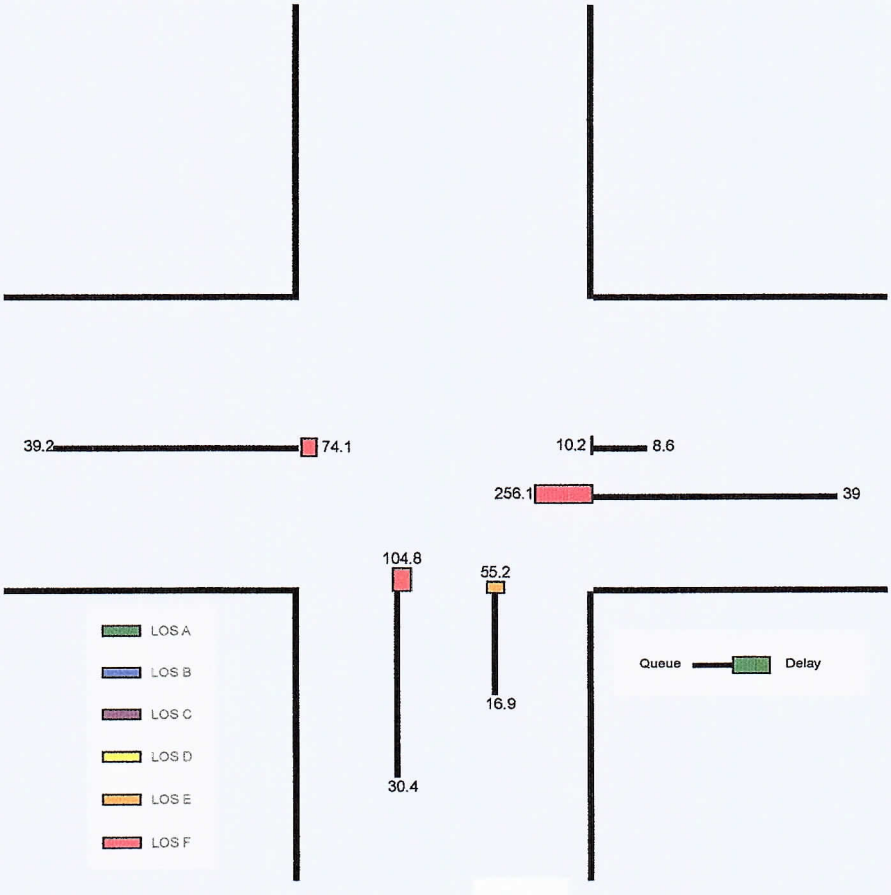


| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | | 397 | 344 | 398 | 406 | | 476 | | 339 | | | |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 113.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | 1 | 2 | 3 | 4 | | |
| Green | 50.0 | 15.0 | 30.0 | 0.0 | 0.0 | 0.0 | 5 | 6 | 7 | 8 | | |
| Yellow | 4.0 | 4.0 | 4.0 | 0.0 | 0.0 | 0.0 | | | | | | |
| Red | 2.0 | 2.0 | 2.0 | 0.0 | 0.0 | 0.0 | | | | | | |

| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Back of Queue ( *Q* ), ft/ln ( 95 th percentile) | | | | | | | | | | | | |
| Back of Queue ( *Q* ), veh/ln ( 95 th percentile) | | 39.2 | | 39.0 | 8.6 | | 30.4 | | 16.9 | | | |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | | 0.00 | | 0.00 | 0.00 | | 0.00 | | 0.00 | | | |
| Control Delay ( *d* ), s/veh | | 74.1 | | 256.1 | 10.2 | | 104.8 | | 55.2 | | | |
| Level of Service (LOS) | | F | | F | B | | F | | E | | | |
| Approach Delay, s/veh / LOS | 74.1 | E | | 132.0 | F | | 84.2 | F | | 0.0 | | |
| Intersection Delay, s/veh / LOS | 97.3 | | | | | | F | | | | | |

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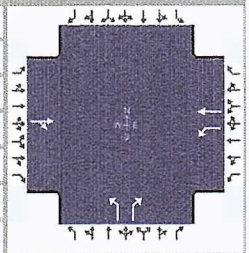
# HCS Signalized Intersection Results Summary

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | OREP | | | Duration, h | 0.250 |
| Analyst | MM | Analysis Date | 5/13/2022 | Area Type | Other |
| Jurisdiction | SLCO | Time Period | AM With Project | PHF | 0.92 |
| Urban Street | Edwards Road | Analysis Year | 2023 | Analysis Period | 1> 7:00 |
| Intersection | Edwards and Selvitz | File Name | Edwards and Selvitz AM with project 5.11.2022.xus | | |
| Project Description | Ft. Pierce Commerce (Energy/Selvitz) | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | | 397 | 344 | 398 | 406 | | 476 | | 339 | | | |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 113.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | 1 | 2 | 3 | 4 | |
| Green | 50.0 | 15.0 | | 30.0 | 0.0 | 0.0 | 0.0 | | | | | |
| Yellow | 4.0 | 4.0 | | 4.0 | 0.0 | 0.0 | 0.0 | | | | | |
| Red | 2.0 | 2.0 | | 2.0 | 0.0 | 0.0 | 0.0 | 5 | 6 | 7 | 8 | |

| Timer Results | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Assigned Phase | | 2 | 1 | 6 | | 8 | | |
| Case Number | | 8.4 | 1.0 | 4.0 | | 9.0 | | |
| Phase Duration, s | | 56.0 | 21.0 | 77.0 | | 36.0 | | |
| Change Period, ( *Y+R c* ), s | | 6.0 | 6.0 | 6.0 | | 6.0 | | |
| Max Allow Headway ( *MAH* ), s | | 3.2 | 3.1 | 3.1 | | 3.2 | | |
| Queue Clearance Time ( *g s* ), s | | 52.0 | 17.0 | 14.7 | | 32.0 | | |
| Green Extension Time ( *g e* ), s | | 0.0 | 0.0 | 1.7 | | 0.0 | | |
| Phase Call Probability | | 1.00 | 1.00 | 1.00 | | 1.00 | | |
| Max Out Probability | | 1.00 | 1.00 | 0.00 | | 1.00 | | |

| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | | 2 | 12 | 1 | 6 | | 3 | | 18 | | | |
| Adjusted Flow Rate ( *v* ), veh/h | | 805 | | 433 | 441 | | 517 | | 368 | | | |
| Adjusted Saturation Flow Rate ( *s* ), veh/h/ln | | 1753 | | 1810 | 1900 | | 1810 | | 1610 | | | |
| Queue Service Time ( *g s* ), s | | 50.0 | | 15.0 | 12.7 | | 30.0 | | 24.6 | | | |
| Cycle Queue Clearance Time ( *g c* ), s | | 50.0 | | 15.0 | 12.7 | | 30.0 | | 24.6 | | | |
| Green Ratio ( *g/C* ) | | 0.44 | | 0.56 | 0.63 | | 0.27 | | 0.27 | | | |
| Capacity ( *c* ), veh/h | | 776 | | 304 | 1194 | | 480 | | 427 | | | |
| Volume-to-Capacity Ratio ( *X* ) | | 1.038 | | 1.423 | 0.370 | | 1.077 | | 0.862 | | | |
| Back of Queue ( Q ), ft/ln ( 95 th percentile) | | | | | | | | | | | | |
| Back of Queue ( Q ), veh/ln ( 95 th percentile) | | 39.2 | | 39.0 | 8.6 | | 30.4 | | 16.9 | | | |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | | 0.00 | | 0.00 | 0.00 | | 0.00 | | 0.00 | | | |
| Uniform Delay ( *d 1* ), s/veh | | 31.5 | | 47.4 | 10.2 | | 41.5 | | 39.5 | | | |
| Incremental Delay ( *d 2* ), s/veh | | 42.6 | | 208.7 | 0.1 | | 63.3 | | 15.7 | | | |
| Initial Queue Delay ( *d 3* ), s/veh | | 0.0 | | 0.0 | 0.0 | | 0.0 | | 0.0 | | | |
| Control Delay ( *d* ), s/veh | | 74.1 | | 256.1 | 10.2 | | 104.8 | | 55.2 | | | |
| Level of Service (LOS) | | F | | F | B | | F | | E | | | |
| Approach Delay, s/veh / LOS | 74.1 | E | | 132.0 | F | | 84.2 | F | | 0.0 | | |
| Intersection Delay, s/veh / LOS | 97.3 | | | | | | F | | | | | |

| Multimodal Results | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian LOS Score / LOS | 1.95 | B | 0.68 | A | 1.96 | B | 1.73 | B |
| Bicycle LOS Score / LOS | 1.82 | B | 1.93 | B | | F | | |

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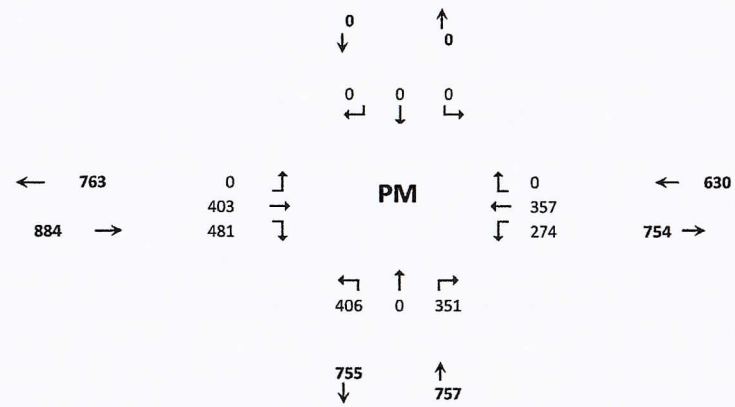
# TURNING MOVEMENT VOLUME COUNTS

**N/S STREET:** Selvitz Rd
**E/W STREET:** Edwards Rd
**CONTROL:** Signalized
**FILENAME:** Fort Pierce Commerce Ctr
**COUNT DATE:** 4/21/2022
**DAY:** Tuesday
**County** slco
**REPORT DATE:**
**ANALYSIS YEAR:** 2023 PM with project

| 15 Min Period lanes | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | | ONE HOUR SUM |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | TOTAL | |
| 4:00-4:15 | 70 | 0 | 63 | 0 | 0 | 0 | 0 | 85 | 82 | 43 | 76 | 0 | 419 | 1850 |
| 4:15-4:30 | 84 | 0 | 46 | 0 | 0 | 0 | 0 | 99 | 72 | 61 | 70 | 0 | 432 | 1963 |
| 4:30-4:45 | 77 | 0 | 84 | 0 | 0 | 0 | 0 | 96 | 97 | 53 | 86 | 0 | 493 | 2026 |
| 4:45-5:00 | 78 | 0 | 78 | 0 | 0 | 0 | 0 | 104 | 105 | 49 | 92 | 0 | 506 | 1970 |
| 5:00-5:15 | 102 | 0 | 79 | 0 | 0 | 0 | 0 | 81 | 123 | 71 | 76 | 0 | 532 | 1901 |
| 5:15-5:30 | 95 | 0 | 60 | 0 | 0 | 0 | 0 | 92 | 106 | 66 | 76 | 0 | 495 | |
| 5:30-5:45 | 86 | 0 | 45 | 0 | 0 | 0 | 0 | 89 | 86 | 61 | 70 | 0 | 437 | |
| 5:45-6:00 | 91 | 0 | 48 | 0 | 0 | 0 | 0 | 89 | 83 | 51 | 75 | 0 | 437 | |
| PM PEAK HOUR IS FROM: | | | 4:30 PM TO 5:30PM | | | | | | | | | | | |
| Volumes | 352 | 0 | 301 | 0 | 0 | 0 | 0 | 373 | 431 | 239 | 330 | 0 | 2026 | |
| Season Factor | 363 | 0 | 310 | 0 | 0 | 0 | 0 | 384 | 444 | 246 | 340 | 0 | 2087 | |
| Growth to 2021 | 363 | 0 | 310 | 0 | 0 | 0 | 0 | 384 | 444 | 246 | 340 | 0 | 2087 | |
| Growth to 2023 | 381 | 0 | 325 | 0 | 0 | 0 | 0 | 403 | 466 | 258 | 357 | 0 | 2190 | |
| In/Out | OUT | 0 | OUT | OUT | OUT | OUT | IN | 0 | IN | IN | 0 | 0 | | |
| Percentage | 10% | 0% | 10% | 0% | 0% | 0% | 0% | 0% | 10% | 10% | 0% | 0% | | |
| **PROJECT** | 17 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 6 | 6 | 0 | 0 | 47 | |
| **SUBPROJECTS** | | | | | | | | | | | | | | |
| % | 5% | 0% | 5% | 0% | 0% | 0% | 0% | 0% | 5% | 5% | 0% | 0.0% | | |
| In/Out | OUT | 0% | OUT | 0% | 0% | 0% | 0% | 0% | IN | IN | 0% | 0.0% | | |
| Volume | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | |
| % | 9.0% | 0.0% | 9.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 9.0% | 9.0% | 0.0% | 0.0% | | |
| In/Out | OUT | 0.0% | OUT | 0.0% | 0.0% | IN | OUT | OUT | IN | IN | IN | | | |
| Volume | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 6 | 6 | 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% | | |
| In/Out | 0.0% | 0.0% | IN | out | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | OUT | OUT | in | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| % | 3.0% | 0.0% | 3.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 3.0% | 3.0% | 0.0% | 0.0% | | |
| In/Out | OUT | 0.0% | OUT | IN | 0.0% | 0.0% | 0.0% | 0.0% | in | IN | 0.0% | | | |
| Volume | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | |
| Subtotal | 9 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 9 | 9 | 0 | 0 | 0 | |
| Total | 406 | 0 | 351 | 0 | 0 | 0 | 0 | 403 | 481 | 274 | 357 | 0 | 2237 | |

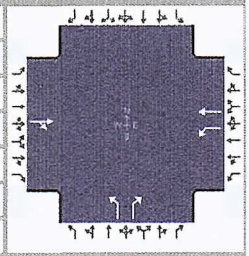



| | Trips In | Trips Out |
|---|---|---|
| Project | 63 | 172 |
| Arcosa | 21 | 34 |
| Wawa at Midway/Selvitz | 62 | 62 |
| LTC Ranch | 580 | 743 |
| Ravinia | 77 | 44 |

D-87

# HCS Signalized Intersection Input Data

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | OREP | | | Duration, h | 0.250 |
| Analyst | MM | Analysis Date | 5/13/2022 | Area Type | Other |
| Jurisdiction | SLCO | Time Period | PM With Project | PHF | 0.92 |
| Urban Street | Edwards Road | Analysis Year | 2023 | Analysis Period | 1> 7:00 |
| Intersection | Edwards and Selvitz | File Name | Edwards and Selvitz PM with project 5.11.2022.xus | | |
| Project Description | Ft. Pierce Commerce (Energy/Selvitz) | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( $v$ ), veh/h | | 403 | 481 | 274 | 357 | | 406 | | 351 | | | |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 112.1 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | 1 | 2 | 3 | 4 | |
| Green | 50.0 | 15.0 | 29.1 | 0.0 | 0.0 | 0.0 | | | | | | |
| Yellow | 4.0 | 4.0 | 4.0 | 0.0 | 0.0 | 0.0 | | 5 | 6 | 7 | 8 | |
| Red | 2.0 | 2.0 | 2.0 | 0.0 | 0.0 | 0.0 | | | | | | |

| Traffic Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ($v$), veh/h | | 403 | 481 | 274 | 357 | | 406 | | 351 | | | |
| Initial Queue ($Q_b$), veh/h | | 0 | 0 | 0 | 0 | | 0 | | 0 | | | |
| Base Saturation Flow Rate ($s_o$), veh/h | | 1900 | 1900 | 1900 | 1900 | | 1900 | | 1900 | | | |
| Parking ($N_m$), man/h | | None | | | None | | | None | | | | |
| Heavy Vehicles ($P_{HV}$), % | | 0 | | 0 | 0 | | 0 | | 0 | | | |
| Ped / Bike / RTOR, /h | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Buses ($N_b$), buses/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Arrival Type ($AT$) | | 3 | 3 | 3 | 3 | | 3 | | 3 | | | |
| Upstream Filtering ($I$) | | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | | 1.00 | | | |
| Lane Width ( $W$ ), ft | | 12.0 | | 12.0 | 12.0 | | 12.0 | | 12.0 | | | |
| Turn Bay Length, ft | | 0 | | 0 | 0 | | 0 | | 0 | | | |
| Grade ($Pg$), % | | 0 | | | 0 | | | 0 | | | 0 | |
| Speed Limit, mi/h | | 35 | 35 | 35 | 35 | | 35 | | 35 | | | |

| Phase Information | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Maximum Green ($G_{max}$) or Phase Split, s | | 50.0 | 15.0 | 50.0 | | 30.0 | | |
| Yellow Change Interval ($Y$), s | | 4.0 | 4.0 | 4.0 | | 4.0 | | |
| Red Clearance Interval ( $R_c$), s | | 2.0 | 2.0 | 2.0 | | 2.0 | | |
| Minimum Green ( $G_{min}$), s | | 15 | 7 | 15 | | 10 | | |
| Start-Up Lost Time ( $l_t$), s | | 2.0 | 2.0 | 2.0 | 2.0 | | | |
| Extension of Effective Green ($e$), s | | 2.0 | 2.0 | 2.0 | 2.0 | | | |
| Passage ($PT$), s | | 2.0 | 2.0 | 2.0 | | 2.0 | | |
| Recall Mode | | Min | Off | Min | | Off | | |
| Dual Entry | | Yes | No | Yes | | Yes | | |
| Walk ($Walk$), s | | 0.0 | | | | 0.0 | | 0.0 |
| Pedestrian Clearance Time ($PC$), s | | 0.0 | | | | 0.0 | | 0.0 |

| Multimodal Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 85th % Speed / Rest in Walk / Corner Radius | 0.0 | No | 25.0 | | | | 0.0 | No | 25.0 | 0.0 | No | 25.0 |
| Walkway / Crosswalk Width / Length, ft | 9.0 | 12.0 | 0.0 | | | | 9.0 | 12.0 | 0.0 | 9.0 | 12.0 | 0.0 |
| Street Width / Island / Curb, ft | 0.0 | 0 | No | 0.0 | | No | 0.0 | 0 | No | | 0 | |
| Width Outside / Bike Lane / Shoulder, ft | 12.0 | 5.0 | 2.0 | 12.0 | 5.0 | 2.0 | 12.0 | 5.0 | 2.0 | | | |
| Pedestrian Signal / Occupied Parking | No | 0.50 | | | 0.50 | | No | 0.50 | | No | | |

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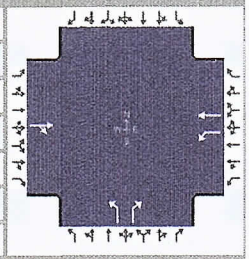
# HCS Signalized Intersection Intermediate Values

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | OREP | | | Duration, h | 0.250 |
| Analyst | MM | Analysis Date | 5/13/2022 | Area Type | Other |
| Jurisdiction | SLCO | Time Period | PM With Project | PHF | 0.92 |
| Urban Street | Edwards Road | Analysis Year | 2023 | Analysis Period | 1> 7:00 |
| Intersection | Edwards and Selvitz | File Name | Edwards and Selvitz PM with project 5.11.2022.xus | | |
| Project Description | Ft. Pierce Commerce (Energy/Selvitz) | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( $v$ ), veh/h | | 403 | 481 | 274 | 357 | | 406 | | 351 | | | |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 112.1 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | 1 | 2 | 3 | 4 | |
| Green | 50.0 | 15.0 | | 29.1 | 0.0 | 0.0 | 0.0 | | | | | |
| Yellow | 4.0 | 4.0 | | 4.0 | 0.0 | 0.0 | 0.0 | | | | | |
| Red | 2.0 | 2.0 | | 2.0 | 0.0 | 0.0 | 0.0 | 5 | 6 | 7 | 8 | |

| Saturation Flow / Delay | L | T | R | L | T | R | L | T | R | L | T | R |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Width Adjustment Factor ($f_w$) | | | | | | | | | | | | |
| Heavy Vehicles and Grade Factor ($f_{HVg}$) | | | | | | | | | | | | |
| Parking Activity Adjustment Factor ($f_p$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 0.000 | 0.000 | 0.000 |
| Bus Blockage Adjustment Factor ($f_{bb}$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 0.000 | 0.000 | 0.000 |
| Area Type Adjustment Factor ($f_a$) | | | | | | | | | | | | |
| Lane Utilization Adjustment Factor ($f_{LU}$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Left-Turn Adjustment Factor ($f_{LT}$) | 1.000 | 0.911 | | 0.952 | 0.000 | | 0.952 | 0.000 | | | | |
| Right-Turn Adjustment Factor ($f_{RT}$) | | 0.000 | 0.911 | | 1.000 | 1.000 | | 0.000 | 0.847 | | | |
| Left-Turn Pedestrian Adjustment Factor ($f_{Lpb}$) | 1.000 | | | 1.000 | | | 1.000 | | | | | |
| Right-Turn Ped-Bike Adjustment Factor ($f_{Rpb}$) | | | 1.000 | | | 1.000 | | | 1.000 | | | |
| Work Zone Adjustment Factor ($f_{wz}$) | | | | | | | | | | | | |
| DDI Factor ($f_{DDI}$) | | | | | | | | | | | | |
| Movement Saturation Flow Rate ($s$), veh/h | 0 | 789 | 942 | 1810 | 1900 | 0 | 1810 | 0 | 1610 | | | |
| Proportion of Vehicles Arriving on Green ($P$) | 0.00 | 0.45 | 0.45 | 0.13 | 0.63 | 0.00 | 0.26 | 0.00 | 0.26 | 0.00 | 0.00 | 0.00 |
| Incremental Delay Factor ($k$) | | 0.50 | | 0.47 | 0.04 | | 0.42 | | 0.39 | | | |

| Signal Timing / Movement Groups | EBL | EBT/R | WBL | WBT/R | NBL | NBT/R | SBL | SBT/R |
|---|---|---|---|---|---|---|---|---|
| Lost Time ($t_L$) | | 6.0 | 6.0 | 6.0 | | 4.0 | | |
| Green Ratio ($g/C$) | | 0.45 | 0.56 | 0.63 | | 0.26 | | |
| Permitted Saturation Flow Rate ($s_p$), veh/h/ln | | 1011 | 594 | 0 | | 1810 | | |
| Shared Saturation Flow Rate ($s_{sh}$), veh/h/ln | | 0 | | | | | | |
| Permitted Effective Green Time ($g_p$), s | | 0.0 | 48.0 | 0.0 | | 0.0 | | |
| Permitted Service Time ($g_u$), s | | 0.0 | 0.0 | 0.0 | | 0.0 | | |
| Permitted Queue Service Time ($g_{ps}$), s | | | 0.0 | | | | | |
| Time to First Blockage ($g_f$), s | | 50.0 | 0.0 | 0.0 | | 0.0 | | |
| Queue Service Time Before Blockage ($g_{fs}$), s | | | | | | | | |
| Protected Right Saturation Flow ($s_R$), veh/h/ln | | | | | | 0 | | |
| Protected Right Effective Green Time ($g_R$), s | | | | | | 0.0 | | |

| Multimodal | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian $F_w$ / $F_v$ | 1.198 | 0.000 | 0.000 | 0.000 | 1.198 | 0.000 | 0.972 | 0.000 |
| Pedestrian $F_s$ / $F_{delay}$ | 0.000 | 0.150 | 0.000 | 0.081 | 0.000 | 0.161 | 0.000 | 0.161 |
| Pedestrian $M_{corner}$ / $M_{cw}$ | 0.00 | | 0.00 | | 0.00 | | 0.00 | |
| Bicycle $c_b$ / $d_b$ | 267.57 | 42.06 | 1266.48 | 7.54 | | 63.28 | -89.19 | 61.17 |
| Bicycle $F_w$ / $F_v$ | -3.64 | 1.59 | -3.64 | 1.13 | -3.64 | Infinity | -3.64 | |

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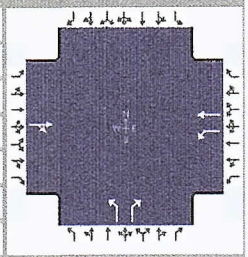
# HCS Signalized Intersection Results Graphical Summary

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | OREP | | | Duration, h | 0.250 |
| Analyst | MM | Analysis Date | 5/13/2022 | Area Type | Other |
| Jurisdiction | SLCO | Time Period | PM With Project | PHF | 0.92 |
| Urban Street | Edwards Road | Analysis Year | 2023 | Analysis Period | 1> 7:00 |
| Intersection | Edwards and Selvitz | File Name | Edwards and Selvitz PM with project 5.11.2022.xus | | |
| Project Description | Ft. Pierce Commerce (Energy/Selvitz) | | | | |

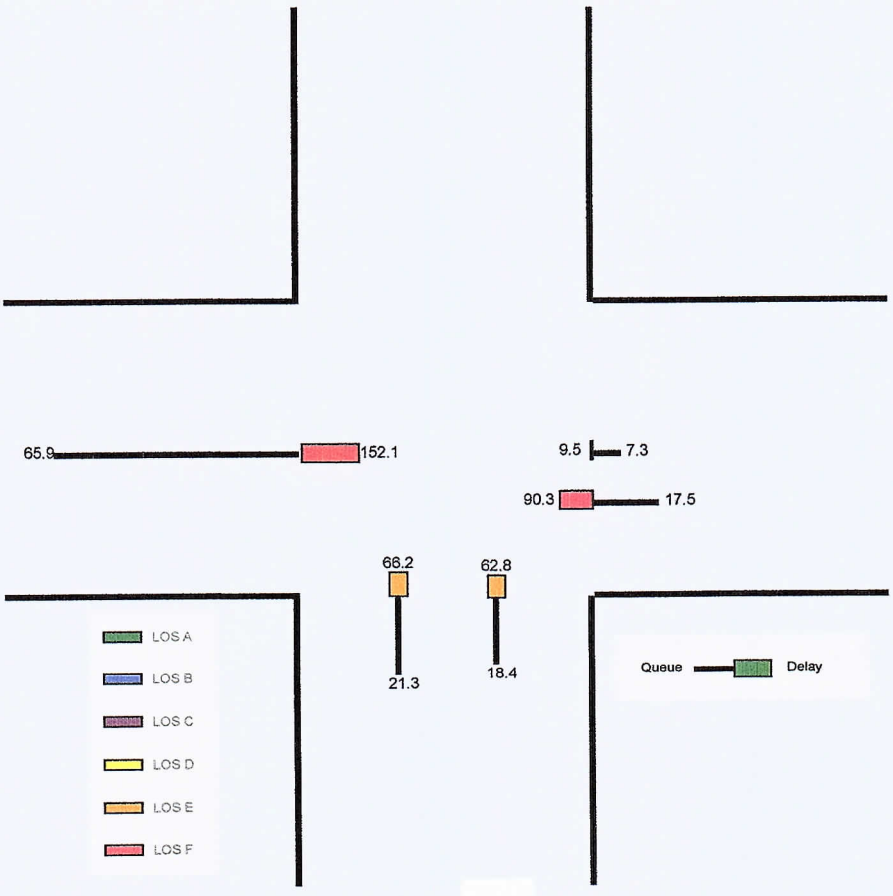


| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | | 403 | 481 | 274 | 357 | | 406 | | 351 | | | |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 112.1 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | 1 | 2 | 3 | 4 | |
| Green | 50.0 | 15.0 | 29.1 | 0.0 | 0.0 | 0.0 | | | | | | |
| Yellow | 4.0 | 4.0 | 4.0 | 0.0 | 0.0 | 0.0 | | 5 | 6 | 7 | 8 | |
| Red | 2.0 | 2.0 | 2.0 | 0.0 | 0.0 | 0.0 | | | | | | |

| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Back of Queue ( *Q* ), ft/ln ( 95 th percentile) | | | | | | | | | | | | |
| Back of Queue ( *Q* ), veh/ln ( 95 th percentile) | | 65.9 | | 17.5 | 7.3 | | 21.3 | | 18.4 | | | |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | | 0.00 | | 0.00 | 0.00 | | 0.00 | | 0.00 | | | |
| Control Delay ( *d* ), s/veh | | 152.1 | | 90.3 | 9.5 | | 66.2 | | 62.8 | | | |
| Level of Service (LOS) | | F | | F | A | | E | | E | | | |
| Approach Delay, s/veh / LOS | 152.1 | | F | 44.6 | | D | 64.6 | | E | 0.0 | | |
| Intersection Delay, s/veh / LOS | 93.1 | | | | | | F | | | | | |

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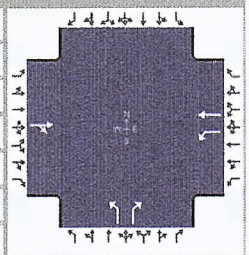
# HCS Signalized Intersection Results Summary

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | OREP | | | Duration, h | 0.250 |
| Analyst | MM | Analysis Date | 5/13/2022 | Area Type | Other |
| Jurisdiction | SLCO | Time Period | PM With Project | PHF | 0.92 |
| Urban Street | Edwards Road | Analysis Year | 2023 | Analysis Period | 1> 7:00 |
| Intersection | Edwards and Selvitz | File Name | Edwards and Selvitz PM with project 5.11.2022.xus | | |
| Project Description | Ft. Pierce Commerce (Energy/Selvitz) | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | | 403 | 481 | 274 | 357 | | 406 | | 351 | | | |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 112.1 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | 1 | 2 | 3 | 4 | | |
| Green | 50.0 | 15.0 | 29.1 | 0.0 | 0.0 | 0.0 | | | | | | |
| Yellow | 4.0 | 4.0 | 4.0 | 0.0 | 0.0 | 0.0 | 5 | 6 | 7 | 8 | | |
| Red | 2.0 | 2.0 | 2.0 | 0.0 | 0.0 | 0.0 | | | | | | |

| Timer Results | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Assigned Phase | | 2 | 1 | 6 | | 8 | | |
| Case Number | | 8.4 | 1.0 | 4.0 | | 9.0 | | |
| Phase Duration, s | | 56.0 | 21.0 | 77.0 | | 35.1 | | |
| Change Period, ( *Y+R c* ), s | | 6.0 | 6.0 | 6.0 | | 6.0 | | |
| Max Allow Headway ( *MAH* ), s | | 3.2 | 3.1 | 3.1 | | 3.2 | | |
| Queue Clearance Time ( *g s* ), s | | 52.0 | 16.4 | 12.6 | | 28.8 | | |
| Green Extension Time ( *g e* ), s | | 0.0 | 0.0 | 1.3 | | 0.4 | | |
| Phase Call Probability | | 1.00 | 1.00 | 1.00 | | 1.00 | | |
| Max Out Probability | | 1.00 | 1.00 | 0.00 | | 1.00 | | |

| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | | 2 | 12 | 1 | 6 | | 3 | | 18 | | | |
| Adjusted Flow Rate ( *v* ), veh/h | | 961 | | 298 | 388 | | 441 | | 382 | | | |
| Adjusted Saturation Flow Rate ( *s* ), veh/h/ln | | 1731 | | 1810 | 1900 | | 1810 | | 1610 | | | |
| Queue Service Time ( *g s* ), s | | 50.0 | | 14.4 | 10.6 | | 26.8 | | 25.8 | | | |
| Cycle Queue Clearance Time ( *g c* ), s | | 50.0 | | 14.4 | 10.6 | | 26.8 | | 25.8 | | | |
| Green Ratio ( *g/C* ) | | 0.45 | | 0.56 | 0.63 | | 0.26 | | 0.26 | | | |
| Capacity ( *c* ), veh/h | | 772 | | 306 | 1203 | | 470 | | 418 | | | |
| Volume-to-Capacity Ratio ( *X* ) | | 1.245 | | 0.972 | 0.323 | | 0.939 | | 0.912 | | | |
| Back of Queue ( *Q* ), ft/ln ( 95 th percentile) | | | | | | | | | | | | |
| Back of Queue ( *Q* ), veh/ln ( 95 th percentile) | | 65.9 | | 17.5 | 7.3 | | 21.3 | | 18.4 | | | |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | | 0.00 | | 0.00 | 0.00 | | 0.00 | | 0.00 | | | |
| Uniform Delay ( *d 1* ), s/veh | | 31.1 | | 46.7 | 9.5 | | 40.6 | | 40.3 | | | |
| Incremental Delay ( *d 2* ), s/veh | | 121.1 | | 43.6 | 0.1 | | 25.6 | | 22.5 | | | |
| Initial Queue Delay ( *d 3* ), s/veh | | 0.0 | | 0.0 | 0.0 | | 0.0 | | 0.0 | | | |
| Control Delay ( *d* ), s/veh | | 152.1 | | 90.3 | 9.5 | | 66.2 | | 62.8 | | | |
| Level of Service (LOS) | | F | | F | A | | E | | E | | | |
| Approach Delay, s/veh / LOS | 152.1 | F | | 44.6 | D | | 64.6 | E | | 0.0 | | |
| Intersection Delay, s/veh / LOS | 93.1 | | | | | | F | | | | | |

| Multimodal Results | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian LOS Score / LOS | 1.95 | B | 0.68 | A | 1.96 | B | 1.73 | B |
| Bicycle LOS Score / LOS | 2.07 | B | 1.62 | B | | F | | |

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St. Lucie County

ECONOLITE

MOVING TRAFFIC FORWARD

# 00012 - EDWARDS RD @ SELVITZ RD - - Econolite Type - Cobalt

## Controller Timing Plan (MM) 2-1

Ø in use

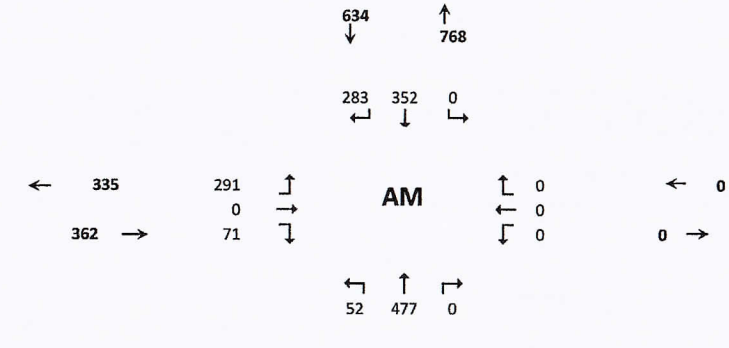
### Plan 1 - ""

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | N | E-T | N | N-T | E-L | W-T | N-L | N-T | N | N | N | N | N | N | N | N |
| Min Green | 0 | 15 | 0 | 10 | 7 | 15 | 0 | 0 | 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 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 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 | 0.0 | 5.0 | 0.0 | 7.0 | 5.0 | 5.0 | 0.0 | 0.0 | 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 | 0 | 50 | 0 | 35 | 15 | 50 | 0 | 0 | 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 | 0.0 | 4.0 | 0.0 | 4.0 | 4.0 | 4.0 | 0.0 | 0.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Red Clear | 0.0 | 2.0 | 0.0 | 2.0 | 2.0 | 2.0 | 0.0 | 0.0 | 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 |

# TURNING MOVEMENT VOLUME COUNTS

**N/S STREET:** Selvitz Rd
**E/W STREET:** Glades Cut off
**CONTROL:** Signalized
**FILENAME:** Fort Pierce Commerce Ctr
**COUNT DATE:** 4/14/2022
**DAY:** Tuesday
**County** SLCo
**REPORT DATE:**
**ANALYSIS YEAR:** Existing

| 15 Min Period | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | | ONE HOUR SUM |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | TOTAL | |
| 7:00-7:15 | 12 | 87 | 0 | 0 | 57 | 36 | 40 | 0 | 12 | 0 | 0 | 0 | 244 | 1219 |
| 7:15-7:30 | 15 | 84 | 0 | 0 | 76 | 57 | 40 | 0 | 14 | 0 | 0 | 0 | 286 | 1368 |
| 7:30-7:45 | 18 | 121 | 0 | 0 | 72 | 46 | 37 | 0 | 20 | 0 | 0 | 0 | 314 | 1460 |
| 7:45-8:00 | 21 | 114 | 0 | 0 | 90 | 73 | 55 | 0 | 22 | 0 | 0 | 0 | 375 | 1496 |
| 8:00-8:15 | 14 | 128 | 0 | 0 | 83 | 83 | 66 | 0 | 19 | 0 | 0 | 0 | 393 | 1457 |
| 8:15-8:30 | 10 | 102 | 0 | 0 | 88 | 78 | 83 | 0 | 17 | 0 | 0 | 0 | 378 | |
| 8:30-8:45 | 6 | 124 | 0 | 0 | 84 | 43 | 81 | 0 | 12 | 0 | 0 | 0 | 350 | |
| 8:45-9:00 | 9 | 109 | 0 | 0 | 103 | 46 | 60 | 0 | 9 | 0 | 0 | 0 | 336 | |
| AM PEAK HOUR IS FROM: | | | 7:45AM TO 8:45AM | | | | | | | | | | | |
| Volumes | 51 | 468 | 0 | 0 | 345 | 277 | 285 | 0 | 70 | 0 | 0 | 0 | 1496 | |
| Season Factor | 52 | 477 | 0 | 0 | 352 | 283 | 291 | 0 | 71 | 0 | 0 | 0 | 1526 | |
| Growth to 2023 | 52 | 477 | 0 | 0 | 352 | 283 | 291 | 0 | 71 | 0 | 0 | 0 | 1526 | |
| In/Out | | OUT | | 0 | IN | 0 | 0 | | | | | 0 | | |
| Percentage | | 20% | | 0% | 20% | 0% | 0% | | | | | 0% | | |
| **PROJECT** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| **SUBPROJECTS** | | | | | | | | | | | | | | |
| % | 0% | 10% | 0% | 0% | 10% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | |
| In/Out | OUT | out | OUT | | | IN | | | IN | IN | | | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| % | 0.0% | 18.0% | 0.0% | 0.0% | 18.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | |
| In/Out | OUT | OUT | OUT | | IN | IN | OUT | OUT | IN | | IN | in | | |
| Volume | 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% | 0.0% | 0.0% | | |
| In/Out | | | IN | out | | | | 0% | | OUT | OUT | in | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| % | 0.0% | 6.0% | 0.0% | 0.0% | 6.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | |
| In/Out | | OUT | IN | IN | IN | | | | | OUT | | OUT | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Subtotal | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Total | 52 | 477 | 0 | 0 | 352 | 283 | 291 | 0 | 71 | 0 | 0 | 0 | 1526 | |




**Seasonal Factor:** 1.02
**Growth Rate to 2021:** 1
**Growth Rate:** 1.0495
**Years Grown:** 0

| | Trips In | Trips Out |
|---|---|---|
| Project | 0 | 0 |
| Arcosa | 0 | 0 |
| Wawa at Midway/Selvitz | 0 | 0 |
| LTC Ranch | 0 | 0 |
| Ravinia | 0 | 0 |

D-93

# HCS Two-Way Stop-Control Report

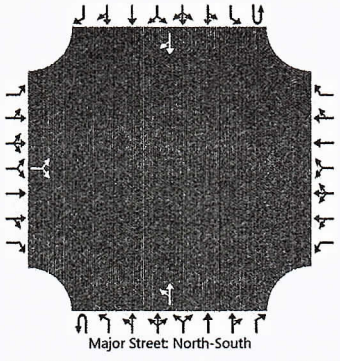
## General Information

| | |
|---|---|
| Analyst | MM |
| Agency/Co. | O'REP |
| Date Performed | 5/13/2022 |
| Analysis Year | 2022 |
| Time Analyzed | AM Peak Hour |
| Intersection Orientation | North-South |
| Project Description | Ft Pierce CC (Energy/Selvitz) |

## Site Information

| | |
|---|---|
| Intersection | Glades Cut Off and Selvitz |
| Jurisdiction | St Lucie County |
| East/West Street | Glades Cut Off |
| North/South Street | Selvitz |
| Peak Hour Factor | 0.95 |
| Analysis Time Period (hrs) | 0.25 |

## Lanes




## Vehicle Volumes and Adjustments

| Approach | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Priority | | 10 | 11 | 12 | | 7 | 8 | 9 | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 |
| Number of Lanes | | 0 | 1 | 0 | | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| Configuration | | | LR | | | | | | | LT | | | | | | TR |
| Volume (veh/h) | | 291 | | 71 | | | | | | 52 | 477 | | | | 352 | 283 |
| Percent Heavy Vehicles (%) | | 3 | | 3 | | | | | | 3 | | | | | | |
| Proportion Time Blocked | | | | | | | | | | | | | | | | |
| Percent Grade (%) | | 0 | | | | | | | | | | | | | | |
| Right Turn Channelized | | | | | | | | | | | | | | | | |
| Median Type \| Storage | | Undivided | | | | | | | | | | | | | | |

## Critical and Follow-up Headways

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Critical Headway (sec) | | 7.1 | | 6.2 | | | | | | 4.1 | | | | | | |
| Critical Headway (sec) | | 6.43 | | 6.23 | | | | | | 4.13 | | | | | | |
| Base Follow-Up Headway (sec) | | 3.5 | | 3.3 | | | | | | 2.2 | | | | | | |
| Follow-Up Headway (sec) | | 3.53 | | 3.33 | | | | | | 2.23 | | | | | | |

## Delay, Queue Length, and Level of Service

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Flow Rate, v (veh/h) | | | 381 | | | | | | | 55 | | | | | | |
| Capacity, c (veh/h) | | | 234 | | | | | | | 917 | | | | | | |
| v/c Ratio | | | 1.63 | | | | | | | 0.06 | | | | | | |
| 95% Queue Length, $Q_{95}$ (veh) | | | 24.2 | | | | | | | 0.2 | | | | | | |
| Control Delay (s/veh) | | | 337.5 | | | | | | | 9.2 | 0.8 | | | | | |
| Level of Service (LOS) | | | F | | | | | | | A | A | | | | | |
| Approach Delay (s/veh) | | 337.5 | | | | | | | | 1.6 | | | | | | |
| Approach LOS | | F | | | | | | | | A | | | | | | |

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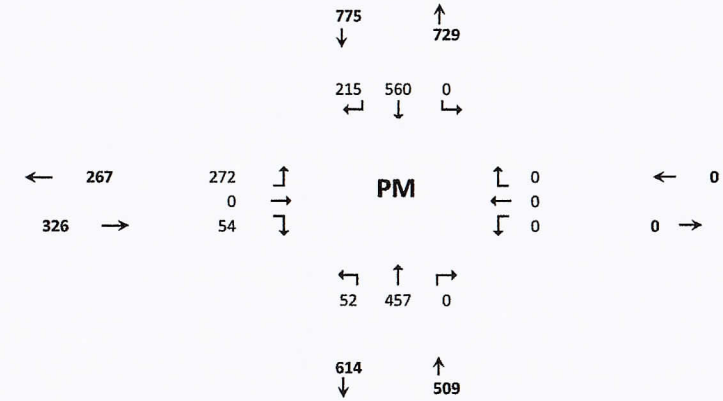
C1.Glades.Selvitz.existingAM.5.13.2022.xtw

Generated: 5/13/2022 11:58:08 AM

# TURNING MOVEMENT VOLUME COUNTS

**N/S STREET:** Selvitz Rd
**E/W STREET:** Glades Cut off
**CONTROL:** Signalized
**FILENAME:** Fort Pierce Commerce Ctr
**COUNT DATE:** 4/14/2022
**DAY:** Tuesday
**County** slco
**REPORT DATE:**
**ANALYSIS YEAR:** Existing

| 15 Min Period lanes | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | | ONE HOUR SUM |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | TOTAL | |
| 4:00-4:15 | 12 | 93 | 0 | 0 | 91 | 56 | 53 | 0 | 14 | 0 | 0 | 0 | 319 | 1346 |
| 4:15-4:30 | 8 | 60 | 0 | 0 | 96 | 45 | 58 | 0 | 18 | 0 | 0 | 0 | 285 | 1477 |
| 4:30-4:45 | 8 | 106 | 0 | 0 | 121 | 57 | 70 | 0 | 14 | 0 | 0 | 0 | 376 | 1579 |
| 4:45-5:00 | 18 | 108 | 0 | 0 | 128 | 47 | 53 | 0 | 12 | 0 | 0 | 0 | 366 | 1543 |
| 5:00-5:15 | 15 | 120 | 0 | 0 | 159 | 60 | 80 | 0 | 16 | 0 | 0 | 0 | 450 | 1498 |
| 5:15-5:30 | 10 | 114 | 0 | 0 | 141 | 47 | 64 | 0 | 11 | 0 | 0 | 0 | 387 | |
| 5:30-5:45 | 9 | 98 | 0 | 0 | 123 | 44 | 53 | 0 | 13 | 0 | 0 | 0 | 340 | |
| 5:45-6:00 | 12 | 101 | 0 | 0 | 110 | 29 | 60 | 0 | 9 | 0 | 0 | 0 | 321 | |
| PM PEAK HOUR IS FROM: | | | 4:30 PM TO 5:30PM | | | | | | | | | | | |
| Volumes | 51 | 448 | 0 | 0 | 549 | 211 | 267 | 0 | 53 | 0 | 0 | 0 | 1579 | |
| Season Factor | 52 | 457 | 0 | 0 | 560 | 215 | 272 | 0 | 54 | 0 | 0 | 0 | 1611 | |
| Growth to 2023 | 52 | 457 | 0 | 0 | 560 | 215 | 272 | 0 | 54 | 0 | 0 | 0 | 1611 | |
| In/Out | 0 | OUT | 0 | 0 | IN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Percentage | 0% | 20% | 0% | 0% | 20% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | |
| **PROJECT** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| **SUBPROJECTS** | | | | | | | | | | | | | | |
| % | 0% | 10% | 0% | 0% | 10% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | |
| In/Out | OUT | out | OUT | | | IN | | | IN | IN | | | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| % | 0.0% | 18.0% | 0.0% | 0.0% | 18.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | |
| In/Out | OUT | OUT | OUT | | IN | IN | OUT | OUT | IN | | IN | in | | |
| Volume | 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% | 0.0% | 0.0% | | |
| In/Out | | | IN | out | | | | 0% | | OUT | OUT | in | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| % | 0.0% | 6.0% | 0.0% | 0.0% | 6.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | |
| In/Out | | OUT | IN | IN | IN | | | | | OUT | | OUT | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Subtotal | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Total | 52 | 457 | 0 | 0 | 560 | 215 | 272 | 0 | 54 | 0 | 0 | 0 | 1611 | |




| Project | Trips In | Trips Out |
|---|---|---|
| | 0 | 0 |
| Arcosa | 0 | 0 |
| Wawa at Midway/Selvitz | 0 | 0 |
| LTC Ranch | 0 | 0 |
| Ravinia | 0 | 0 |

D-95

# HCS Two-Way Stop-Control Report

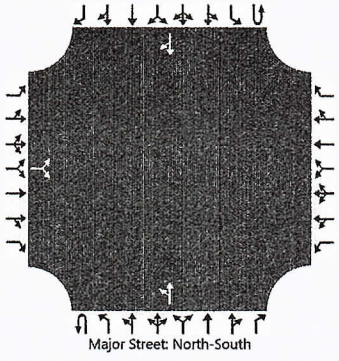
## General Information

| | |
|---|---|
| Analyst | MM |
| Agency/Co. | O'REP |
| Date Performed | 5/13/2022 |
| Analysis Year | 2022 |
| Time Analyzed | PM Peak Hour |
| Intersection Orientation | North-South |
| Project Description | Ft Pierce CC (Energy/Selvitz) |

## Site Information

| | |
|---|---|
| Intersection | Glades Cut Off and Selvitz |
| Jurisdiction | St Lucie County |
| East/West Street | Glades Cut Off |
| North/South Street | Selvitz |
| Peak Hour Factor | 0.95 |
| Analysis Time Period (hrs) | 0.25 |

## Lanes




## Vehicle Volumes and Adjustments

| Approach | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Priority | | 10 | 11 | 12 | | 7 | 8 | 9 | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 |
| Number of Lanes | | 0 | 1 | 0 | | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| Configuration | | | LR | | | | | | | LT | | | | | | TR |
| Volume (veh/h) | | 272 | | 54 | | | | | | 52 | 457 | | | | 560 | 215 |
| Percent Heavy Vehicles (%) | | 3 | | 3 | | | | | | 3 | | | | | | |
| Proportion Time Blocked | | | | | | | | | | | | | | | | |
| Percent Grade (%) | | 0 | | | | | | | | | | | | | | |
| Right Turn Channelized | | | | | | | | | | | | | | | | |
| Median Type \| Storage | | Undivided | | | | | | | | | | | | | | |

## Critical and Follow-up Headways

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Critical Headway (sec) | | 7.1 | | 6.2 | | | | | | 4.1 | | | | | | |
| Critical Headway (sec) | | 6.43 | | 6.23 | | | | | | 4.13 | | | | | | |
| Base Follow-Up Headway (sec) | | 3.5 | | 3.3 | | | | | | 2.2 | | | | | | |
| Follow-Up Headway (sec) | | 3.53 | | 3.33 | | | | | | 2.23 | | | | | | |

## Delay, Queue Length, and Level of Service

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Flow Rate, v (veh/h) | | | 343 | | | | | | | 55 | | | | | | |
| Capacity, c (veh/h) | | | 181 | | | | | | | 807 | | | | | | |
| v/c Ratio | | | 1.90 | | | | | | | 0.07 | | | | | | |
| 95% Queue Length, $Q_{95}$ (veh) | | | 25.3 | | | | | | | 0.2 | | | | | | |
| Control Delay (s/veh) | | | 466.3 | | | | | | | 9.8 | 0.9 | | | | | |
| Level of Service (LOS) | | | F | | | | | | | A | A | | | | | |
| Approach Delay (s/veh) | | 466.3 | | | | | | | | 1.8 | | | | | | |
| Approach LOS | | F | | | | | | | | A | | | | | | |

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C1.Glades.Selvitz.existingPM.5.13.2022.xtw

Generated: 5/13/2022 12:00:51 PM

# TURNING MOVEMENT VOLUME COUNTS

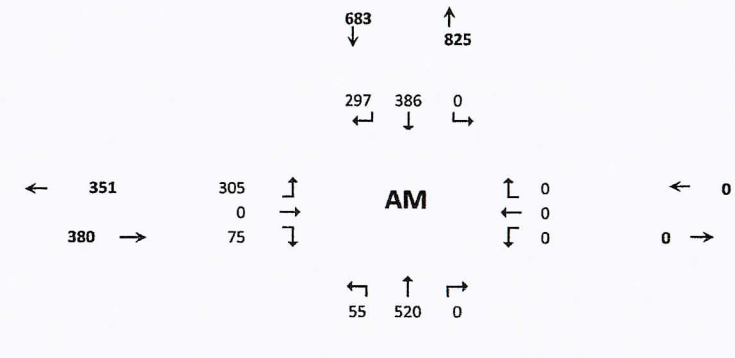
**N/S STREET:** Selvitz Rd **E/W STREET:** Glades Cut off **CONTROL:** Signalized

**FILENAME:** Fort Pierce Commerce Ctr

**COUNT DATE:** 4/14/2022 **DAY:** Tuesday **County** SLCo

**REPORT DATE:** **ANALYSIS YEAR:** 2023 AM without project

| 15 Min Period | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | | ONE HOUR SUM |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | TOTAL | |
| 7:00-7:15 | 12 | 87 | 0 | 0 | 57 | 36 | 40 | 0 | 12 | 0 | 0 | 0 | 244 | 1219 |
| 7:15-7:30 | 15 | 84 | 0 | 0 | 76 | 57 | 40 | 0 | 14 | 0 | 0 | 0 | 286 | 1368 |
| 7:30-7:45 | 18 | 121 | 0 | 0 | 72 | 46 | 37 | 0 | 20 | 0 | 0 | 0 | 314 | 1460 |
| 7:45-8:00 | 21 | 114 | 0 | 0 | 90 | 73 | 55 | 0 | 22 | 0 | 0 | 0 | 375 | 1496 |
| 8:00-8:15 | 14 | 128 | 0 | 0 | 83 | 83 | 66 | 0 | 19 | 0 | 0 | 0 | 393 | 1457 |
| 8:15-8:30 | 10 | 102 | 0 | 0 | 88 | 78 | 83 | 0 | 17 | 0 | 0 | 0 | 378 | |
| 8:30-8:45 | 6 | 124 | 0 | 0 | 84 | 43 | 81 | 0 | 12 | 0 | 0 | 0 | 350 | |
| 8:45-9:00 | 9 | 109 | 0 | 0 | 103 | 46 | 60 | 0 | 9 | 0 | 0 | 0 | 336 | |
| AM PEAK HOUR IS FROM: | | | 7:45AM TO 8:45AM | | | | | | | | | | | |
| Volumes | 51 | 468 | 0 | 0 | 345 | 277 | 285 | 0 | 70 | 0 | 0 | 0 | 1496 | |
| Season Factor | 52 | 477 | 0 | 0 | 352 | 283 | 291 | 0 | 71 | 0 | 0 | 0 | 1526 | |
| Growth to 2023 | 55 | 501 | 0 | 0 | 369 | 297 | 305 | 0 | 75 | 0 | 0 | 0 | 1601 | |
| In/Out | | OUT | | 0 | IN | 0 | 0 | | | | | 0 | | |
| Percentage | | 20% | | 0% | 20% | 0% | 0% | | | | | 0% | | |
| PROJECT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| SUBPROJECTS | | | | | | | | | | | | | | |
| % | 0% | 10% | 0% | 0% | 10% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | |
| In/Out | OUT | out | OUT | | | IN | | | IN | IN | | | | |
| Volume | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| % | 0.0% | 18.0% | 0.0% | 0.0% | 18.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | |
| In/Out | OUT | OUT | OUT | | IN | IN | OUT | OUT | IN | | IN | in | | |
| Volume | 0 | 14 | 0 | 0 | 14 | 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% | | |
| In/Out | | | IN | out | | | | 0% | | OUT | OUT | in | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| % | 0.0% | 6.0% | 0.0% | 0.0% | 6.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | |
| In/Out | | OUT | IN | IN | IN | | | | | OUT | | OUT | | |
| Volume | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Subtotal | 0 | 19 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Total | 55 | 520 | 0 | 0 | 386 | 297 | 305 | 0 | 75 | 0 | 0 | 0 | 1601 | |




| | | Trips In | Trips Out |
|---|---|---|---|
| Seasonal Factor: | 1.02 | | |
| Growth Rate to 2021: | 1 | | |
| Growth Rate: | 1.0495 | | |
| Years Grown: | 1 | | |
| Project | | 0 | 0 |
| Arcosa | | 59 | 16 |
| Wawa at Midway/Selvitz | | 79 | 76 |
| LTC Ranch | | 456 | 406 |
| Ravinia | | 22 | 68 |

# HCS Two-Way Stop-Control Report

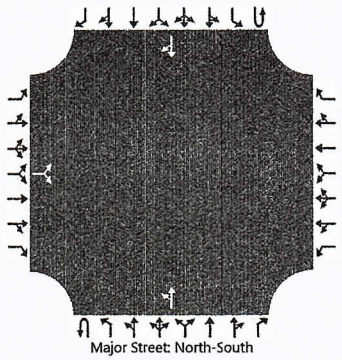
## General Information

| | |
|---|---|
| Analyst | MM |
| Agency/Co. | O'REP |
| Date Performed | 5/13/2022 |
| Analysis Year | 2022 |
| Time Analyzed | AM Peak Hour-W/O Project |
| Intersection Orientation | North-South |
| Project Description | Ft Pierce CC (Energy/Selvitz) - Without Project |

## Site Information

| | |
|---|---|
| Intersection | Glades Cut Off and Selvitz |
| Jurisdiction | St Lucie County |
| East/West Street | Glades Cut Off |
| North/South Street | Selvitz |
| Peak Hour Factor | 0.95 |
| Analysis Time Period (hrs) | 0.25 |

## Lanes




## Vehicle Volumes and Adjustments

| Approach | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Priority | | 10 | 11 | 12 | | 7 | 8 | 9 | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 |
| Number of Lanes | | 0 | 1 | 0 | | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| Configuration | | | LR | | | | | | | LT | | | | | | TR |
| Volume (veh/h) | | 305 | | 75 | | | | | | 55 | 520 | | | | 386 | 297 |
| Percent Heavy Vehicles (%) | | 3 | | 3 | | | | | | 3 | | | | | | |
| Proportion Time Blocked | | | | | | | | | | | | | | | | |
| Percent Grade (%) | | 0 | | | | | | | | | | | | | | |
| Right Turn Channelized | | | | | | | | | | | | | | | | |
| Median Type \| Storage | | Undivided | | | | | | | | | | | | | | |

## Critical and Follow-up Headways

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Critical Headway (sec) | | 7.1 | | 6.2 | | | | | | 4.1 | | | | | | |
| Critical Headway (sec) | | 6.43 | | 6.23 | | | | | | 4.13 | | | | | | |
| Base Follow-Up Headway (sec) | | 3.5 | | 3.3 | | | | | | 2.2 | | | | | | |
| Follow-Up Headway (sec) | | 3.53 | | 3.33 | | | | | | 2.23 | | | | | | |

## Delay, Queue Length, and Level of Service

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Flow Rate, v (veh/h) | | | 400 | | | | | | | 58 | | | | | | |
| Capacity, c (veh/h) | | | 204 | | | | | | | 878 | | | | | | |
| v/c Ratio | | | 1.96 | | | | | | | 0.07 | | | | | | |
| 95% Queue Length, $Q_{95}$ (veh) | | | 29.5 | | | | | | | 0.2 | | | | | | |
| Control Delay (s/veh) | | | 486.6 | | | | | | | 9.4 | 0.9 | | | | | |
| Level of Service (LOS) | | | F | | | | | | | A | A | | | | | |
| Approach Delay (s/veh) | | 486.6 | | | | | | | | 1.7 | | | | | | |
| Approach LOS | | F | | | | | | | | A | | | | | | |

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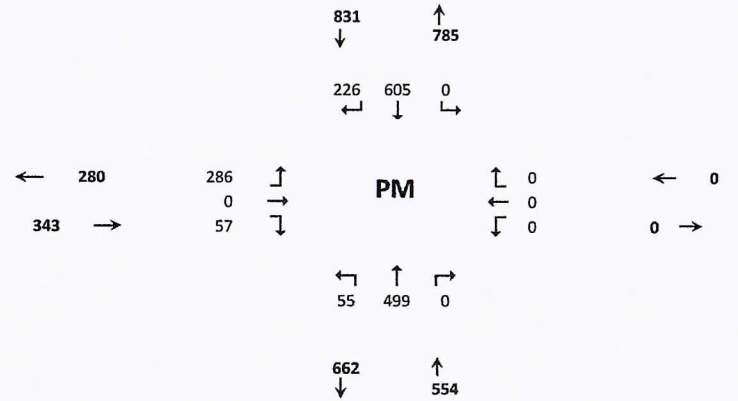
C1.Glades.Selvitz.AMwithout.5.13.2022.xtw

Generated: 5/13/2022 12:14:21 PM

# TURNING MOVEMENT VOLUME COUNTS

**N/S STREET:** Selvitz Rd
**E/W STREET:** Glades Cut off
**CONTROL:** Signalized
**FILENAME:** Fort Pierce Commerce Ctr
**COUNT DATE:** 4/14/2022
**DAY:** Tuesday
**County** slco
**REPORT DATE:**
**ANALYSIS YEAR:** 2023 PM without project

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 Min Period lanes | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | TOTAL | ONE HOUR SUM |
| 4:00-4:15 | 12 | 93 | 0 | 0 | 91 | 56 | 53 | 0 | 14 | 0 | 0 | 0 | 319 | 1346 |
| 4:15-4:30 | 8 | 60 | 0 | 0 | 96 | 45 | 58 | 0 | 18 | 0 | 0 | 0 | 285 | 1477 |
| 4:30-4:45 | 8 | 106 | 0 | 0 | 121 | 57 | 70 | 0 | 14 | 0 | 0 | 0 | 376 | 1579 |
| 4:45-5:00 | 18 | 108 | 0 | 0 | 128 | 47 | 53 | 0 | 12 | 0 | 0 | 0 | 366 | 1543 |
| 5:00-5:15 | 15 | 120 | 0 | 0 | 159 | 60 | 80 | 0 | 16 | 0 | 0 | 0 | 450 | 1498 |
| 5:15-5:30 | 10 | 114 | 0 | 0 | 141 | 47 | 64 | 0 | 11 | 0 | 0 | 0 | 387 | |
| 5:30-5:45 | 9 | 98 | 0 | 0 | 123 | 44 | 53 | 0 | 13 | 0 | 0 | 0 | 340 | |
| 5:45-6:00 | 12 | 101 | 0 | 0 | 110 | 29 | 60 | 0 | 9 | 0 | 0 | 0 | 321 | |
| PM PEAK HOUR IS FROM: | | | 4:30 PM TO 5:30PM | | | | | | | | | | | |
| Volumes | 51 | 448 | 0 | 0 | 549 | 211 | 267 | 0 | 53 | 0 | 0 | 0 | 1579 | |
| Season Factor | 52 | 457 | 0 | 0 | 560 | 215 | 272 | 0 | 54 | 0 | 0 | 0 | 1611 | |
| Growth to 2023 | 55 | 480 | 0 | 0 | 588 | 226 | 286 | 0 | 57 | 0 | 0 | 0 | 1690 | |
| In/Out | 0 | OUT | 0 | 0 | IN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Percentage | 0% | 20% | 0% | 0% | 20% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | |
| **PROJECT** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| **SUBPROJECTS** | | | | | | | | | | | | | | |
| % | 0% | 10% | 0% | 0% | 10% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | |
| In/Out | OUT | out | OUT | | | IN | | | IN | IN | | | | |
| Volume | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| % | 0.0% | 18.0% | 0.0% | 0.0% | 18.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | |
| In/Out | OUT | OUT | OUT | | IN | IN | OUT | OUT | IN | | IN | in | | |
| Volume | 0 | 14 | 0 | 0 | 14 | 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% | | |
| In/Out | | | IN | out | | | | 0% | | OUT | OUT | in | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| % | 0.0% | 6.0% | 0.0% | 0.0% | 6.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | |
| In/Out | | OUT | IN | IN | IN | | | | | OUT | | OUT | | |
| Volume | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Subtotal | 0 | 19 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Total | 55 | 499 | 0 | 0 | 605 | 226 | 286 | 0 | 57 | 0 | 0 | 0 | 1690 | |




| | Trips In | Trips Out |
|---|---|---|
| Project | 0 | 0 |
| Arcosa | 59 | 16 |
| Wawa at Midway/Selvitz | 79 | 76 |
| LTC Ranch | 456 | 406 |
| Ravinia | 22 | 68 |

# HCS Two-Way Stop-Control Report

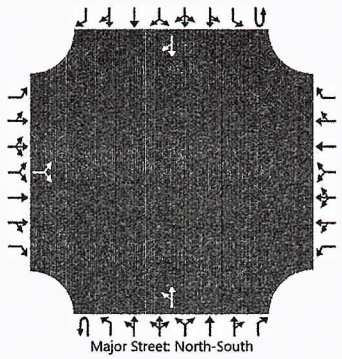
## General Information

| | |
|---|---|
| Analyst | MM |
| Agency/Co. | O'REP |
| Date Performed | 5/13/2022 |
| Analysis Year | 2022 |
| Time Analyzed | PM Peak Hour-W/O Project |
| Intersection Orientation | North-South |
| Project Description | Ft Pierce CC (Energy/Selvitz) - Without Project |

## Site Information

| | |
|---|---|
| Intersection | Glades Cut Off and Selvitz |
| Jurisdiction | St Lucie County |
| East/West Street | Glades Cut Off |
| North/South Street | Selvitz |
| Peak Hour Factor | 0.95 |
| Analysis Time Period (hrs) | 0.25 |

## Lanes




## Vehicle Volumes and Adjustments

| Approach | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Priority | | 10 | 11 | 12 | | 7 | 8 | 9 | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 |
| Number of Lanes | | 0 | 1 | 0 | | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| Configuration | | | LR | | | | | | | LT | | | | | | TR |
| Volume (veh/h) | | 286 | | 57 | | | | | | 55 | 499 | | | | 605 | 226 |
| Percent Heavy Vehicles (%) | | 3 | | 3 | | | | | | 3 | | | | | | |
| Proportion Time Blocked | | | | | | | | | | | | | | | | |
| Percent Grade (%) | | 0 | | | | | | | | | | | | | | |
| Right Turn Channelized | | | | | | | | | | | | | | | | |
| Median Type \| Storage | | Undivided | | | | | | | | | | | | | | |

## Critical and Follow-up Headways

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Critical Headway (sec) | | 7.1 | | 6.2 | | | | | | 4.1 | | | | | | |
| Critical Headway (sec) | | 6.43 | | 6.23 | | | | | | 4.13 | | | | | | |
| Base Follow-Up Headway (sec) | | 3.5 | | 3.3 | | | | | | 2.2 | | | | | | |
| Follow-Up Headway (sec) | | 3.53 | | 3.33 | | | | | | 2.23 | | | | | | |

## Delay, Queue Length, and Level of Service

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Flow Rate, v (veh/h) | | | 361 | | | | | | | 58 | | | | | | |
| Capacity, c (veh/h) | | | 155 | | | | | | | 767 | | | | | | |
| v/c Ratio | | | 2.33 | | | | | | | 0.08 | | | | | | |
| 95% Queue Length, $Q_{95}$ (veh) | | | 30.2 | | | | | | | 0.2 | | | | | | |
| Control Delay (s/veh) | | | 663.7 | | | | | | | 10.1 | 1.1 | | | | | |
| Level of Service (LOS) | | | F | | | | | | | B | A | | | | | |
| Approach Delay (s/veh) | | 663.7 | | | | | | | | 2.0 | | | | | | |
| Approach LOS | | F | | | | | | | | A | | | | | | |

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# TURNING MOVEMENT VOLUME COUNTS

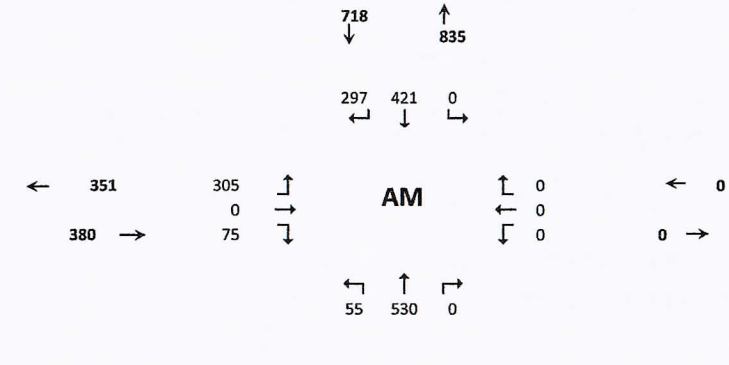
**N/S STREET:** Selvitz Rd **E/W STREET:** Glades Cut off **CONTROL:** Signalized

**FILENAME:** Fort Pierce Commerce Ctr

**COUNT DATE:** 4/14/2022 **DAY:** Tuesday **County** SLCo

**REPORT DATE:** **ANALYSIS YEAR:** 2023 AM with project

| 15 Min Period | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | | ONE HOUR SUM |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | TOTAL | |
| 7:00-7:15 | 12 | 87 | 0 | 0 | 57 | 36 | 40 | 0 | 12 | 0 | 0 | 0 | 244 | 1219 |
| 7:15-7:30 | 15 | 84 | 0 | 0 | 76 | 57 | 40 | 0 | 14 | 0 | 0 | 0 | 286 | 1368 |
| 7:30-7:45 | 18 | 121 | 0 | 0 | 72 | 46 | 37 | 0 | 20 | 0 | 0 | 0 | 314 | 1460 |
| 7:45-8:00 | 21 | 114 | 0 | 0 | 90 | 73 | 55 | 0 | 22 | 0 | 0 | 0 | 375 | 1496 |
| 8:00-8:15 | 14 | 128 | 0 | 0 | 83 | 83 | 66 | 0 | 19 | 0 | 0 | 0 | 393 | 1457 |
| 8:15-8:30 | 10 | 102 | 0 | 0 | 88 | 78 | 83 | 0 | 17 | 0 | 0 | 0 | 378 | |
| 8:30-8:45 | 6 | 124 | 0 | 0 | 84 | 43 | 81 | 0 | 12 | 0 | 0 | 0 | 350 | |
| 8:45-9:00 | 9 | 109 | 0 | 0 | 103 | 46 | 60 | 0 | 9 | 0 | 0 | 0 | 336 | |




| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM PEAK HOUR IS FROM: | | | 7:45AM TO 8:45AM | | | | | | | | | | | |
| Volumes | 51 | 468 | 0 | 0 | 345 | 277 | 285 | 0 | 70 | 0 | 0 | 0 | 1496 | |
| Season Factor | 52 | 477 | 0 | 0 | 352 | 283 | 291 | 0 | 71 | 0 | 0 | 0 | 1526 | |
| Growth to 2023 | 55 | 501 | 0 | 0 | 369 | 297 | 305 | 0 | 75 | 0 | 0 | 0 | 1601 | |
| In/Out | | OUT | | 0 | IN | 0 | 0 | | | | | 0 | | |
| Percentage | | 20% | | 0% | 20% | 0% | 0% | | | | | 0% | | |
| **PROJECT** | 0 | 10 | 0 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | |
| **SUBPROJECTS** | | | | | | | | | | | | | | |
| % | 0% | 10% | 0% | 0% | 10% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | |
| In/Out | OUT | out | OUT | | | IN | | | IN | IN | | | | |
| Volume | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| % | 0.0% | 18.0% | 0.0% | 0.0% | 18.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | |
| In/Out | OUT | OUT | OUT | | IN | IN | OUT | OUT | IN | | IN | in | | |
| Volume | 0 | 14 | 0 | 0 | 14 | 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% | | |
| In/Out | | | IN | out | | | | 0% | | OUT | OUT | in | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| % | 0.0% | 6.0% | 0.0% | 0.0% | 6.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | |
| In/Out | | OUT | IN | IN | IN | | | | | OUT | | OUT | | |
| Volume | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Subtotal | 0 | 19 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Total | 55 | 530 | 0 | 0 | 421 | 297 | 305 | 0 | 75 | 0 | 0 | 0 | 1646 | |

**Seasonal Factor:** 1.02
**Growth Rate to 2021:** 1
**Growth Rate:** 1.0495
**Years Grown:** 1

| | Trips In | Trips Out |
|---|---|---|
| Project | 174 | 50 |
| Arcosa | 59 | 16 |
| Wawa at Midway/Selvitz | 79 | 76 |
| LTC Ranch | 456 | 406 |
| Ravinia | 22 | 68 |

# HCS Two-Way Stop-Control Report

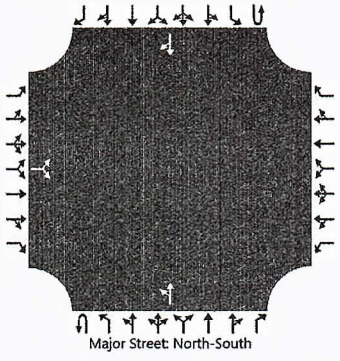
## General Information

| | |
|---|---|
| Analyst | MM |
| Agency/Co. | O'REP |
| Date Performed | 5/13/2022 |
| Analysis Year | 2022 |
| Time Analyzed | AM Peak Hour-With Project |
| Intersection Orientation | North-South |
| Project Description | Ft Pierce CC (Energy/Selvitz) - With Project |

## Site Information

| | |
|---|---|
| Intersection | Glades Cut Off and Selvitz |
| Jurisdiction | St Lucie County |
| East/West Street | Glades Cut Off |
| North/South Street | Selvitz |
| Peak Hour Factor | 0.95 |
| Analysis Time Period (hrs) | 0.25 |

## Lanes




## Vehicle Volumes and Adjustments

| Approach | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Priority | | 10 | 11 | 12 | | 7 | 8 | 9 | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 |
| Number of Lanes | | 0 | 1 | 0 | | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| Configuration | | | LR | | | | | | | LT | | | | | | TR |
| Volume (veh/h) | | 305 | | 75 | | | | | | 55 | 530 | | | | 421 | 297 |
| Percent Heavy Vehicles (%) | | 3 | | 3 | | | | | | 3 | | | | | | |
| Proportion Time Blocked | | | | | | | | | | | | | | | | |
| Percent Grade (%) | | 0 | | | | | | | | | | | | | | |
| Right Turn Channelized | | | | | | | | | | | | | | | | |
| Median Type \| Storage | | Undivided | | | | | | | | | | | | | | |

## Critical and Follow-up Headways

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Critical Headway (sec) | | 7.1 | | 6.2 | | | | | | 4.1 | | | | | | |
| Critical Headway (sec) | | 6.43 | | 6.23 | | | | | | 4.13 | | | | | | |
| Base Follow-Up Headway (sec) | | 3.5 | | 3.3 | | | | | | 2.2 | | | | | | |
| Follow-Up Headway (sec) | | 3.53 | | 3.33 | | | | | | 2.23 | | | | | | |

## Delay, Queue Length, and Level of Service

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Flow Rate, v (veh/h) | | | 400 | | | | | | | 58 | | | | | | |
| Capacity, c (veh/h) | | | 191 | | | | | | | 850 | | | | | | |
| v/c Ratio | | | 2.10 | | | | | | | 0.07 | | | | | | |
| 95% Queue Length, $Q_{95}$ (veh) | | | 31.0 | | | | | | | 0.2 | | | | | | |
| Control Delay (s/veh) | | | 550.8 | | | | | | | 9.5 | 0.9 | | | | | |
| Level of Service (LOS) | | | F | | | | | | | A | A | | | | | |
| Approach Delay (s/veh) | | 550.8 | | | | | | | | 1.8 | | | | | | |
| Approach LOS | | F | | | | | | | | A | | | | | | |

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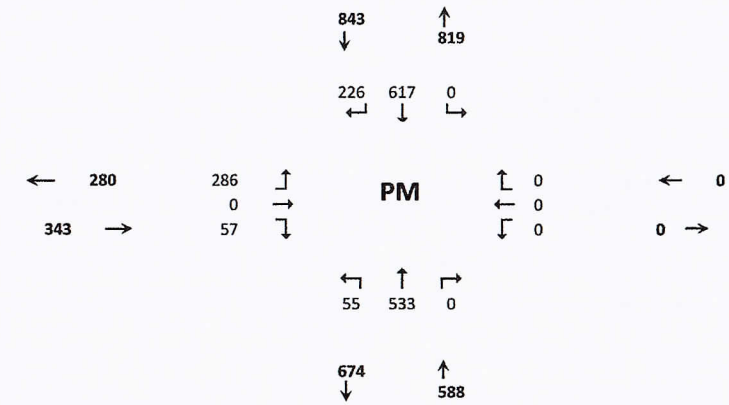
HCS™ TWSC Version 2022
C1.Glades.Selvitz.AMwithproject.5.13.2022.xtw

Generated: 5/13/2022 12:13:26 PM

# TURNING MOVEMENT VOLUME COUNTS

**N/S STREET:** Selvitz Rd
**E/W STREET:** Glades Cut off
**CONTROL:** Signalized
**FILENAME:** Fort Pierce Commerce Ctr
**COUNT DATE:** 4/14/2022
**DAY:** Tuesday
**County** slco
**REPORT DATE:**
**ANALYSIS YEAR:** 2023 PM with project

| 15 Min Period lanes | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | | ONE HOUR SUM |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | TOTAL | |
| 4:00-4:15 | 12 | 93 | 0 | 0 | 91 | 56 | 53 | 0 | 14 | 0 | 0 | 0 | 319 | 1346 |
| 4:15-4:30 | 8 | 60 | 0 | 0 | 96 | 45 | 58 | 0 | 18 | 0 | 0 | 0 | 285 | 1477 |
| 4:30-4:45 | 8 | 106 | 0 | 0 | 121 | 57 | 70 | 0 | 14 | 0 | 0 | 0 | 376 | 1579 |
| 4:45-5:00 | 18 | 108 | 0 | 0 | 128 | 47 | 53 | 0 | 12 | 0 | 0 | 0 | 366 | 1543 |
| 5:00-5:15 | 15 | 120 | 0 | 0 | 159 | 60 | 80 | 0 | 16 | 0 | 0 | 0 | 450 | 1498 |
| 5:15-5:30 | 10 | 114 | 0 | 0 | 141 | 47 | 64 | 0 | 11 | 0 | 0 | 0 | 387 | |
| 5:30-5:45 | 9 | 98 | 0 | 0 | 123 | 44 | 53 | 0 | 13 | 0 | 0 | 0 | 340 | |
| 5:45-6:00 | 12 | 101 | 0 | 0 | 110 | 29 | 60 | 0 | 9 | 0 | 0 | 0 | 321 | |
| PM PEAK HOUR IS FROM: | | | 4:30 PM TO 5:30PM | | | | | | | | | | | |
| Volumes | 51 | 448 | 0 | 0 | 549 | 211 | 267 | 0 | 53 | 0 | 0 | 0 | 1579 | |
| Season Factor | 52 | 457 | 0 | 0 | 560 | 215 | 272 | 0 | 54 | 0 | 0 | 0 | 1611 | |
| Growth to 2023 | 55 | 480 | 0 | 0 | 588 | 226 | 286 | 0 | 57 | 0 | 0 | 0 | 1690 | |
| In/Out | 0 | OUT | 0 | 0 | IN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Percentage | 0% | 20% | 0% | 0% | 20% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | |
| **PROJECT** | 0 | 34 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | |
| **SUBPROJECTS** | | | | | | | | | | | | | | |
| % | 0% | 10% | 0% | 0% | 10% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | |
| In/Out | OUT | out | OUT | | | IN | | | IN | IN | | | | |
| Volume | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| % | 0.0% | 18.0% | 0.0% | 0.0% | 18.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | |
| In/Out | OUT | OUT | OUT | | IN | IN | OUT | OUT | IN | | IN | in | | |
| Volume | 0 | 14 | 0 | 0 | 14 | 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% | | |
| In/Out | | | IN | out | | | | 0% | | OUT | OUT | in | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| % | 0.0% | 6.0% | 0.0% | 0.0% | 6.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | |
| In/Out | | OUT | IN | IN | IN | | | | | OUT | | OUT | | |
| Volume | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Subtotal | 0 | 19 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Total | 55 | 533 | 0 | 0 | 617 | 226 | 286 | 0 | 57 | 0 | 0 | 0 | 1737 | |




| | Trips In | Trips Out |
|---|---|---|
| Project | 63 | 172 |
| Arcosa | 59 | 16 |
| Wawa at Midway/Selvitz | 79 | 76 |
| LTC Ranch | 456 | 406 |
| Ravinia | 22 | 68 |

D-103

# HCS Two-Way Stop-Control Report

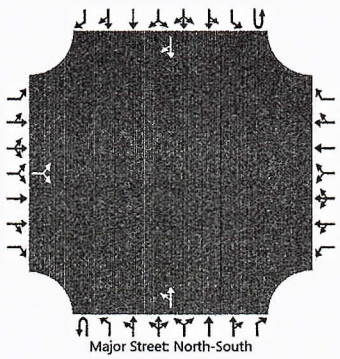
## General Information

| | |
|---|---|
| Analyst | MM |
| Agency/Co. | O'REP |
| Date Performed | 5/13/2022 |
| Analysis Year | 2022 |
| Time Analyzed | PM Peak Hour-With Project |
| Intersection Orientation | North-South |
| Project Description | Ft Pierce CC (Energy/Selvitz) - With Project |

## Site Information

| | |
|---|---|
| Intersection | Glades Cut Off and Selvitz |
| Jurisdiction | St Lucie County |
| East/West Street | Glades Cut Off |
| North/South Street | Selvitz |
| Peak Hour Factor | 0.95 |
| Analysis Time Period (hrs) | 0.25 |

## Lanes




## Vehicle Volumes and Adjustments

| Approach | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Priority | | 10 | 11 | 12 | | 7 | 8 | 9 | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 |
| Number of Lanes | | 0 | 1 | 0 | | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| Configuration | | | LR | | | | | | | LT | | | | | | TR |
| Volume (veh/h) | | 286 | | 57 | | | | | | 55 | 533 | | | | 617 | 226 |
| Percent Heavy Vehicles (%) | | 3 | | 3 | | | | | | 3 | | | | | | |
| Proportion Time Blocked | | | | | | | | | | | | | | | | |
| Percent Grade (%) | | 0 | | | | | | | | | | | | | | |
| Right Turn Channelized | | | | | | | | | | | | | | | | |
| Median Type \| Storage | | Undivided | | | | | | | | | | | | | | |

## Critical and Follow-up Headways

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Critical Headway (sec) | | 7.1 | | 6.2 | | | | | | 4.1 | | | | | | |
| Critical Headway (sec) | | 6.43 | | 6.23 | | | | | | 4.13 | | | | | | |
| Base Follow-Up Headway (sec) | | 3.5 | | 3.3 | | | | | | 2.2 | | | | | | |
| Follow-Up Headway (sec) | | 3.53 | | 3.33 | | | | | | 2.23 | | | | | | |

## Delay, Queue Length, and Level of Service

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Flow Rate, v (veh/h) | | | 361 | | | | | | | 58 | | | | | | |
| Capacity, c (veh/h) | | | 145 | | | | | | | 759 | | | | | | |
| v/c Ratio | | | 2.49 | | | | | | | 0.08 | | | | | | |
| 95% Queue Length, $Q_{95}$ (veh) | | | 31.4 | | | | | | | 0.2 | | | | | | |
| Control Delay (s/veh) | | | 741.7 | | | | | | | 10.1 | 1.1 | | | | | |
| Level of Service (LOS) | | | F | | | | | | | B | A | | | | | |
| Approach Delay (s/veh) | | 741.7 | | | | | | | | 2.0 | | | | | | |
| Approach LOS | | F | | | | | | | | A | | | | | | |

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# HCS7 Two-Way Stop-Control Report

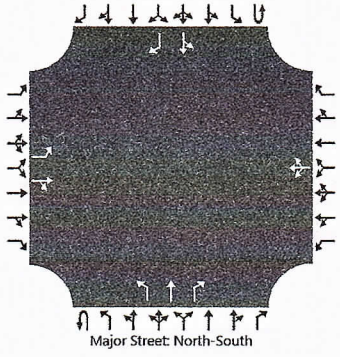
## General Information

| | |
|---|---|
| Analyst | SOR |
| Agency/Co. | OREP |
| Date Performed | 12/7/2021 |
| Analysis Year | 2023 |
| Time Analyzed | AM |
| Intersection Orientation | North-South |
| Project Description | Ft. Pierce Commerce Ctr. |

## Site Information

| | |
|---|---|
| Intersection | Energy and Selvitz |
| Jurisdiction | Stuart |
| East/West Street | Energy Lane |
| North/South Street | Selvitz |
| Peak Hour Factor | 0.92 |
| Analysis Time Period (hrs) | 0.25 |

## Lanes




## Vehicle Volumes and Adjustments

| Approach | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Priority | | 10 | 11 | 12 | | 7 | 8 | 9 | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 |
| Number of Lanes | | 1 | 1 | 0 | | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 1 |
| Configuration | | L | | TR | | | LTR | | | L | T | R | | LT | | R |
| Volume (veh/h) | | 18 | 0 | 39 | | 0 | 0 | 0 | | 131 | 602 | 0 | | 0 | 395 | 61 |
| Percent Heavy Vehicles (%) | | 10 | 10 | 10 | | 3 | 3 | 3 | | 3 | | | | 3 | | |
| Proportion Time Blocked | | | | | | | | | | | | | | | | |
| Percent Grade (%) | | 0 | | | | 0 | | | | | | | | | | |
| Right Turn Channelized | | | | | | | | | | No | | | | No | | |
| Median Type \| Storage | | Left Only | | | | | | | | 1 | | | | | | |

## Critical and Follow-up Headways

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Critical Headway (sec) | | 7.1 | 6.5 | 6.2 | | 7.1 | 6.5 | 6.2 | | 4.1 | | | | 4.1 | | |
| Critical Headway (sec) | | 7.20 | 6.60 | 6.30 | | 7.13 | 6.53 | 6.23 | | 4.13 | | | | 4.13 | | |
| Base Follow-Up Headway (sec) | | 3.5 | 4.0 | 3.3 | | 3.5 | 4.0 | 3.3 | | 2.2 | | | | 2.2 | | |
| Follow-Up Headway (sec) | | 3.59 | 4.09 | 3.39 | | 3.53 | 4.03 | 3.33 | | 2.23 | | | | 2.23 | | |

## Delay, Queue Length, and Level of Service

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Flow Rate, v (veh/h) | | 20 | | 42 | | | 0 | | | 142 | | | | 0 | | |
| Capacity, c (veh/h) | | 206 | | 609 | | | | | | 1063 | | | | 928 | | |
| v/c Ratio | | 0.09 | | 0.07 | | | | | | 0.13 | | | | 0.00 | | |
| 95% Queue Length, $Q_{95}$ (veh) | | 0.3 | | 0.2 | | | | | | 0.5 | | | | 0.0 | | |
| Control Delay (s/veh) | | 24.3 | | 11.4 | | | | | | 8.9 | | | | 8.9 | | |
| Level of Service (LOS) | | C | | B | | | | | | A | | | | A | | |
| Approach Delay (s/veh) | | 15.4 | | | | | | | | 1.6 | | | | 0.0 | | |
| Approach LOS | | C | | | | | | | | | | | | | | |

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# HCS7 Two-Way Stop-Control Report

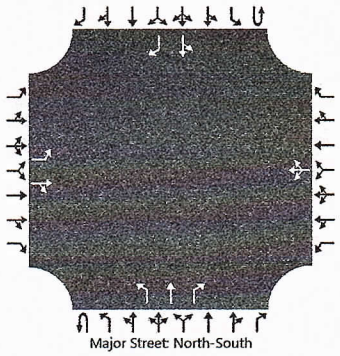
## General Information

| | |
|---|---|
| Analyst | SOR |
| Agency/Co. | OREP |
| Date Performed | 12/7/2021 |
| Analysis Year | 2023 |
| Time Analyzed | PM |
| Intersection Orientation | North-South |
| Project Description | Ft. Pierce Commerce Ctr. |

## Site Information

| | |
|---|---|
| Intersection | Energy and Selvitz |
| Jurisdiction | Stuart |
| East/West Street | Energy Lane |
| North/South Street | Selvitz |
| Peak Hour Factor | 0.92 |
| Analysis Time Period (hrs) | 0.25 |

## Lanes




## Vehicle Volumes and Adjustments

| Approach | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Priority | | 10 | 11 | 12 | | 7 | 8 | 9 | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 |
| Number of Lanes | | 1 | 1 | 0 | | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 1 |
| Configuration | | L | | TR | | | LTR | | | L | T | R | | LT | | R |
| Volume (veh/h) | | 61 | 0 | 130 | | 0 | 0 | 0 | | 49 | 395 | 0 | | 0 | 406 | 24 |
| Percent Heavy Vehicles (%) | | 10 | 10 | 10 | | 3 | 3 | 3 | | 3 | | | | 3 | | |
| Proportion Time Blocked | | | | | | | | | | | | | | | | |
| Percent Grade (%) | 0 | | | | 0 | | | | | | | | | | | |
| Right Turn Channelized | | | | | | | | | No | | | | No | | | |
| Median Type \| Storage | Left Only | | | | | | | | 1 | | | | | | | |

## Critical and Follow-up Headways

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Critical Headway (sec) | | 7.1 | 6.5 | 6.2 | | 7.1 | 6.5 | 6.2 | | 4.1 | | | | 4.1 | | |
| Critical Headway (sec) | | 7.20 | 6.60 | 6.30 | | 7.13 | 6.53 | 6.23 | | 4.13 | | | | 4.13 | | |
| Base Follow-Up Headway (sec) | | 3.5 | 4.0 | 3.3 | | 3.5 | 4.0 | 3.3 | | 2.2 | | | | 2.2 | | |
| Follow-Up Headway (sec) | | 3.59 | 4.09 | 3.39 | | 3.53 | 4.03 | 3.33 | | 2.23 | | | | 2.23 | | |

## Delay, Queue Length, and Level of Service

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Flow Rate, v (veh/h) | | 66 | | 141 | | | 0 | | | 53 | | | | 0 | | |
| Capacity, c (veh/h) | | 339 | | 600 | | | | | | 1089 | | | | 1125 | | |
| v/c Ratio | | 0.20 | | 0.24 | | | | | | 0.05 | | | | 0.00 | | |
| 95% Queue Length, $Q_{95}$ (veh) | | 0.7 | | 0.9 | | | | | | 0.2 | | | | 0.0 | | |
| Control Delay (s/veh) | | 18.2 | | 12.8 | | | | | | 8.5 | | | | 8.2 | | |
| Level of Service (LOS) | | C | | B | | | | | | A | | | | A | | |
| Approach Delay (s/veh) | 14.6 | | | | | | | | 0.9 | | | | 0.0 | | | |
| Approach LOS | B | | | | | | | | | | | | | | | |

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2019 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 9401 CEN.-W OF US1 TO I95

| WEEK | DATES | SF | MOCF: 0.94 PSCF |
|---|---|---|---|
| 1 | 01/01/2019 - 01/05/2019 | 1.01 | 1.07 |
| 2 | 01/06/2019 - 01/12/2019 | 0.99 | 1.05 |
| 3 | 01/13/2019 - 01/19/2019 | 0.96 | 1.02 |
| * 4 | 01/20/2019 - 01/26/2019 | 0.95 | 1.01 |
| * 5 | 01/27/2019 - 02/02/2019 | 0.94 | 1.00 |
| * 6 | 02/03/2019 - 02/09/2019 | 0.93 | 0.99 |
| * 7 | 02/10/2019 - 02/16/2019 | 0.92 | 0.98 |
| * 8 | 02/17/2019 - 02/23/2019 | 0.92 | 0.98 |
| * 9 | 02/24/2019 - 03/02/2019 | 0.93 | 0.99 |
| *10 | 03/03/2019 - 03/09/2019 | 0.93 | 0.99 |
| *11 | 03/10/2019 - 03/16/2019 | 0.93 | 0.99 |
| *12 | 03/17/2019 - 03/23/2019 | 0.94 | 1.00 |
| *13 | 03/24/2019 - 03/30/2019 | 0.94 | 1.00 |
| *14 | 03/31/2019 - 04/06/2019 | 0.95 | 1.01 |
| *15 | 04/07/2019 - 04/13/2019 | 0.95 | 1.01 |
| *16 | 04/14/2019 - 04/20/2019 | 0.96 | 1.02 ← |
| 17 | 04/21/2019 - 04/27/2019 | 0.97 | 1.03 ← |
| 18 | 04/28/2019 - 05/04/2019 | 0.98 | 1.04 |
| 19 | 05/05/2019 - 05/11/2019 | 0.99 | 1.05 |
| 20 | 05/12/2019 - 05/18/2019 | 1.00 | 1.06 |
| 21 | 05/19/2019 - 05/25/2019 | 1.01 | 1.07 |
| 22 | 05/26/2019 - 06/01/2019 | 1.02 | 1.09 |
| 23 | 06/02/2019 - 06/08/2019 | 1.02 | 1.09 |
| 24 | 06/09/2019 - 06/15/2019 | 1.03 | 1.10 |
| 25 | 06/16/2019 - 06/22/2019 | 1.04 | 1.11 |
| 26 | 06/23/2019 - 06/29/2019 | 1.05 | 1.12 |
| 27 | 06/30/2019 - 07/06/2019 | 1.05 | 1.12 |
| 28 | 07/07/2019 - 07/13/2019 | 1.06 | 1.13 |
| 29 | 07/14/2019 - 07/20/2019 | 1.07 | 1.14 |
| 30 | 07/21/2019 - 07/27/2019 | 1.06 | 1.13 |
| 31 | 07/28/2019 - 08/03/2019 | 1.06 | 1.13 |
| 32 | 08/04/2019 - 08/10/2019 | 1.05 | 1.12 |
| 33 | 08/11/2019 - 08/17/2019 | 1.04 | 1.11 |
| 34 | 08/18/2019 - 08/24/2019 | 1.05 | 1.12 |
| 35 | 08/25/2019 - 08/31/2019 | 1.07 | 1.14 |
| 36 | 09/01/2019 - 09/07/2019 | 1.08 | 1.15 |
| 37 | 09/08/2019 - 09/14/2019 | 1.10 | 1.17 |
| 38 | 09/15/2019 - 09/21/2019 | 1.11 | 1.18 |
| 39 | 09/22/2019 - 09/28/2019 | 1.09 | 1.16 |
| 40 | 09/29/2019 - 10/05/2019 | 1.07 | 1.14 |
| 41 | 10/06/2019 - 10/12/2019 | 1.04 | 1.11 |
| 42 | 10/13/2019 - 10/19/2019 | 1.02 | 1.09 |
| 43 | 10/20/2019 - 10/26/2019 | 1.02 | 1.09 |
| 44 | 10/27/2019 - 11/02/2019 | 1.02 | 1.09 |
| 45 | 11/03/2019 - 11/09/2019 | 1.01 | 1.07 |
| 46 | 11/10/2019 - 11/16/2019 | 1.01 | 1.07 |
| 47 | 11/17/2019 - 11/23/2019 | 1.01 | 1.07 |
| 48 | 11/24/2019 - 11/30/2019 | 1.01 | 1.07 |
| 49 | 12/01/2019 - 12/07/2019 | 1.01 | 1.07 |
| 50 | 12/08/2019 - 12/14/2019 | 1.01 | 1.07 |
| 51 | 12/15/2019 - 12/21/2019 | 1.01 | 1.07 |
| 52 | 12/22/2019 - 12/28/2019 | 0.99 | 1.05 |
| 53 | 12/29/2019 - 12/31/2019 | 0.96 | 1.02 |

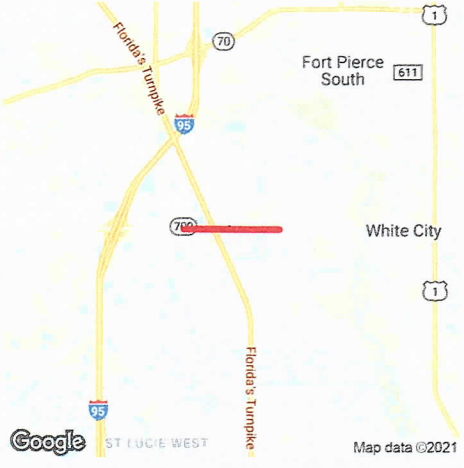
* PEAK SEASON

14-FEB-2020 15:39:28 830UPD 4_9401_PKSEASON.TXT

## St. Lucie County - Planned/Needed Roadway Widening Projects (Impact Fees)

| Roadway | From | To | FY20-21 | FY21-22 | FY22-23 | FY23-24 | FY24-25 | FY25-26 |
|---|---|---|---|---|---|---|---|---|
| Bell Avenue Sidewalk | South 25th Street | Sunrise Boulevard | | | $200,000 | | | |
| Glades Cut-Off Road | Range Line Road | Selvitz Road | | $4,500,000 | | | | |
| Jenkins Road - PD&E Study | Orange Avenue | Midway Road | | | | | | |
| TRIP Grant Obligation | | | | | | $600,000 | | |
| Jenkins Road | Glades Cut-Off Road | Midway Road | | | | | | |
| Design/ROW | | | $2,000,000 | | | | | |
| Construction* | | | | $5,000,000 | $5,000,000 | | | |
| Lennard Road | | | | | | | | |
| ROW (ERD Parcel) | | | $350,000 | | | | | |
| Midway Road | Glades Cut-Off Road | Jenkins Road | | | | | | |
| Midway Road | Jenkins Road | Selvitz Road | | | | | | |
| TRIP Match | | | | | | | $1,250,000 | |
| CIGP Match | | | | | | | $1,000,000 | |
| North County Connector Roadway | Florida's Turnpike | King's Highway | | | | | | |
| Oleander Avenue Vision Study | Edwards Road | Midway Road | $550,000 | | | | | |
| Oleander Avenue Sidewalk | Midway Road | South Market Avenue | $350,000 | | | | | |
| Oleander Avenue Sidewalk | South Market Avenue | Edwards Road | | | | $450,000 | | |
| Selvitz Road Widening | Edwards Road | Glades Cut-Off Road | | | | | | |
| Design | | | $1,000,000 | | | | | |
| ROW/Mitigation | | | | $2,000,000 | | | | |
| Construction* | | | | $5,000,000 | $5,000,000 | | | |
| St. Lucie West/Peackock Blvd Intersection | | | | | | | | |
| Construction - SB Right to WB Thru | | | | | | $500,000 | | |
| Construction - Add 3rd EB to NB LT Lane | | | | | | | | $1,000,000 |
| Add 2nd WB RT Lane, Add NB through Lane | | | | | | | | |
| Turnpike Interchange at Midway Road | | | | $3,500,000 | | | | |
| *Estimated Construction Costs for Budgeting Purposes Only | | | | | | | | |
| Construction Costs will be Updated During the Design Process | | | $4,250,000 | $20,000,000 | $10,200,000 | $1,550,000 | $2,250,000 | $1,000,000 |

**MIDWAY RD FROM GLADES CUT OFF RD TO SELVITZ RD**
**2314403 Non-SIS**

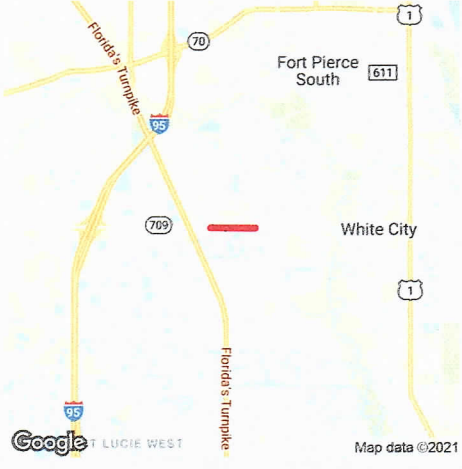



**Project Description:** ADD LANES & RECONSTRUCT
**Extra Description:** 2021 TPO PRIORITY #2 WIDENING FROM 2 TO 4 LANES LFA WITH ST. LUCIE COUNTY FOR PD&E AND DESIGN CK #09828620 RECD FROM ST. LUCIE CO. BCC FOR 1.65M ON 10/7/14 FOR PD&E.THIS IS A CAT2 CHECK RECD 1/25/2017 FROM ST.LUCIE CO. $2,108,000 PH32/37
**Lead Agency:** MANAGED BY FDOT **From:** GLADES CUT OFF RD
**Length:** 1.577 **To:** SELVITZ RD
**Phase Group:** ENVIRONMENTAL, RIGHT OF WAY, RAILRD & UTILITIES, P D & E, PRELIMINARY ENGINEERING

| Phase | Fund Code | 2022 | 2023 | 2024 | 2025 | 2026 | Total |
|---|---|---|---|---|---|---|---|
| ROW | SA | 0 | 494,625 | 0 | 0 | 0 | 494,625 |
| ROW | SU | 0 | 0 | 973,875 | 0 | 0 | 973,875 |
| | | | **494,625** | **973,875** | | | **1,468,500** |

**Prior Year Cost: 77,488,992**
**Future Year Cost: 0**
**Total Project Cost: 102,822,264**
**LRTP: Page 8-2**

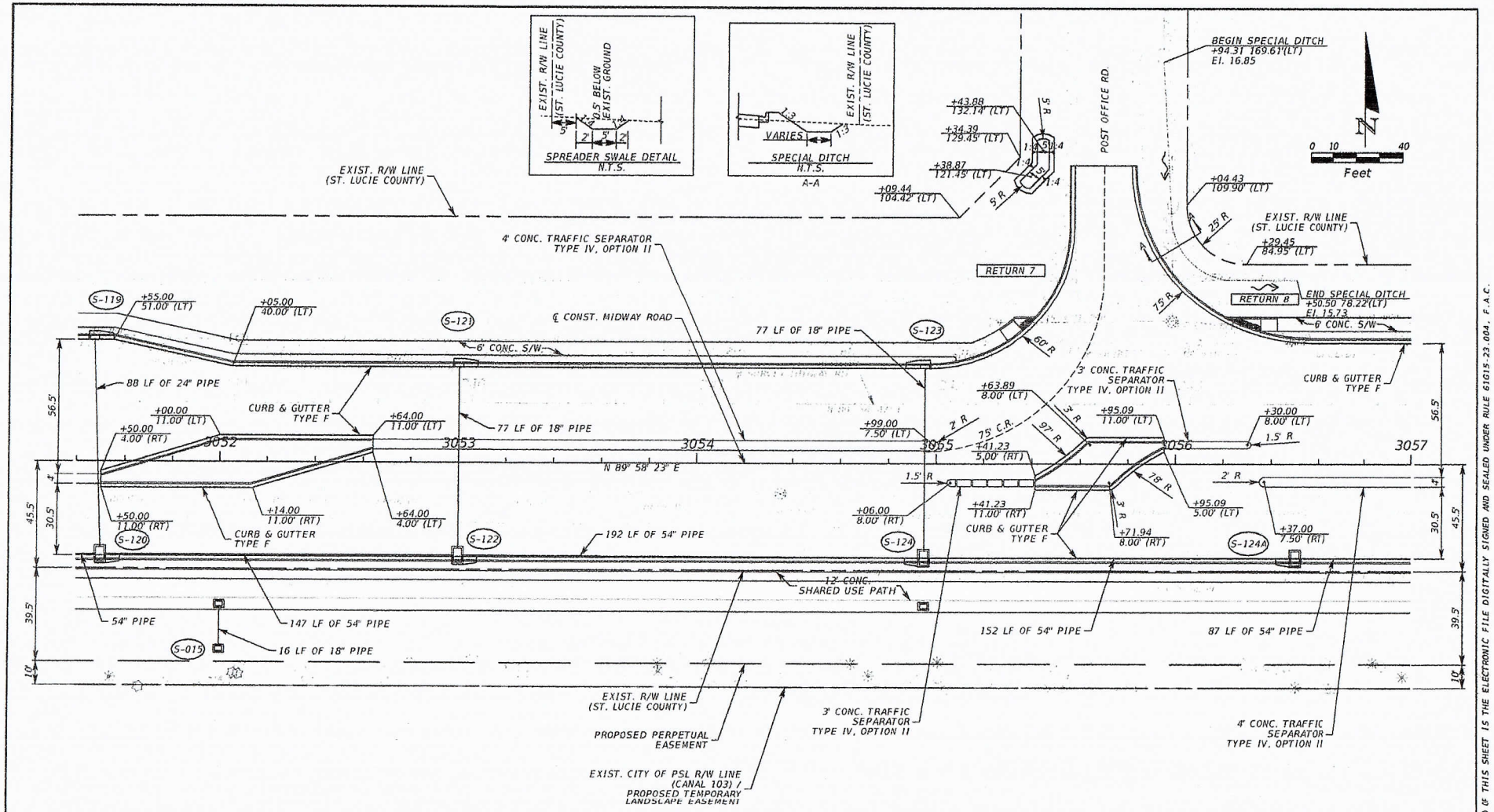
**MIDWAY RD FROM WEST OF JENKINS RD TO SELVITZ RD**
**2314405 Non-SIS**




**Project Description:** ADD LANES & RECONSTRUCT
**Extra Description:** 2021 TPO PRIORITY #2 WIDENING FROM 2 TO 4 LANES. BASED ON PD&E COMPLETED UNDER 231440-3 DESIGN AND RIGHT OF WAY ON 231440-3 56-01:UTILITIES RELOCATION
**Lead Agency:** MANAGED BY FDOT **From:** WEST OF JENKINS RD
**Length:** 0.785 **To:** SELVITZ RD
**Phase Group:** CONSTRUCTION, RAILRD & UTILITIES

| Phase | Fund Code | 2022 | 2023 | 2024 | 2025 | 2026 | Total |
|---|---|---|---|---|---|---|---|
| CST | TRIP | 0 | 0 | 0 | 0 | 1,231,795 | 1,231,795 |
| CST | SU | 0 | 0 | 0 | 0 | 3,171,529 | 3,171,529 |
| CST | SA | 0 | 0 | 0 | 0 | 4,415,004 | 4,415,004 |
| CST | CIGP | 0 | 0 | 0 | 0 | 6,996,444 | 6,996,444 |
| CST | LF | 0 | 0 | 0 | 0 | 8,000,000 | 8,000,000 |
| RRU | SU | 0 | 0 | 0 | 50,000 | 0 | 50,000 |
| | | | | | **50,000** | **23,814,772** | **23,864,772** |

**Prior Year Cost: 77,488,992**
**Future Year Cost: 0**
**Total Project Cost: 102,822,264**
**LRTP: Page 8-11**




LEGEND

11' X 5' BOX CULVERT

| RETURN NO. | PC | | | PT | | | CR TYPE |
|---|---|---|---|---|---|---|---|
| | STATION | OFFSET | ELEV. | STATION | OFFSET | ELEV. | |
| 7 | 3054+97.16 | 40.00' LT | 20.18 | 3055+57.16 | 100.00' LT | 18.45 | CR-D |
| 8 | 3055+81.14 | 126.00' LT | 18.08 | 3056+56.14 | 51.00' LT | 19.48 | CR-F |

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


ENGINEER OF RECORD
Andrew D. DeWitt, PE
PE No. 40952
Inwood Consulting Engineers, Inc.
3000 Dovera Drive, Suite 200
Oviedo, Florida 32765
Certificate of Authorization No. 7074


STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

| ROAD NO. | COUNTY | FINANCIAL PROJECT ID |
|---|---|---|
| CR 712 | ST. LUCIE | 231440-5-52-01 |

# ROADWAY PLAN

SHEET NO. 29


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


D-111


avelasquez 6/20/2019 9:46:39 AM F:\Projects\DT4-008 01\2314405201 JenkinsToSelvitz\roadway\PLANR001_15.dgn

Michelle Franklin, CFA -- Saint Lucie County Property Appraiser -- All rights reserved.

## Property Identification

Site Address: Energy DR
Sec/Town/Range: 31/35S/40E
Parcel ID: 2431-800-0002-000-0
Jurisdiction: Fort Pierce

Use Type: 6000
Account #: 175750
Map ID: 24/31S
Zoning: Light Indu

## Ownership

St. Lucie Commerce Center LLC

30 S Hope Chapel RD
Jackson, NJ 08527



## Legal Description

TREASURE COAST BUSINESS PARK (PB 64-36)- LOT 1

## Current Values

| | |
|---|---|
| Just/Market Value: | $143,964 |
| Assessed Value: | $1,795 |
| Exemptions: | $0 |
| Taxable Value: | $1,795 |

**Property taxes are subject to change upon change of ownership.**

- **Past taxes are not a reliable projection of future taxes.**
- **The sale of a property will prompt the removal of all exemptions, assessment caps, and special classifications.**

Taxes for this parcel: SLC Tax Collector's Office
Download TRIM for this parcel: Download PDF

## Total Areas

| | |
|---|---|
| Finished/Under Air (SF): | 0 |
| Gross Sketched Area (SF): | 0 |
| Land Size (acres): | 6.53 |
| Land Size (SF): | 284,403 |

## Building Design Wind Speed

| Occupancy Category | I | II | III |
|---|---|---|---|
| Speed | 140 | 150 | 160 |

Sources/links:

## Sale History

| Date | Book/Page | Sale Code | Deed | Grantor | Price |
|---|---|---|---|---|---|
| Dec 3, 2021 | 4746 / 1204 | 0205 | WD | TAHOE 1212 LLC | $6,500,000 |
| Dec 8, 2020 | 4523 / 2168 | 0205 | SPWD | Midway Properties Of St Lucie | $2,380,000 |
| Nov 30, 2011 | 3350 / 0797 | 0311 | SPWD | Midway Properties Of St Lucie | $100 |
| Dec 31, 2003 | 1908 / 1661 | XX01 | PRDEED | Midway Properties Of St Lucie | $100 |

## Building Information (1 of 1)

Finished Area: 0 SF

Gross Sketched Area: 0 SF

Exterior Data

| | | |
|---|---|---|
| View: | Roof Cover: | Roof Structure: |
| Building Type: | Year Built: N/A | Frame: |
| Grade: | Effective Year: N/A | Primary Wall: |
| Story Height: | No. Units: 0 | Secondary Wall: |

Interior Data

| | | |
|---|---|---|
| Bedrooms: 0 | Electric: | Primary Int Wall: |
| Full Baths: 0 | Heat Type: | Avg Hgt/Floor: 0 |
| Half Baths: 0 | Heat Fuel: | Primary Floors: |
| A/C %: 0% | Heated %: N/A% | Sprinkled %: 0% |



Image or Sketch unavailable for display

## Sketch Area Legend

| Sub Area | Description | Area | Fin. Area | Perimeter |
|---|---|---|---|---|

## Special Features and Yard Items

| Type | Qty | Units | Year Blt |
|---|---|---|---|

## Current Year Values

Current Values Breakdown

| | |
|---|---|
| Building: | $0 |
| Land: | $143,964 |
| Just/Market: | $143,964 |
| Ag Credit: | $142,169 |
| Save Our Homes or 10% Cap: | $0 |
| Assessed: | $1,795 |
| Exemption(s): | $0 |
| Taxable: | $1,795 |

Current Year Exemption Value Breakdown

Current Year Special Assessment Breakdown

| Start Year | AssessCode | Units | Description | Amount |
|---|---|---|---|---|
| 2011 | 0041 | 9.3 | Fort Pierce Stormwater Charge | $641.70 |
| Start Year | AssessCode | Units | Description | Amount |
| 2013 | 0054 | 6.52899 | North St. Lucie Water Management District | $150.17 |

This does not necessarily represent the total Special Assessements that could be charged against this property. The total amount charged for special assessments is reflected on the most current tax statement and information is available with the SLC Tax Collector's Office.

## Historical Values

| Year | Just/Market | Assessed | Exemptions | Taxable |
|---|---|---|---|---|

| | | | | |
|---|---|---|---|---|
| 2022 | $143,964 | $1,795 | $0 | $1,795 |
| 2021 | $143,964 | $1,795 | $0 | $1,795 |
| 2020 | $228,515 | $1,795 | $0 | $1,795 |

## Permits

| Number | Issue Date | Description | Amount | Fee |
|---|---|---|---|---|

Notice: This does not necessarily represent all the permits for this property.
Click the following link to check for additional permit data in Fort Pierce

All information is believed to be correct at this time, but is subject to change and is provided without any warranty.
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## Property Identification

Site Address: Energy DR
Sec/Town/Range: 31/35S/40E
Parcel ID: 2431-800-0003-000-7
Jurisdiction: Fort Pierce

Use Type: 6000
Account #: 175751
Map ID: 24/31S
Zoning: Light Indu

## Ownership

St. Lucie Commerce Center LLC

30 S Hope Chapel RD
Jackson, NJ 08527

## Legal Description

TREASURE COAST BUSINESS PARK (PB 64-36)- LOT 2



## Current Values

| | |
|---|---|
| Just/Market Value: | $133,574 |
| Assessed Value: | $1,499 |
| Exemptions: | $0 |
| Taxable Value: | $1,499 |

**Property taxes are subject to change upon change of ownership.**

- **Past taxes are not a reliable projection of future taxes.**
- **The sale of a property will prompt the removal of all exemptions, assessment caps, and special classifications.**

Taxes for this parcel: SLC Tax Collector's Office
Download TRIM for this parcel: Download PDF

## Total Areas

| | |
|---|---|
| Finished/Under Air (SF): | 0 |
| Gross Sketched Area (SF): | 0 |
| Land Size (acres): | 5.45 |
| Land Size (SF): | 237,489 |

## Building Design Wind Speed

| Occupancy Category | I | II | III |
|---|---|---|---|
| Speed | 140 | 150 | 160 |

Sources/links:

## Sale History

| Date | Book/Page | Sale Code | Deed | Grantor | Price |
|---|---|---|---|---|---|
| Dec 3, 2021 | 4746 / 1204 | 0205 | WD | TAHOE 1212 LLC | $6,500,000 |
| Dec 8, 2020 | 4523 / 2168 | 0205 | SPWD | Midway Properties Of St Lucie | $2,380,000 |
| Nov 30, 2011 | 3350 / 0797 | 0311 | SPWD | Midway Properties Of St Lucie | $100 |
| Dec 31, 2003 | 1908 / 1661 | XX01 | PRDEED | Midway Properties Of St Lucie | $100 |

## Building Information (1 of 1)

Finished Area: 0 SF

Gross Sketched Area: 0 SF

Exterior Data

| | | |
|---|---|---|
| View: | Roof Cover: | Roof Structure: |
| Building Type: | Year Built: N/A | Frame: |
| Grade: | Effective Year: N/A | Primary Wall: |
| Story Height: | No. Units: 0 | Secondary Wall: |

Interior Data

| | | |
|---|---|---|
| Bedrooms: 0 | Electric: | Primary Int Wall: |
| Full Baths: 0 | Heat Type: | Avg Hgt/Floor: 0 |
| Half Baths: 0 | Heat Fuel: | Primary Floors: |
| A/C %: 0% | Heated %: N/A% | Sprinkled %: 0% |



Image or Sketch unavailable for display

## Sketch Area Legend

| Sub Area | Description | Area | Fin. Area | Perimeter |
|---|---|---|---|---|

## Special Features and Yard Items

| Type | Qty | Units | Year Blt |
|---|---|---|---|

## Current Year Values

Current Values Breakdown

| | |
|---|---|
| Building: | $0 |
| Land: | $133,574 |
| Just/Market: | $133,574 |
| Ag Credit: | $132,075 |
| Save Our Homes or 10% Cap: | $0 |
| Assessed: | $1,499 |
| Exemption(s): | $0 |
| Taxable: | $1,499 |

Current Year Exemption Value Breakdown

Current Year Special Assessment Breakdown

| Start Year | AssessCode | Units | Description | Amount |
|---|---|---|---|---|
| 2011 | 0041 | 7.7 | Fort Pierce Stormwater Charge | $531.30 |
| Start Year | AssessCode | Units | Description | Amount |
| 2013 | 0054 | 5.452 | North St. Lucie Water Management District | $125.40 |

This does not necessarily represent the total Special Assessements that could be charged against this property. The total amount charged for special assessments is reflected on the most current tax statement and information is available with the SLC Tax Collector's Office.

## Historical Values

| Year | Just/Market | Assessed | Exemptions | Taxable |
|---|---|---|---|---|

| | | | | |
|---|---|---|---|---|
| 2022 | $133,574 | $1,499 | $0 | $1,499 |
| 2021 | $133,574 | $1,499 | $0 | $1,499 |
| 2020 | $190,820 | $1,499 | $0 | $1,499 |

## Permits

| Number | Issue Date | Description | Amount | Fee |
|---|---|---|---|---|

Notice: This does not necessarily represent all the permits for this property.
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## Property Identification

Site Address: Energy DR
Sec/Town/Range: 31/35S/40E
Parcel ID: 2431-800-0004-000-4
Jurisdiction: Fort Pierce

Use Type: 6000
Account #: 175752
Map ID: 24/31S
Zoning: Light Indu

## Ownership

St. Lucie Commerce Center LLC

30 S Hope Chapel RD
Jackson, NJ 08527



## Legal Description

TREASURE COAST BUSINESS PARK (PB 64-36)- LOT 3

## Current Values

| | |
|---|---|
| Just/Market Value: | $146,951 |
| Assessed Value: | $1,649 |
| Exemptions: | $0 |
| Taxable Value: | $1,649 |

**Property taxes are subject to change upon change of ownership.**

- **Past taxes are not a reliable projection of future taxes.**
- **The sale of a property will prompt the removal of all exemptions, assessment caps, and special classifications.**

Taxes for this parcel: SLC Tax Collector's Office
Download TRIM for this parcel: Download PDF

## Total Areas

| | |
|---|---|
| Finished/Under Air (SF): | 0 |
| Gross Sketched Area (SF): | 0 |
| Land Size (acres): | 6 |
| Land Size (SF): | 261,273 |

## Building Design Wind Speed

| Occupancy Category | I | II | III |
|---|---|---|---|
| Speed | 140 | 150 | 160 |

Sources/links:

## Sale History

| Date | Book/Page | Sale Code | Deed | Grantor | Price |
|---|---|---|---|---|---|
| Dec 3, 2021 | 4746 / 1204 | 0205 | WD | TAHOE 1212 LLC | $6,500,000 |
| Dec 8, 2020 | 4523 / 2168 | 0205 | SPWD | Midway Properties Of St Lucie | $2,380,000 |
| Nov 30, 2011 | 3350 / 0797 | 0311 | SPWD | Midway Properties Of St Lucie | $100 |
| Dec 31, 2003 | 1908 / 1661 | XX01 | PRDEED | Midway Properties Of St Lucie | $100 |

## Building Information (1 of 1)

Finished Area: 0 SF

Gross Sketched Area: 0 SF

Exterior Data

| | | |
|---|---|---|
| View: | Roof Cover: | Roof Structure: |
| Building Type: | Year Built: N/A | Frame: |
| Grade: | Effective Year: N/A | Primary Wall: |
| Story Height: | No. Units: 0 | Secondary Wall: |

Interior Data

| | | |
|---|---|---|
| Bedrooms: 0 | Electric: | Primary Int Wall: |
| Full Baths: 0 | Heat Type: | Avg Hgt/Floor: 0 |
| Half Baths: 0 | Heat Fuel: | Primary Floors: |
| A/C %: 0% | Heated %: N/A% | Sprinkled %: 0% |



Image or Sketch unavailable for display

## Sketch Area Legend

| Sub Area | Description | Area | Fin. Area | Perimeter |
|---|---|---|---|---|

## Special Features and Yard Items

| Type | Qty | Units | Year Blt |
|---|---|---|---|

## Current Year Values

Current Values Breakdown

| | |
|---|---|
| Building: | $0 |
| Land: | $146,951 |
| Just/Market: | $146,951 |
| Ag Credit: | $145,302 |
| Save Our Homes or 10% Cap: | $0 |
| Assessed: | $1,649 |
| Exemption(s): | $0 |
| Taxable: | $1,649 |

Current Year Exemption Value Breakdown

Current Year Special Assessment Breakdown

| Start Year | AssessCode | Units | Description | Amount |
|---|---|---|---|---|
| 2011 | 0041 | 8.5 | Fort Pierce Stormwater Charge | $586.50 |
| Start Year | AssessCode | Units | Description | Amount |
| 2013 | 0054 | 5.998 | North St. Lucie Water Management District | $137.95 |

This does not necessarily represent the total Special Assessements that could be charged against this property. The total amount charged for special assessments is reflected on the most current tax statement and information is available with the SLC Tax Collector's Office.

## Historical Values

| Year | Just/Market | Assessed | Exemptions | Taxable |
|---|---|---|---|---|

| | | | | |
|---|---|---|---|---|
| 2022 | $146,951 | $1,649 | $0 | $1,649 |
| 2021 | $146,951 | $1,649 | $0 | $1,649 |
| 2020 | $209,930 | $1,649 | $0 | $1,649 |

## Permits

| Number | Issue Date | Description | Amount | Fee |
|---|---|---|---|---|

Notice: This does not necessarily represent all the permits for this property.
Click the following link to check for additional permit data in Fort Pierce

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## Property Identification

Site Address: Energy DR
Sec/Town/Range: 31/35S/40E
Parcel ID: 2431-800-0005-000-1
Jurisdiction: Fort Pierce

Use Type: 6000
Account #: 175753
Map ID: 24/31S
Zoning: Light Indu

## Ownership

St. Lucie Commerce Center LLC

30 S Hope Chapel RD
Jackson, NJ 08527



## Legal Description

TREASURE COAST BUSINESS PARK (PB 64-36)- LOT 4

## Current Values

| | |
|---|---|
| Just/Market Value: | $230,115 |
| Assessed Value: | $2,006 |
| Exemptions: | $0 |
| Taxable Value: | $2,006 |

**Property taxes are subject to change upon change of ownership.**

- **Past taxes are not a reliable projection of future taxes.**
- **The sale of a property will prompt the removal of all exemptions, assessment caps, and special classifications.**

Taxes for this parcel: SLC Tax Collector's Office
Download TRIM for this parcel: Download PDF

## Total Areas

| | |
|---|---|
| Finished/Under Air (SF): | 0 |
| Gross Sketched Area (SF): | 0 |
| Land Size (acres): | 8.19 |
| Land Size (SF): | 356,713 |

## Building Design Wind Speed

| Occupancy Category | I | II | III |
|---|---|---|---|
| Speed | 140 | 150 | 160 |

Sources/links:

## Sale History

| Date | Book/Page | Sale Code | Deed | Grantor | Price |
|---|---|---|---|---|---|
| Dec 3, 2021 | 4746 / 1204 | 0205 | WD | TAHOE 1212 LLC | $6,500,000 |
| Dec 8, 2020 | 4523 / 2168 | 0205 | SPWD | Midway Properties Of St Lucie | $2,380,000 |
| Nov 30, 2011 | 3350 / 0797 | 0311 | SPWD | Midway Properties Of St Lucie | $100 |
| Dec 31, 2003 | 1908 / 1661 | XX01 | PRDEED | Midway Properties Of St Lucie | $100 |

## Building Information (1 of 1)

Finished Area: 0 SF

Gross Sketched Area: 0 SF

Exterior Data

| | | |
|---|---|---|
| View: | Roof Cover: | Roof Structure: |
| Building Type: | Year Built: N/A | Frame: |
| Grade: | Effective Year: N/A | Primary Wall: |
| Story Height: | No. Units: 0 | Secondary Wall: |

Interior Data

| | | |
|---|---|---|
| Bedrooms: 0 | Electric: | Primary Int Wall: |
| Full Baths: 0 | Heat Type: | Avg Hgt/Floor: 0 |
| Half Baths: 0 | Heat Fuel: | Primary Floors: |
| A/C %: 0% | Heated %: N/A% | Sprinkled %: 0% |



Image or Sketch unavailable for display

## Sketch Area Legend

| Sub Area | Description | Area | Fin. Area | Perimeter |
|---|---|---|---|---|

## Special Features and Yard Items

| Type | Qty | Units | Year Blt |
|---|---|---|---|

## Current Year Values

Current Values Breakdown

| | |
|---|---|
| Building: | $0 |
| Land: | $230,115 |
| Just/Market: | $230,115 |
| Ag Credit: | $228,109 |
| Save Our Homes or 10% Cap: | $0 |
| Assessed: | $2,006 |
| Exemption(s): | $0 |
| Taxable: | $2,006 |

Current Year Exemption Value Breakdown

Current Year Special Assessment Breakdown

| Start Year | AssessCode | Units | Description | Amount |
|---|---|---|---|---|
| 2011 | 0041 | 11.6 | Fort Pierce Stormwater Charge | $800.40 |
| 2013 | 0054 | 8.189 | North St. Lucie Water Management District | $188.35 |

This does not necessarily represent the total Special Assessements that could be charged against this property. The total amount charged for special assessments is reflected on the most current tax statement and information is available with the SLC Tax Collector's Office.

## Historical Values

| Year | Just/Market | Assessed | Exemptions | Taxable |
|---|---|---|---|---|

| | | | | |
|---|---|---|---|---|
| 2022 | $230,115 | $2,006 | $0 | $2,006 |
| 2021 | $230,115 | $2,006 | $0 | $2,006 |
| 2020 | $230,115 | $2,006 | $0 | $2,006 |

## Permits

| Number | Issue Date | Description | Amount | Fee |
|---|---|---|---|---|

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## Property Identification

Site Address: Energy DR
Sec/Town/Range: 31/35S/40E
Parcel ID: 2431-800-0006-000-8
Jurisdiction: Fort Pierce

Use Type: 6000
Account #: 175754
Map ID: 24/31S
Zoning: Light Indu

## Ownership

St. Lucie Commerce Center LLC

30 S Hope Chapel RD
Jackson, NJ 08527



## Legal Description

TREASURE COAST BUSINESS PARK (PB 64-36)- LOT 5

## Current Values

| | |
|---|---|
| Just/Market Value: | $755,478 |
| Assessed Value: | $11,102 |
| Exemptions: | $0 |
| Taxable Value: | $11,102 |

**Property taxes are subject to change upon change of ownership.**

- **Past taxes are not a reliable projection of future taxes.**
- **The sale of a property will prompt the removal of all exemptions, assessment caps, and special classifications.**

Taxes for this parcel: SLC Tax Collector's Office
Download TRIM for this parcel: Download PDF

## Total Areas

| | |
|---|---|
| Finished/Under Air (SF): | 0 |
| Gross Sketched Area (SF): | 0 |
| Land Size (acres): | 47.58 |
| Land Size (SF): | 2,072,498 |

## Building Design Wind Speed

| Occupancy Category | I | II | III |
|---|---|---|---|
| Speed | 140 | 150 | 160 |

Sources/links:

## Sale History

| Date | Book/Page | Sale Code | Deed | Grantor | Price |
|---|---|---|---|---|---|
| Dec 3, 2021 | 4746 / 1204 | 0205 | WD | TAHOE 1212 LLC | $6,500,000 |
| Dec 8, 2020 | 4523 / 2168 | 0205 | SPWD | Midway Properties Of St Lucie | $2,380,000 |
| Nov 30, 2011 | 3350 / 0797 | 0311 | SPWD | Midway Properties Of St Lucie | $100 |
| Dec 31, 2003 | 1908 / 1661 | XX01 | PRDEED | Midway Properties Of St Lucie | $100 |

## Building Information (1 of 1)

Finished Area: 0 SF

Gross Sketched Area: 0 SF

Exterior Data

| | | |
|---|---|---|
| View: | Roof Cover: | Roof Structure: |
| Building Type: | Year Built: N/A | Frame: |
| Grade: | Effective Year: N/A | Primary Wall: |
| Story Height: | No. Units: 0 | Secondary Wall: |

Interior Data

| | | |
|---|---|---|
| Bedrooms: 0 | Electric: | Primary Int Wall: |
| Full Baths: 0 | Heat Type: | Avg Hgt/Floor: 0 |
| Half Baths: 0 | Heat Fuel: | Primary Floors: |
| A/C %: 0% | Heated %: N/A% | Sprinkled %: 0% |



Image or Sketch unavailable for display

## Sketch Area Legend

| Sub Area | Description | Area | Fin. Area | Perimeter |
|---|---|---|---|---|

## Special Features and Yard Items

| Type | Qty | Units | Year Blt |
|---|---|---|---|

## Current Year Values

Current Values Breakdown

| | |
|---|---|
| Building: | $0 |
| Land: | $755,478 |
| Just/Market: | $755,478 |
| Ag Credit: | $744,376 |
| Save Our Homes or 10% Cap: | $0 |
| Assessed: | $11,102 |
| Exemption(s): | $0 |
| Taxable: | $11,102 |

Current Year Exemption Value Breakdown

Current Year Special Assessment Breakdown

| Start Year | AssessCode | Units | Description | Amount |
|---|---|---|---|---|
| 2011 | 0041 | 67.3 | Fort Pierce Stormwater Charge | $4,643.70 |
| Start Year | AssessCode | Units | Description | Amount |
| 2013 | 0054 | 47.57801 | North St. Lucie Water Management District | $1,094.29 |

This does not necessarily represent the total Special Assessements that could be charged against this property. The total amount charged for special assessments is reflected on the most current tax statement and information is available with the SLC Tax Collector's Office.

## Historical Values

| Year | Just/Market | Assessed | Exemptions | Taxable |
|---|---|---|---|---|

| | | | | |
|---|---|---|---|---|
| 2022 | $755,478 | $11,102 | $0 | $11,102 |
| 2021 | $755,478 | $11,102 | $0 | $11,102 |
| 2020 | $1,261,480 | $11,102 | $0 | $11,102 |

## Permits

| Number | Issue Date | Description | Amount | Fee |
|---|---|---|---|---|

Notice: This does not necessarily represent all the permits for this property.
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## Property Identification

Site Address: Energy DR
Sec/Town/Range: 31/35S/40E
Parcel ID: 2431-800-0007-000-5
Jurisdiction: Fort Pierce

Use Type: 6000
Account #: 175755
Map ID: 24/31S
Zoning: Light Indu

## Ownership

St. Lucie Commerce Center LLC

30 S Hope Chapel RD
Jackson, NJ 08527



## Legal Description

TREASURE COAST BUSINESS PARK (PB 64-36)- LOT 6

## Current Values

| | |
|---|---|
| Just/Market Value: | $471,302 |
| Assessed Value: | $6,977 |
| Exemptions: | $0 |
| Taxable Value: | $6,977 |

**Property taxes are subject to change upon change of ownership.**

- **Past taxes are not a reliable projection of future taxes.**
- **The sale of a property will prompt the removal of all exemptions, assessment caps, and special classifications.**

Taxes for this parcel: SLC Tax Collector's Office
Download TRIM for this parcel: Download PDF

## Total Areas

| | |
|---|---|
| Finished/Under Air (SF): | 0 |
| Gross Sketched Area (SF): | 0 |
| Land Size (acres): | 30.18 |
| Land Size (SF): | 1,314,423 |

## Building Design Wind Speed

| Occupancy Category | I | II | III |
|---|---|---|---|
| Speed | 140 | 150 | 160 |

Sources/links:

## Sale History

| Date | Book/Page | Sale Code | Deed | Grantor | Price |
|---|---|---|---|---|---|
| Dec 3, 2021 | 4746 / 1204 | 0205 | WD | TAHOE 1212 LLC | $6,500,000 |
| Dec 8, 2020 | 4523 / 2168 | 0205 | SPWD | Midway Properties Of St Lucie | $2,380,000 |
| Nov 30, 2011 | 3350 / 0797 | 0311 | SPWD | Midway Properties Of St Lucie | $100 |
| Dec 31, 2003 | 1908 / 1661 | XX01 | PRDEED | Midway Properties Of St Lucie | $100 |

## Building Information (1 of 1)

Finished Area: 0 SF

Gross Sketched Area: 0 SF

Exterior Data

| | | |
|---|---|---|
| View: | Roof Cover: | Roof Structure: |
| Building Type: | Year Built: N/A | Frame: |
| Grade: | Effective Year: N/A | Primary Wall: |
| Story Height: | No. Units: 0 | Secondary Wall: |

Interior Data

| | | |
|---|---|---|
| Bedrooms: 0 | Electric: | Primary Int Wall: |
| Full Baths: 0 | Heat Type: | Avg Hgt/Floor: 0 |
| Half Baths: 0 | Heat Fuel: | Primary Floors: |
| A/C %: 0% | Heated %: N/A% | Sprinkled %: 0% |



Image or Sketch unavailable for display

## Sketch Area Legend

| Sub Area | Description | Area | Fin. Area | Perimeter |
|---|---|---|---|---|

## Special Features and Yard Items

| Type | Qty | Units | Year Blt |
|---|---|---|---|

## Current Year Values

Current Values Breakdown

| | |
|---|---|
| Building: | $0 |
| Land: | $471,302 |
| Just/Market: | $471,302 |
| Ag Credit: | $464,325 |
| Save Our Homes or 10% Cap: | $0 |
| Assessed: | $6,977 |
| Exemption(s): | $0 |
| Taxable: | $6,977 |

Current Year Exemption Value Breakdown

Current Year Special Assessment Breakdown

| Start Year | AssessCode | Units | Description | Amount |
|---|---|---|---|---|
| 2011 | 0041 | 42.7 | Fort Pierce Stormwater Charge | $2,946.30 |
| Start Year | AssessCode | Units | Description | Amount |
| 2013 | 0054 | 30.175 | North St. Lucie Water Management District | $694.03 |

This does not necessarily represent the total Special Assessements that could be charged against this property. The total amount charged for special assessments is reflected on the most current tax statement and information is available with the SLC Tax Collector's Office.

## Historical Values

| Year | Just/Market | Assessed | Exemptions | Taxable |
|---|---|---|---|---|

| | | | | |
|---|---|---|---|---|
| 2022 | $471,302 | $6,977 | $0 | $6,977 |
| 2021 | $471,302 | $6,977 | $0 | $6,977 |
| 2020 | $786,935 | $6,977 | $0 | $6,977 |

## Permits

| Number | Issue Date | Description | Amount | Fee |
|---|---|---|---|---|

Notice: This does not necessarily represent all the permits for this property.
Click the following link to check for additional permit data in Fort Pierce

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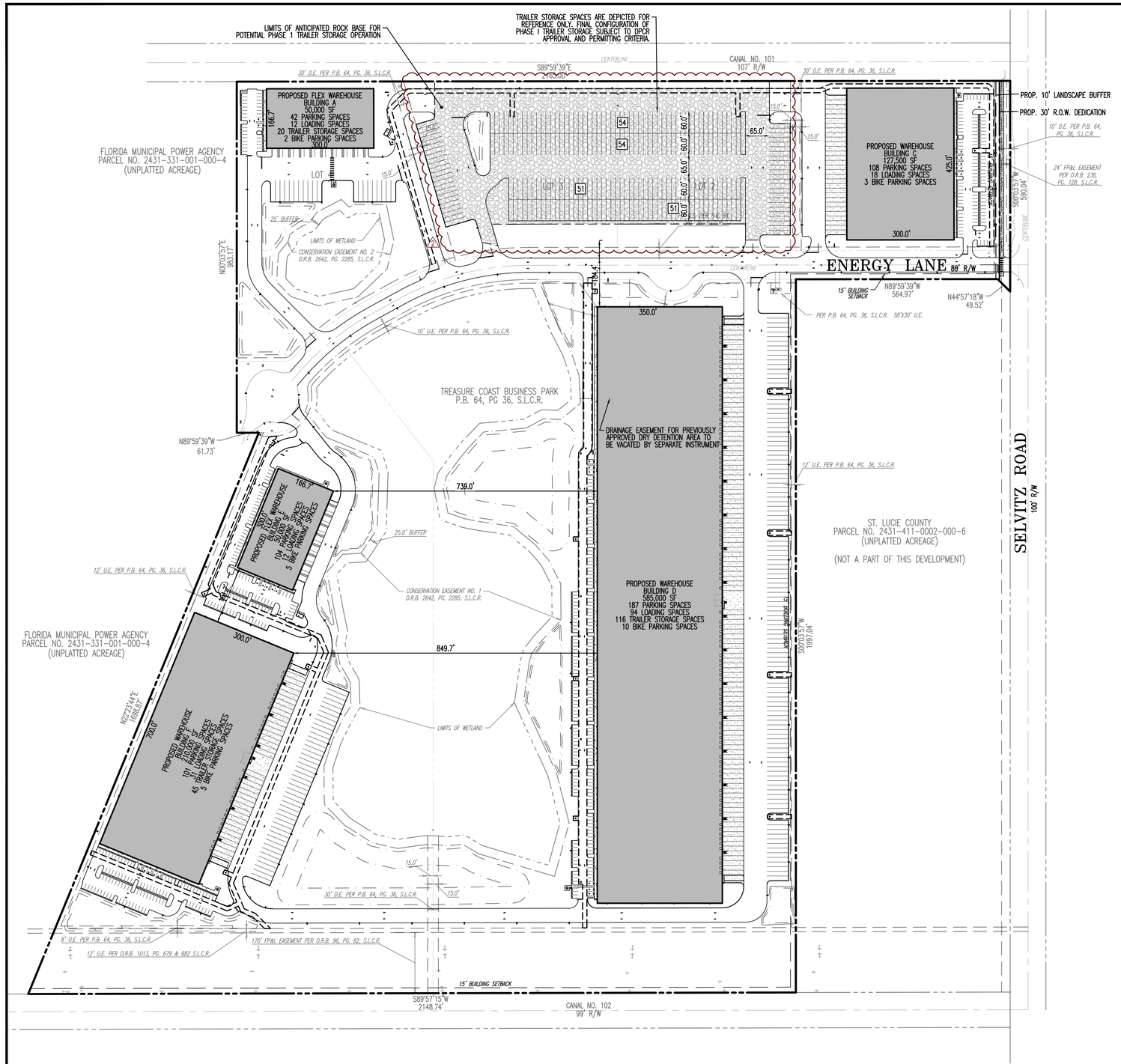


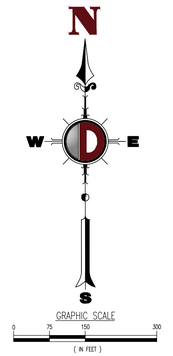


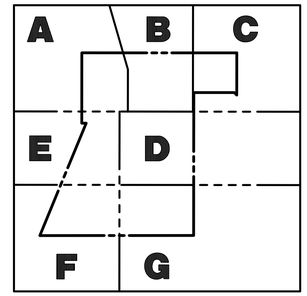


**NOTE: THIS PHASE 1 PLAN ENTITLES OUTDOOR TRAILER STORAGE FOR THE COMBINED LOTS 2 AND 3. ALL OTHER IMPROVEMENTS DEPICTED ON THIS PLAN ARE FOR REFERENCE ONLY. REFER TO OVERALL FINAL SITE PLAN FOR FINAL CONFIGURATION OF LOTS 1 THROUGH 6. SEE SHEET C1.00 FOR FINAL SITE DATA.**

## HORIZONTAL CONTROL & STRIPING NOTES

1. ALL DIMENSIONS SHOWN, OTHER THAN LANDSCAPE DIMENSIONS, ARE TO FACE OF CURB FOR TYPE "D" CURB OR EDGE OF PAVEMENT FOR NO CURB, UNLESS OTHERWISE NOTED. LANDSCAPE DIMENSIONS ARE SHOWN TO BACK OF CURB.
2. ALL CURB RAMPS AND SIDEWALKS ENTERING PARKING OR TRAVEL WAYS SHALL HAVE DETECTABLE WARNING SURFACES 2' DEEP AND THE WIDTH OF THE SIDEWALK. REFER TO THE LATEST FDOT STANDARD PLANS & INDEXES.
3. ALL STOP BARS, DIRECTIONAL ARROWS AND CROSSWALKS SHALL BE THERMOPLASTIC. ALL OTHER PAVEMENT MARKINGS ARE PAINT, UNLESS OTHERWISE NOTED.
4. ALL RADII ARE 3' UNLESS OTHERWISE NOTED ON PLANS.

| REV. | DATE | COMMENTS | BY |
|---|---|---|---|
| 2 | 06/30/23 | REZONING TO PLANNED DEVELOPMENT | JAC |
| 1 | 02/01/22 | PER CITY OF FT. PIERCE COMMENTS | KAK |

THIS PLAN SET IS FOR PERMITTING PURPOSES ONLY AND MAY NOT BE USED FOR CONSTRUCTION

DRAWN BY: KAK | DESIGNED BY: ACM | CHECKED BY: MDM | CHECKED BY: _

PROJECT: **FORT PIERCE COMMERCE CENTER**
*ST. LUCIE COMMERCE CENTER, LLC*
SELVITZ ROAD & ENERGY LANE, ST. LUCIE COUNTY, FL 34981
SECTION 31, TOWNSHIP 35S, RANGE 40E


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www.dynamicec.com

MICHAEL D. MILES
PROFESSIONAL ENGINEER
FLORIDA LICENSE No. 81313
DATE: FEBRUARY 18TH, 2022

ÁNGEL PIÑERO
PROFESSIONAL ENGINEER
FLORIDA LICENSE No. 88047
DATE:


TITLE: **PHASE 1 OVERALL SITE PLAN**

SCALE: (H) AS (V) NOTED | DATE: 12/03/2021
PROJECT No: 3342-99-005

SHEET No: **C1.00A** | Rev. #: 2

811 Know what's below. Call before you dig.
PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE, ANYWHERE IN ANY STATE.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT WWW.CALL811.COM

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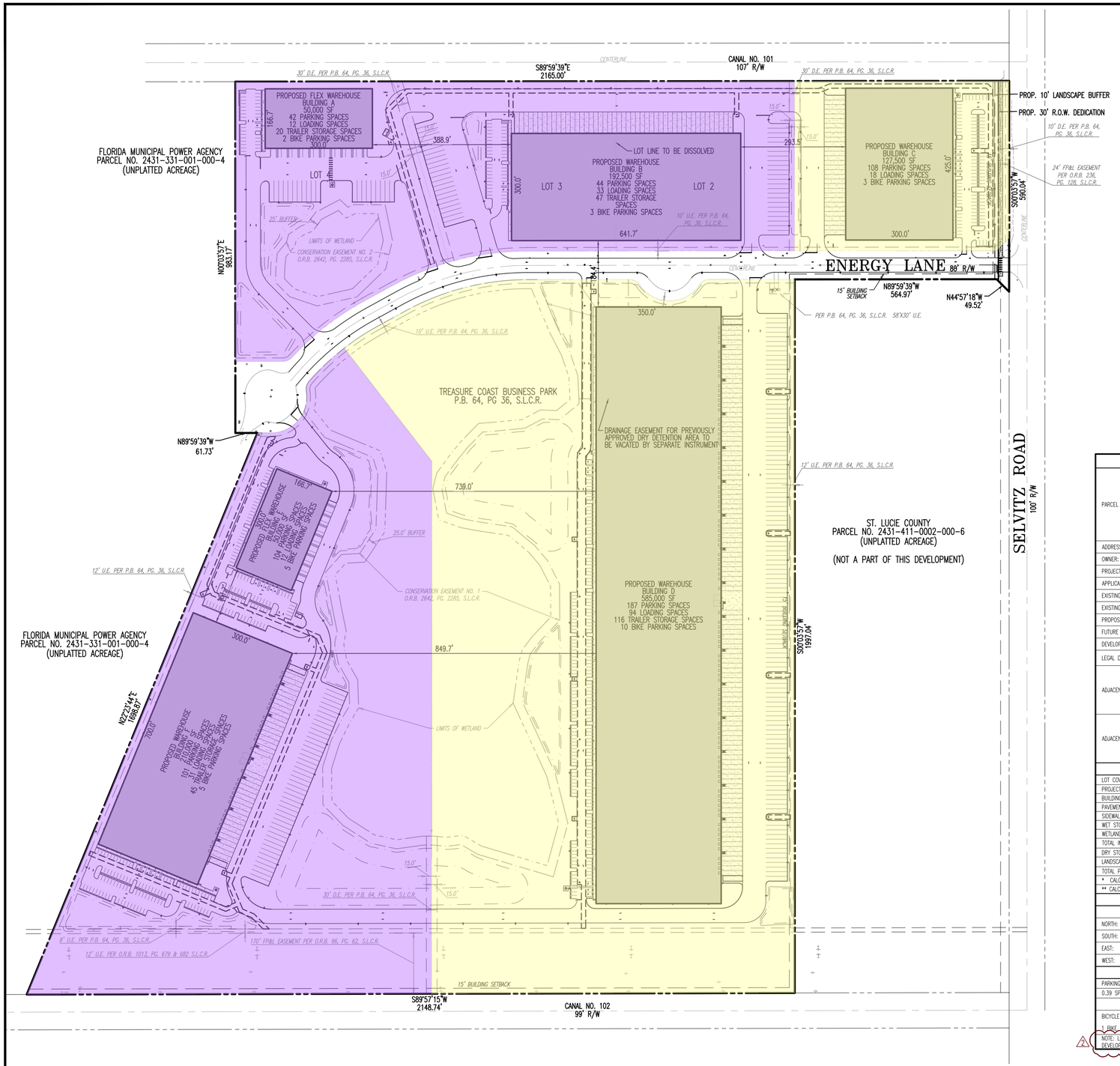
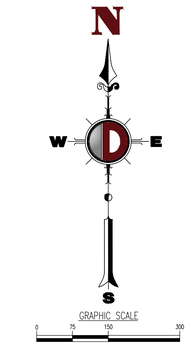
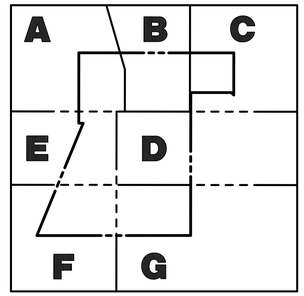
Plotted: 07/12/23 – 10:49 AM By: jcano
File: P:\DEPC PROJECTS\3342 Sterling Education Group LLC\99-005 Treasure Coast Business Park\Dwg\Entitlements\D3342990005S2.dwg, ----> C1.00A PHASE 1 OVERALL SITE PLAN

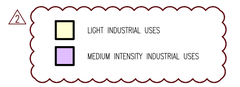



## HORIZONTAL CONTROL & STRIPING NOTES

1. ALL DIMENSIONS SHOWN, OTHER THAN LANDSCAPE DIMENSIONS, ARE TO FACE OF CURB FOR TYPE 'D' CURB OR EDGE OF PAVEMENT FOR NO CURB, UNLESS OTHERWISE NOTED. LANDSCAPE DIMENSIONS ARE SHOWN TO BACK OF CURB.
2. ALL CURB RAMPS AND SIDEWALKS ENTERING PARKING OR TRAVEL WAYS SHALL HAVE DETECTABLE WARNING SURFACES 2' DEEP AND THE WIDTH OF THE SIDEWALK. REFER TO THE LATEST FDOT STANDARD PLANS & INDEXES.
3. ALL STOP BARS, DIRECTIONAL ARROWS AND CROSSWALKS SHALL BE THERMOPLASTIC. ALL OTHER PAVEMENT MARKINGS ARE PAINT, UNLESS OTHERWISE NOTED.
4. ALL RADII ARE 3' UNLESS OTHERWISE NOTED ON PLANS.




## SITE DATA

| | |
|---|---|
| PARCEL NO.: | 2431-800-0005-000-1 |
| | 2431-800-0004-000-4 |
| | 2431-800-0002-000-0 |
| | 2431-800-0006-000-8 |
| | 2431-800-0007-000-5 |
| | 2431-800-0003-000-7 |
| ADDRESS: | ENERGY LANE, FT. PIERCE, FL 34981 |
| OWNER: | ST. LUCIE COMMERCE CENTER, LLC |
| PROJECT NAME: | FORT PIERCE COMMERCE CENTER |
| APPLICANT NAME: | ST. LUCIE COMMERCE CENTER, LLC |
| EXISTING ZONING: | I-1 (LIGHT INDUSTRIAL) |
| EXISTING USE: | VACANT |
| PROPOSED ZONING: | 2 PD (PLANNED DEVELOPMENT) |
| FUTURE LAND USE: | INDUSTRIAL |
| DEVELOPMENT TYPE: | INDUSTRIAL |
| LEGAL DESCRIPTION: | LOTS 1 THROUGH 6, TREASURE COAST BUSINESS PARK, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 64, PAGES 36 THROUGH 42, OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA |
| ADJACENT ZONING: | NORTH: I-1 (LIGHT INDUSTRIAL) AND I-3 (HEAVY INDUSTRIAL) |
| | SOUTH: IND (INDUSTRIAL) AND MXD (MIXED USE) UNINCORPORATED |
| | EAST: I (INSTITUTIONAL) UNINCORPORATED |
| | WEST: I-1 (LIGHT INDUSTRIAL) |
| ADJACENT FUTURE LAND USE: | NORTH: I (INDUSTRIAL) AND HI (HEAVY INDUSTRIAL) |
| | SOUTH: AR-1 (AGRICULTURE RESIDENTIAL) UNINCORPORATED |
| | EAST: PIF (PUBLIC FACILITY) UNINCORPORATED |
| | WEST: I (INDUSTRIAL) AND INST. (INSTITUTIONAL) |

**DEVELOPMENT DATA**

| | EXISTING (SF) | PROPOSED (SF) | PROPOSED (AC) | PERCENTAGE (%) |
|---|---|---|---|---|
| LOT COVERAGE | | | | |
| PROJECT SITE AREA: | 4,738,491 | 4,721,227 | 108.38 | 100.00% |
| BUILDING GFA: | 0 | 1,215,000 | 27.89 | 25.73% |
| PAVEMENT AREA: | 79,182 | 1,208,334 | 27.74 | 25.59% |
| SIDEWALKS: | 0 | 28,096 | 0.64 | 0.60% |
| WET STORMWATER MANAGEMENT AREA*: | 0 | 165,602 | 3.80 | 3.51% |
| WETLAND SURFACE AREA: | 763,607 | 763,607 | 17.53 | 16.17% |
| TOTAL IMPERVIOUS (INCLUDES BUILDING): | 842,789 | 2,457,430 | 56.41 | 52.05% |
| DRY STORMWATER MANAGEMENT AREA**: | 0 | 117,542 | 2.70 | 2.49% |
| LANDSCAPING/OPEN SPACE: | 3,895,702 | 1,217,046 | 27.94 | 25.78% |
| TOTAL PERVIOUS: | 3,895,702 | 2,263,797 | 51.97 | 47.95% |

* CALCULATED FROM CONTROL WATER ELEVATION
** CALCULATED FROM BOTTOM OF DRY DETENTION AREA

**BUILDING SETBACKS**

| | EXISTING | REQUIRED | PROPOSED |
|---|---|---|---|
| NORTH: | N/A | N/A | 20.0' |
| SOUTH: | N/A | 15' | 250.4' |
| EAST: | N/A | 15' | 157.2' |
| WEST: | N/A | N/A | 25.0' |

**PARKING**

| PARKING RATIO: | REQUIRED (PER ITE) | TYPE | EXISTING | PROPOSED |
|---|---|---|---|---|
| 0.39 SPACES/1,000 SF GFA | 474 SPACES | STANDARD | 0 | 561 |
| | | ADA | 0 | 25 |
| BICYCLE RACKS: | | TOTAL | 0 | 586 |
| 1 BIKE RACK SPACE/20 PARKING SPACES | | 28 BIKE RACK SPACES | | 28 |

2 NOTE: LOT 1 AND LOT 5 WILL RETAIN LIGHT-INDUSTRIAL ZONING USES. LOTS 2, 3, 4, AND 6, WILL CONSIST OF A MIX OF MEDIUM INTENSITY INDUSTRIAL USES, SEE PLANNED DEVELOPMENT NARRATIVE.

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FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

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• ENGINEERING • PLANNING • SURVEY • TRAFFIC

| REV. | DATE | COMMENTS | BY |
|---|---|---|---|
| 2 | 06/30/23 | REZONING TO PLANNED DEVELOPMENT | JAC |
| 1 | 02/01/22 | PER CITY OF FT. PIERCE COMMENTS | KAK |

THIS PLAN SET IS FOR PERMITTING PURPOSES ONLY AND MAY NOT BE USED FOR CONSTRUCTION

DRAWN BY: KAK | DESIGNED BY: ACM | CHECKED BY: MDM | CHECKED BY: —

PROJECT: **FORT PIERCE COMMERCE CENTER**
*ST. LUCIE COMMERCE CENTER, LLC*
SELVITZ ROAD & ENERGY LANE, ST. LUCIE COUNTY, FL 34981
SECTION 31, TOWNSHIP 35S, RANGE 40E


DYNAMIC ENGINEERING
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Channel, New Jersey • T: 908.879.9129
Newark, New Jersey • T: 973.755.7200
Toms River, New Jersey • T: 732.675.7000
Newtown, Pennsylvania • T: 267.685.0276
Philadelphia, Pennsylvania • T: 215.225.4887
Bethlehem, Pennsylvania • T: 610.289.4400
Allen, Texas • T: 972.534.3700
Houston, Texas • T: 281.789.6400
Ham, Texas • T: 512.446.2646
Delray Beach, Florida • T: 561.921.8570
Florida Certificate of Authorization No. 32535
www.dynamicec.com


MICHAEL D. MILES
PROFESSIONAL ENGINEER
FLORIDA LICENSE No. 81313
DATE: FEBRUARY 18TH, 2022

ÁNGEL PIÑERO
PROFESSIONAL ENGINEER
FLORIDA LICENSE No. 88047
DATE:

2 TITLE: FINAL OVERALL SITE PLAN

SCALE: (H) AS (V) NOTED | DATE: 12/03/2021
PROJECT No: 3342-99-005

SHEET No: C1.00 | Rev. #: 2

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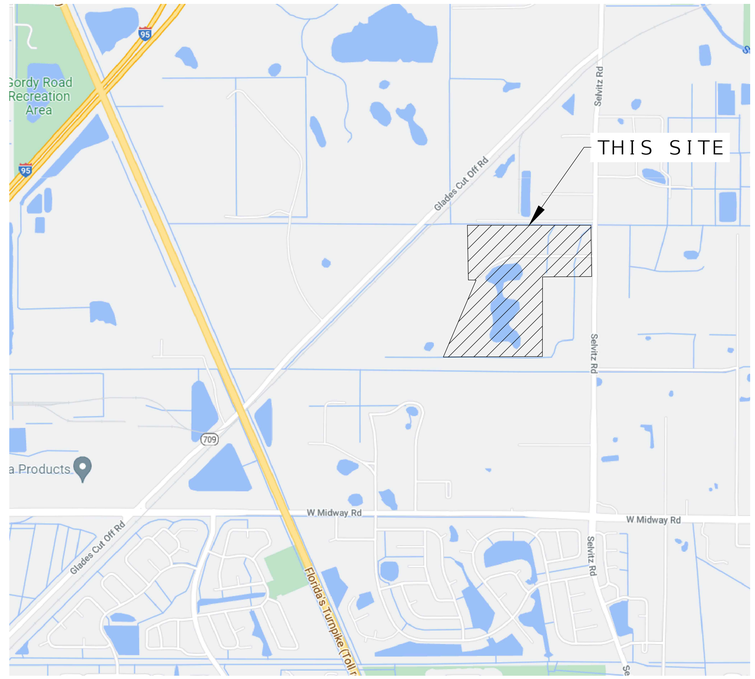
Plotted: 07/12/23 – 10:49 AM By: jcano
File: P:\DEPC PROJECTS\3342 Sterling Education Group LLC\99-005 Treasure Coast Business Park\Dwg\Entitlements\D3342990005S2.dwg, ---> C1.00 FINAL OVERALL SITE PLAN

SURVEY NOTES:

1. THIS IS A BOUNDARY SURVEY, PREPARED IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF THE STANDARDS OF PRACTICE SET FORTH IN RULE 5J-17.051 THROUGH 5J-17.053, FLORIDA ADMINISTRATIVE CODE.
2. BEARINGS ARE BASED ON SOUTH 89°57'15" WEST (GRID, NAD 83, 2011 ADJUSTMENT) ALONG THE SOUTH LINE OF "TREASURE COAST BUSINESS PARK", ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 64, PAGE 36, IN THE PUBLIC RECORDS OF SAINT LUCIE COUNTY, FLORIDA.
3. ELEVATIONS SHOWN HEREON ARE BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88) AND WERE BASED ON REAL-TIME KINEMATIC (RTK) GPS OBSERVATIONS UTILIZING THE FLORIDA DEPARTMENT OF TRANSPORTATION "FLORIDA PERMANENT REFERENCE NETWORK". THE EXPECTED VERTICAL ACCURACY IS ±0.15 FEET.
4. THIS SURVEY WAS PREPARED WITH THE BENEFIT OF A TITLE COMMITMENT. EASEMENTS, RESTRICTIONS, AND OTHER ITEMS OF RECORD SHOWN ARE PER RIVERSIDE ABSTRACT IN FILE NO RAFL-43195, DATED SEPTEMBER 5, 2021. EASEMENTS AND/OR OTHER ENCUMBRANCES ARE SHOWN IN THE ADJOINING TABLE.
5. THE LEGAL DESCRIPTION THAT IS SHOWN HEREON WAS PROVIDED IN THE TITLE COMMITMENT.
6. ALL DISTANCES AND ELEVATIONS ARE IN US SURVEY FEET AND ARE MEASURED UNLESS NOTED OTHERWISE.
7. ALL FIELD-MEASURED DIMENSIONS ALONG THE BOUNDARY WERE IN SIGNIFICANT AGREEMENT WITH THE PLAT, DEED, AND/OR CALCULATED VALUES.
8. ALL FIELD-MEASURED CONTROL MEASUREMENTS EXCEEDED THE ACCURACY REQUIREMENTS OF 1:10,000.
9. 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.
10. THIS MAP IS INTENDED TO BE DISPLAYED AT A SCALE OF 1"=150', ON A 24x36" SHEET.
11. SOME TOPOGRAPHIC FEATURES MAY BE EXAGGERATED IN SCALE FOR CLARITY. THE CENTER OF THE SYMBOL OF SUCH FEATURES IS THE CORRECT LOCATION.
12. ALL FIELDWORK WAS COMPLETED BY RITZEL-MASON, INC. AND PROVIDED TO ZEMAN CONSULTANT GROUP, LLC FOR THE EXPRESS PURPOSE OF CREATING THIS ALTA/NSPS SURVEY.

ALTA/NSPS NOTES:

1. MONUMENTS WERE FOUND AT ALL BOUNDARY CORNERS AND ARE NOTED ON THE SURVEY.
2. ADDRESS OF THE SITE IS KNOWN AS 0 ENERGY DRIVE, FORT PIERCE, FLORIDA.
3. THE SUBJECT PARCEL DOES NOT LIE IN A FLOOD HAZARD ZONE ACCORDING TO FEMA FLOOD MAP NUMBER 12111C0188K DATED FEBRUARY 19, 2020.
4. AREA = 108.781 ACRES, MORE OR LESS.
5. THIS SURVEY WAS PREPARED WITH THE BENEFIT OF A TITLE COMMITMENT. EASEMENTS, RESTRICTIONS, AND OTHER ITEMS OF RECORD SHOWN ARE PER OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY IN FILE NO 18-29479C, POLICY NUMBER OXFL-08643015, DATED FEBRUARY 22, 2018 AND POLICY NUMBER OXFL-08630748, DATED JANUARY 5, 2018. NO EASEMENTS OR OTHER ENCUMBRANCES WERE NOTED IN EITHER POLICY.
6. ZONING AND SETBACK INFORMATION WERE NOT PROVIDED TO THE SURVEYOR.
7. NO BUILDINGS AND/OR STRUCTURES EXIST ON THE PROPERTY AT THE TIME OF THIS SURVEY.
8. ALL SUBSTANTIAL FEATURES FOUND ON THE PROPERTY DURING THIS SURVEY ARE SHOWN HEREON.
9. THERE WERE NO IDENTIFIABLE PARKING SPACES FOUND ON THE PROPERTY DURING THIS SURVEY.
10. NO PARTY WALLS WERE FOUND ON THE PROPERTY DURING THIS SURVEY.
11. ADJOINING PROPERTY INFORMATION IS SHOWN HEREON.
12. THERE WAS NO EVIDENCE OF RECENT EARTH MOVING WORK, BUILDING CONSTRUCTION, OR BUILDING ADDITIONS OBSERVED IN THE PROCESS OF CONDUCTING THE FIELDWORK.
13. THERE WAS NO EVIDENCE OF PROPOSED CHANGES IN STREET RIGHT OF WAY LINES OR EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS.




VICINITY MAP

(NOT TO SCALE)

SCHEDULE B-II EXCEPTIONS

| NUMBER | DESCRIPTION | RECORDING | AFFECTS | PLOTTED | NOTES |
|---|---|---|---|---|---|
| 1-8 | STANDARD EXCEPTIONS/TAXES/LIENS/MINERALS | N/A | N/A | NO | NOT A SURVEY MATTER |
| 9 | RESTRICTIONS, COVENANTS, CONDITIONS, EASEMENTS PER PLAT | P.B. 64, PG. 36 | YES | YES | |
| 10 | FP&L RIGHT OF WAY AGREEMENT | O.R.B. 96, PG. 62 | YES | YES | |
| 11 | FP&L EASEMENT | O.R.B. 200, PG. 2575 | YES | YES | |
| 12 | FORT PIERCE UTILITY EASEMENT | O.R.B. 1013, PG. 679 | YES | YES | |
| 13 | FORT PIERCE UTILITY EASEMENT | O.R.B. 1013, PG. 682 | YES | YES | |
| 14 | PERPETUAL CONSERVATION EASEMENT | O.R.B. 1330, PG. 2441 | NO | NO | SUBJECT PROPERTY NOT DESCRIBED IN DOCUMENT |
| 15 | ANNEXATION AGREEMENT - REQUEST FOR WATER/SEWER SERVICE | O.R.B. 2566, PG. 197 | YES | NO | NOT A SURVEY MATTER |
| 16 | RESTRICTIONS FROM DEED OF CONSERVATION EASEMENT | O.R.B. 2642, PG. 2285 | YES | YES | |
| 17 | FORT PIERCE UTILITY EASEMENT | O.R.B. 3085, PG 150 | YES | YES | ALREADY PLOTTED FROM PLAT |
| 18 | JOINT MAINTENANCE AGREEMENT | O.R.B. 3261, PG. 1109 | YES | YES | NOT A SURVEY MATTER |

LEGAL DESCRIPTION:
LOTS 1 THROUGH 6, TREASURE COAST BUSINESS PARK, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 64, PAGES 36 THROUGH 42, OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA.

SHEET INDEX


| SHEET NO. | DESCRIPTION |
|---|---|
| 1 | ALTA/NSPS NOTES |
| 2 | ALTA/NSPS SURVEY |
| 3 | SHEET NUMBER GRAPHIC |
| 4-11 | TOPOGRAPHIC DETAILS |


VERTICAL DATUM INFORMATION

ALL ELEVATIONS SHOWN ARE IN NORTH AMERICAN VERTICAL DATUM OF 1988(NAVD88)
CONVERSION FACTOR:
NAVD88 + 1.489 = NGVD29 IN THIS AREA

CERTIFIED TO:
HOPE COMMERCIAL HOLDINGS
RIVERSIDE ABSTRACT, LLC
ST. LUCIE COMMERCE CENTER, LLC
AMERICAN NATIONAL BANK, A NATIONAL BANKING ASSOCIATION, ISAOA ATIMA
OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 6(A), 6(B), 7A, 7B, 7C, 8, 9, 10, 13, 16, 17 & 19 OF TABLE A THEREOF. THE FIELDWORK WAS COMPLETED ON OCTOBER 9, 2021.

DATE OF PLAT OR MAP: OCTOBER 11, 2021

LEE POWERS, PSM
STATE OF FLORIDA NO. 6805

| DATE | REVISION | BY |
|---|---|---|
| 10/29/21 | ADD ADDT'L TREES, FENCES AND ELEV'S | LP |
| | | |
| | | |
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| | | |


ZEMAN CONSULTING GROUP
3970 RCA BLVD, SUITE #7750
PALM BEACH GARDENS, FL 33410 - LB 8431


| | |
|---|---|
| FIELD BY | N/A |
| FIELD BOOK(S) | N/A |
| PAGE(S) | N/A |
| DRAWN BY | LP |
| CHECKED BY | ED |

| | |
|---|---|
| PROJECT NO. | 21030.00 |
| SCALE | 1" = 150' |
| DATE OF LAST FIELDWORK | 10/09/21 |
| DATE OF MAP | 10/11/21 |

SURVEYOR'S SEAL

# ALTA/NSPS SURVEY

## FORT PIERCE COMMERCE CENTER

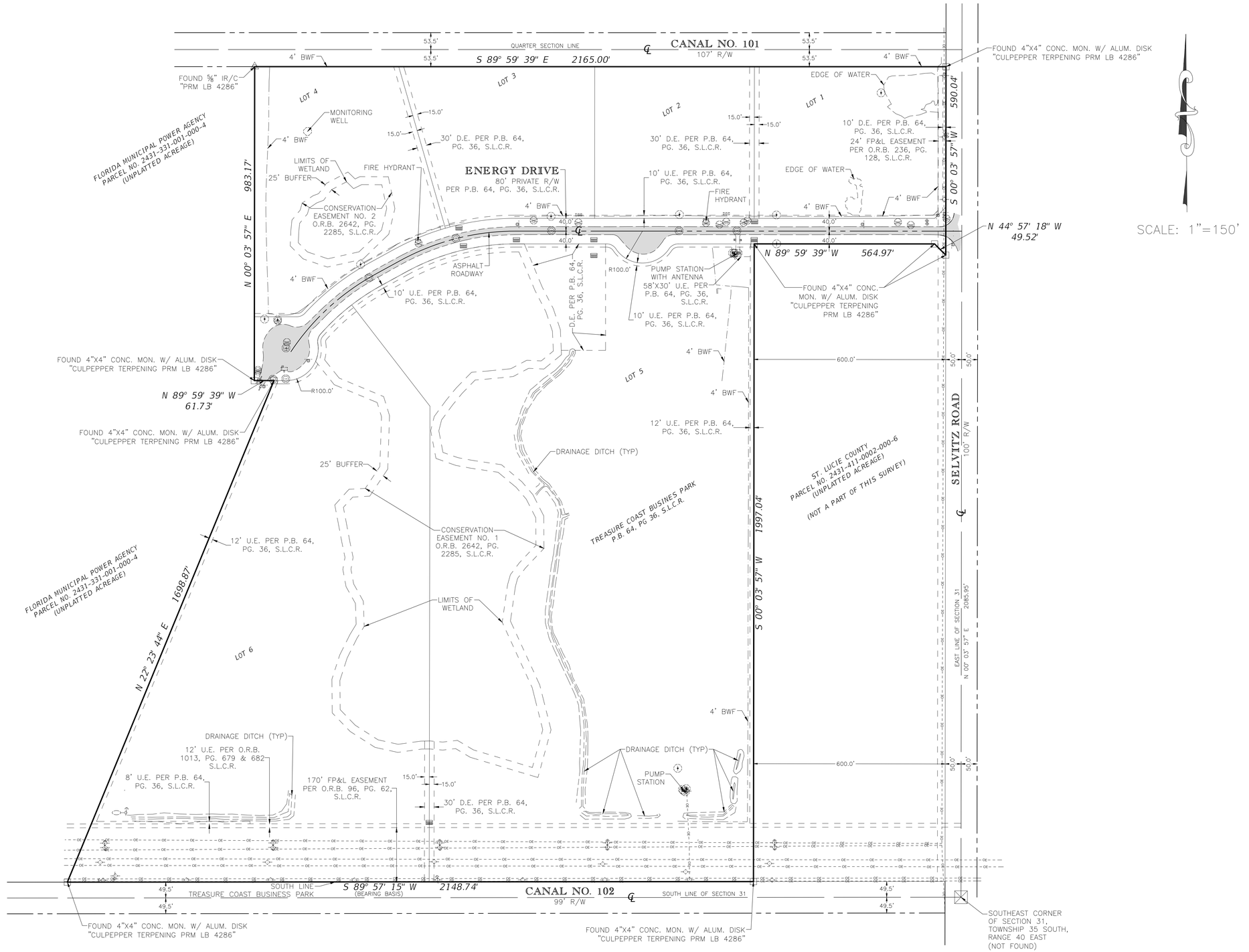
CITY OF FORT PIERCE, ST. LUCIE COUNTY, FLORIDA

*ABBREVIATIONS:*

| | |
|---|---|
| ALUM. | ALUMINUM |
| BM | BENCHMARK |
| BWF | BARBED WIRE FENCE |
| ℄ | CENTERLINE |
| CONC. | CONCRETE |
| D.E. | DRAINAGE EASEMENT |
| E. | EASTING |
| ELEV. | ELEVATION |
| INV. | INVERT |
| IR/C | IRON ROD WITH CAP |
| LB | LICENSED BUSINESS |
| N. | NORTHING |
| N/A | NOT APPLICABLE |
| O.R.B. | OFFICIAL RECORDS BOOK |
| P.B. | PLAT BOOK |
| PG. | PAGE |
| R | RADIUS |
| RCP | REINFORCED CONCRETE PIPE |
| R/W | RIGHT OF WAY |
| S.L.C.R. | SAINT LUCIE COUNTY RECORDS |
| TYP. | TYPICAL |
| U.E. | UTILITY EASEMENT |
| W/ | WITH |

*SYMBOLS AND LINETYPES:*

- CATCH BASIN
- FIRE HYDRANT
- GUY ANCHOR
- LIGHT POLE
- MANHOLE - SANITARY
- STANDPIPE
- WATER METER
- UTILITY POLE
- SIGN
- VALVE COVER - GAS
- VALVE COVER - WATER
- VALVE COVER - SANITARY
- UTILITY MARKER
- OVERHEAD UTILITY LINE




SCALE: 1"=150'

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PALM BEACH GARDENS, FL 33410 - LB 8431

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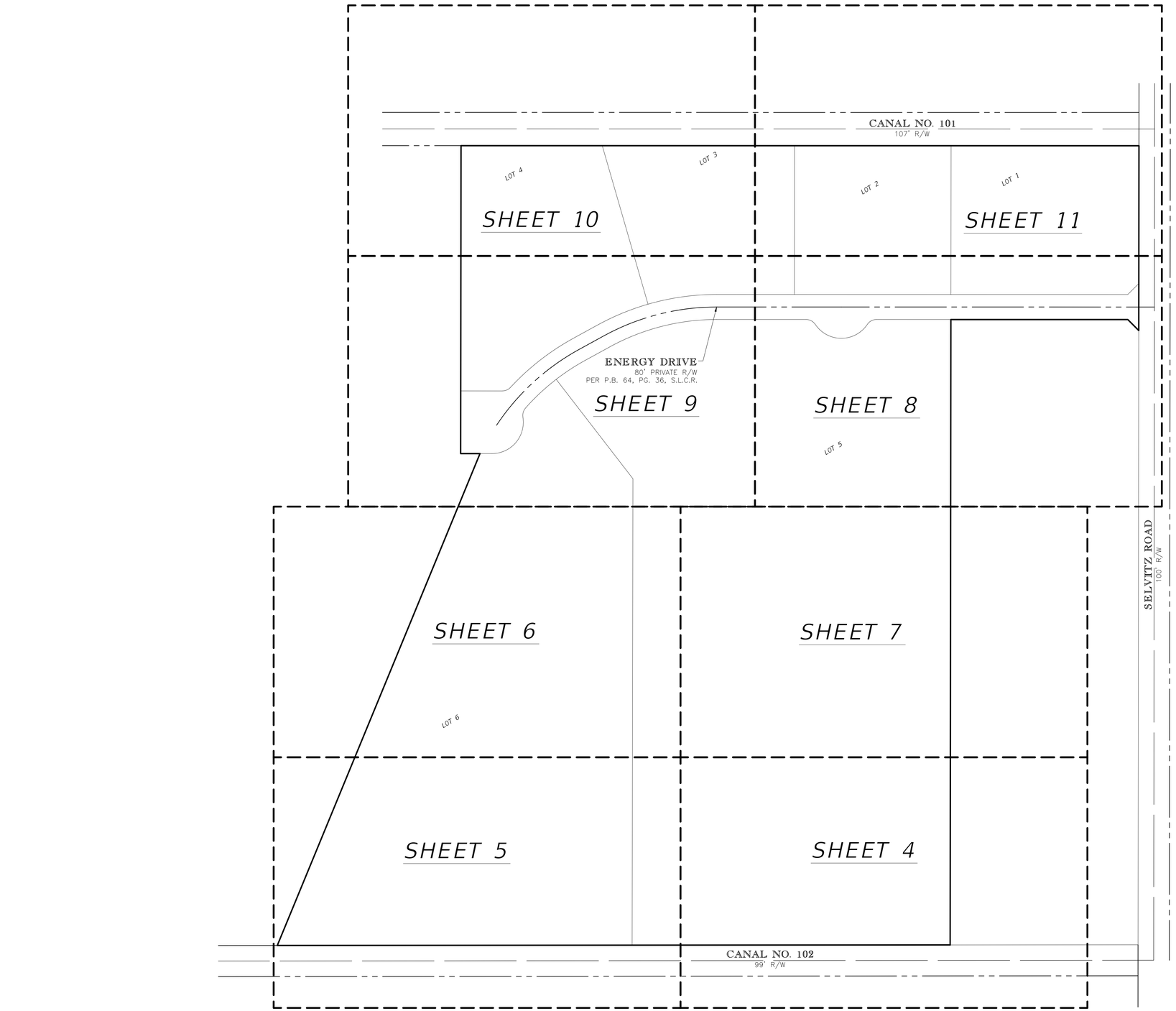
| PAGE(S) | N/A |
| DRAWN BY | LP |
| CHECKED BY | ED |

| | |
|---|---|
| PROJECT NO. | 21030.00 |
| SCALE | 1" = 150' |
| DATE OF LAST FIELDWORK | 10/09/21 |
| DATE OF MAP | 10/11/21 |

*SURVEYOR'S SEAL*

# ALTA/NSPS SURVEY
## FORT PIERCE COMMERCE CENTER

SHEET 2 OF 11




(NOT TO SCALE)

| DATE | REVISION | BY |
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ZEMAN CONSULTING GROUP
3970 RCA BLVD. SUITE #7750
PALM BEACH GARDENS, FL 33410 - LB 8431

| | |
|---|---|
| FIELD BY | N/A |
| FIELD BOOK(S) | N/A |
| PAGE(S) | N/A |
| DRAWN BY | LP |
| CHECKED BY | ED |

| | |
|---|---|
| PROJECT NO. | 21030.00 |
| SCALE | N/A |
| DATE OF LAST FIELDWORK | 10/09/21 |
| DATE OF MAP | 10/11/21 |

SURVEYOR'S SEAL

# SHEET NUMBER GRAPHIC

FORT PIERCE COMMERCE CENTER

(SEE SHEET 7)

(SEE SHEET 5)

CONSERVATION EASEMENT NO. 1
O.R.B. 2642, PG. 2285, S.L.C.R.

LOT 5

BM RM3
N. = 1108780.857
E. = 860907.107
ELEV. = 17.40'
60D NAIL & DISK
RITZEL-MASON TRAV PT

ST. LUCIE COUNTY
PARCEL NO.
2431-411-0002-000-6
(UNPLATTED ACREAGE)
(NOT A PART OF THIS SURVEY)

SCALE: 1"=40'

CANAL NO. 102
99' R/W
℄

| DATE | REVISION | BY |
|---|---|---|
| | | |
| | | |
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| | | |

ZEMAN CONSULTING GROUP
3970 RCA BLVD. SUITE #7750
PALM BEACH GARDENS, FL 33410 - LB 8431

| | |
|---|---|
| FIELD BY | N/A |
| FIELD BOOK(S) | N/A |
| PAGE(S) | N/A |
| DRAWN BY | LP |
| CHECKED BY | ED |

| | |
|---|---|
| PROJECT NO. | 21030.00 |
| SCALE | 1" = 40' |
| DATE OF LAST FIELDWORK | 10/09/21 |
| DATE OF MAP | 10/11/21 |

SURVEYOR'S SEAL

# TOPOGRAPHIC DETAIL SHEET
## FORT PIERCE COMMERCE CENTER

SHEET 4 OF 11

(SEE SHEET 6)

SCALE: 1"=40'

FLORIDA MUNICIPAL POWER AGENCY
PARCEL NO.
2431-331-001-000-4
(UNPLATTED ACREAGE)

CONSERVATION EASEMENT NO. 1
O.R.B. 2642, PG. 2285, S.L.C.R.

LOT 6

LOT 5

24" CULVERT PIPE
E INV. ELEV.=15.71'
W INV. ELEV.=15.53'

8" PVC STANDPIPE

DRAINAGE CATCH BASIN
RIM ELEV. = 15.22'
36" REINFORCED CONCRETE PIPE
INV. ELEV. S. = 11.22'
BOTTOM OF BOX ELEV. = 10.27'

DRAINAGE CATCH BASIN
RIM ELEV. = 18.60'
36" REINFORCED CONCRETE PIPE
INV. ELEV. S. = 8.08'
BOTTOM OF BOX ELEV. = 7.82'

36" REINFORCED CONCRETE PIPE
DIRECTION ONLY

CANAL NO. 102
99' R/W

(SEE SHEET 4)

| DATE | REVISION | BY |
|---|---|---|
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ZEMAN CONSULTING GROUP
3970 RCA BLVD. SUITE #7750
PALM BEACH GARDENS, FL 33410 - LB 8431

| | |
|---|---|
| FIELD BY | N/A |
| FIELD BOOK(S) | N/A |
| PAGE(S) | N/A |
| DRAWN BY | LP |
| CHECKED BY | ED |

| | |
|---|---|
| PROJECT NO. | 21030.00 |
| SCALE | 1" = 40' |
| DATE OF LAST FIELDWORK | 10/09/21 |
| DATE OF MAP | 10/11/21 |

SURVEYOR'S SEAL

# TOPOGRAPHIC DETAIL SHEET
## FORT PIERCE COMMERCE CENTER

(SEE SHEET 9)

SCALE: 1"=40'

FLORIDA MUNICIPAL POWER AGENCY
PARCEL NO.
2431-331-000-4
(UNPLATTED ACREAGE)

CONSERVATION EASEMENT NO. 1
O.R.B. 2642, PG. 2285, S.L.C.R.

LOT 6

LOT 5

(SEE SHEET 7)

(SEE SHEET 5)

| DATE | REVISION | BY |
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ZEMAN CONSULTING GROUP
3970 RCA BLVD. SUITE #7750
PALM BEACH GARDENS, FL 33410 - LB 8431

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| FIELD BY | N/A |
| FIELD BOOK(S) | N/A |
| PAGE(S) | N/A |
| DRAWN BY | LP |
| CHECKED BY | ED |

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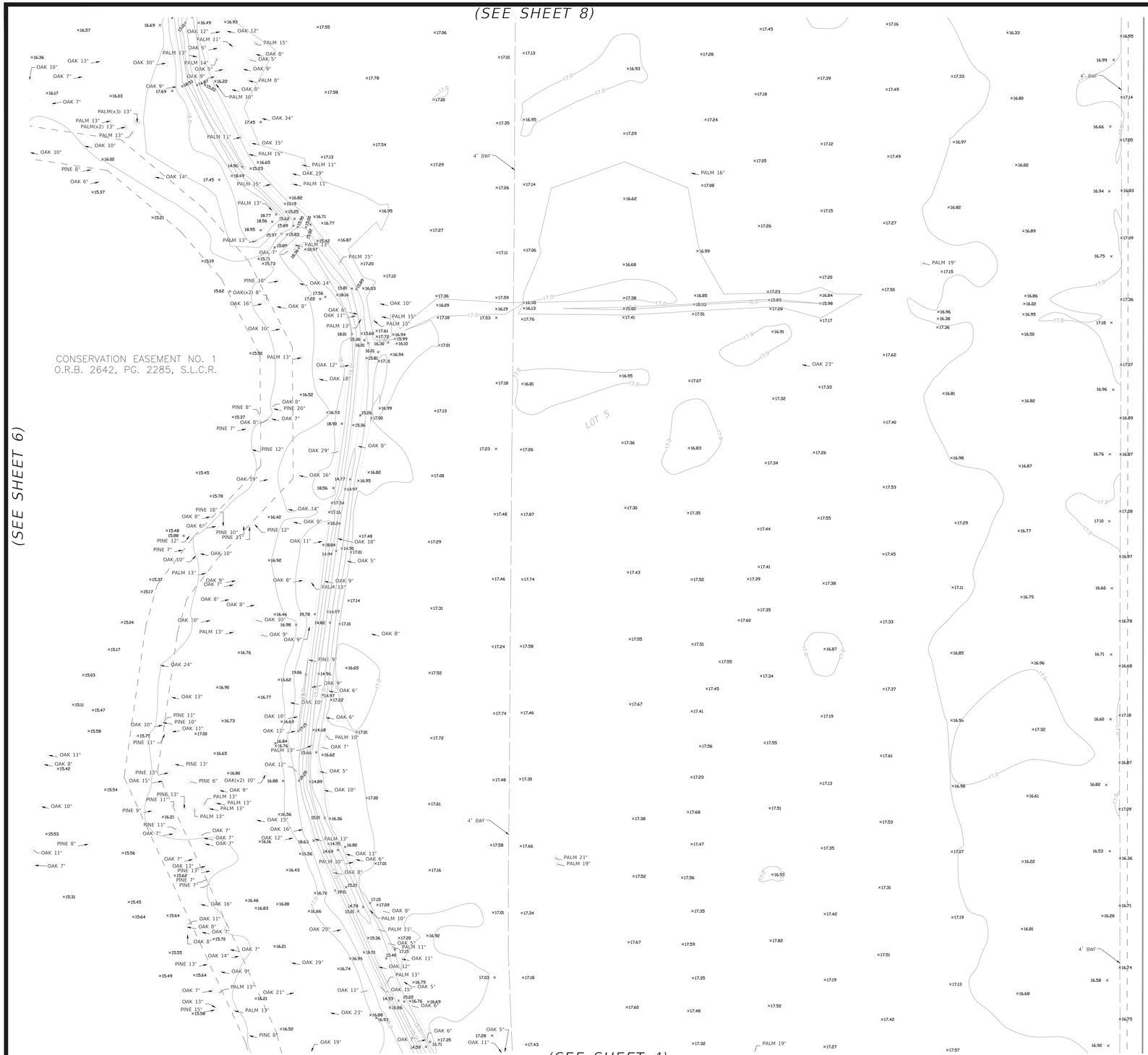
| PROJECT NO. | 21030.00 |
| SCALE | 1" = 40' |
| DATE OF LAST FIELDWORK | 10/09/21 |
| DATE OF MAP | 10/11/21 |

SURVEYOR'S SEAL

# TOPOGRAPHIC DETAIL SHEET

## FORT PIERCE COMMERCE CENTER

(SEE SHEET 8)




(SEE SHEET 6)

(SEE SHEET 4)

SCALE: 1"=40'

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ZEMAN CONSULTING GROUP
3970 RCA BLVD. SUITE #7750
PALM BEACH GARDENS, FL 33410 - LB 8431

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| PROJECT NO. | 21030.00 |
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SURVEYOR'S SEAL

# TOPOGRAPHIC DETAIL SHEET

## FORT PIERCE COMMERCE CENTER

(SEE SHEET 11)

(SEE SHEET 9)

(SEE SHEET 7)

SANITARY MANHOLE
RIM ELEV. = 18.85'
8" PVC PIPE
INV. ELEV. E. = 4.25'
8" PVC PIPE
INV. ELEV. S. = 4.08'
8" PVC PIPE
INV. ELEV. W. = 4.18'
BOTTOM OF BOX ELEV. = 4.16'

DRAINAGE CATCH BASIN
RIM ELEV. = 17.11'
24" REINFORCED CONCRETE PIPE
INV. ELEV. E. = 12.05'
24" REINFORCED CONCRETE PIPE
INV. ELEV. S. = 11.88'
BOTTOM OF BOX ELEV. = 11.33'

SANITARY MANHOLE
RIM ELEV. = 19.91'
8" PVC PIPE
INV. ELEV. E. = 5.08'
8" PVC PVC
INV. ELEV. S. = 9.52'
8" PVC PIPE
INV. ELEV. W. = 5.01'
8" PVC PIPE
INV. ELEV. N. = 11.15'
BOTTOM OF BOX ELEV. = 5.07'

MITERED END SECTION
12"x18" ELLIPTICAL RCP
INV. ELEV. W. = 17.57'

24" REINFORCED CONCRETE PIPE
DIRECTION ONLY

8" PVC
DIRECTION ONLY

8" PVC
DIRECTION ONLY

8" PVC
DIRECTION ONLY

DRAINAGE CATCH BASIN
RIM ELEV. = 16.44'
48" REINFORCED CONCRETE PIPE
INV. ELEV. N. = 10.44'
BOTTOM OF BOX ELEV. = 9.68'

DRAINAGE CATCH BASIN
RIM ELEV. = 18.45'
36" REINFORCED CONCRETE PIPE
INV. ELEV. E. = 11.23'
48" REINFORCED CONCRETE PIPE
INV. ELEV. S. = 10.05'
36" REINFORCED CONCRETE PIPE
INV. ELEV. W. = 11.18'
BOTTOM OF BOX ELEV. = 9.58'

DRAINAGE CATCH BASIN
RIM ELEV. = 17.17'
24" REINFORCED CONCRETE PIPE
INV. ELEV. N. = 11.78'
36" REINFORCED CONCRETE PIPE
INV. ELEV. W. = 11.91'
BOTTOM OF BOX ELEV. = 11.32'

SANITARY MANHOLE
8" PVC PIPE
INV. ELEV. N. = 10.15'
8" PVC PIPE
INV. ELEV. S. = 10.20'
8" PVC PIPE
INV. ELEV. W. = 10.14'
BOTTOM OF BOX ELEV. = 10.78'

MITERED END SECTION
12"x18" ELLIPTICAL REINFORCED CONCRETE PIPE
INV. ELEV. W. = 17.32'

BM RM2
N. = 1110506.593
E = 861518.322
ELEV. = 19.06'
5/8" IRON ROD & CAP
RITZEL-MASON TRAV PT

ST. LUCIE COUNTY
PARCEL NO.
2431-411-0002-000-6
(UNPLATTED ACREAGE)
(NOT A PART OF THIS SURVEY)

SCALE: 1"=40'

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ZEMAN CONSULTING GROUP
3970 RCA BLVD. SUITE #7750
PALM BEACH GARDENS, FL 33410 - LB 8431

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| FIELD BOOK(S) | N/A |
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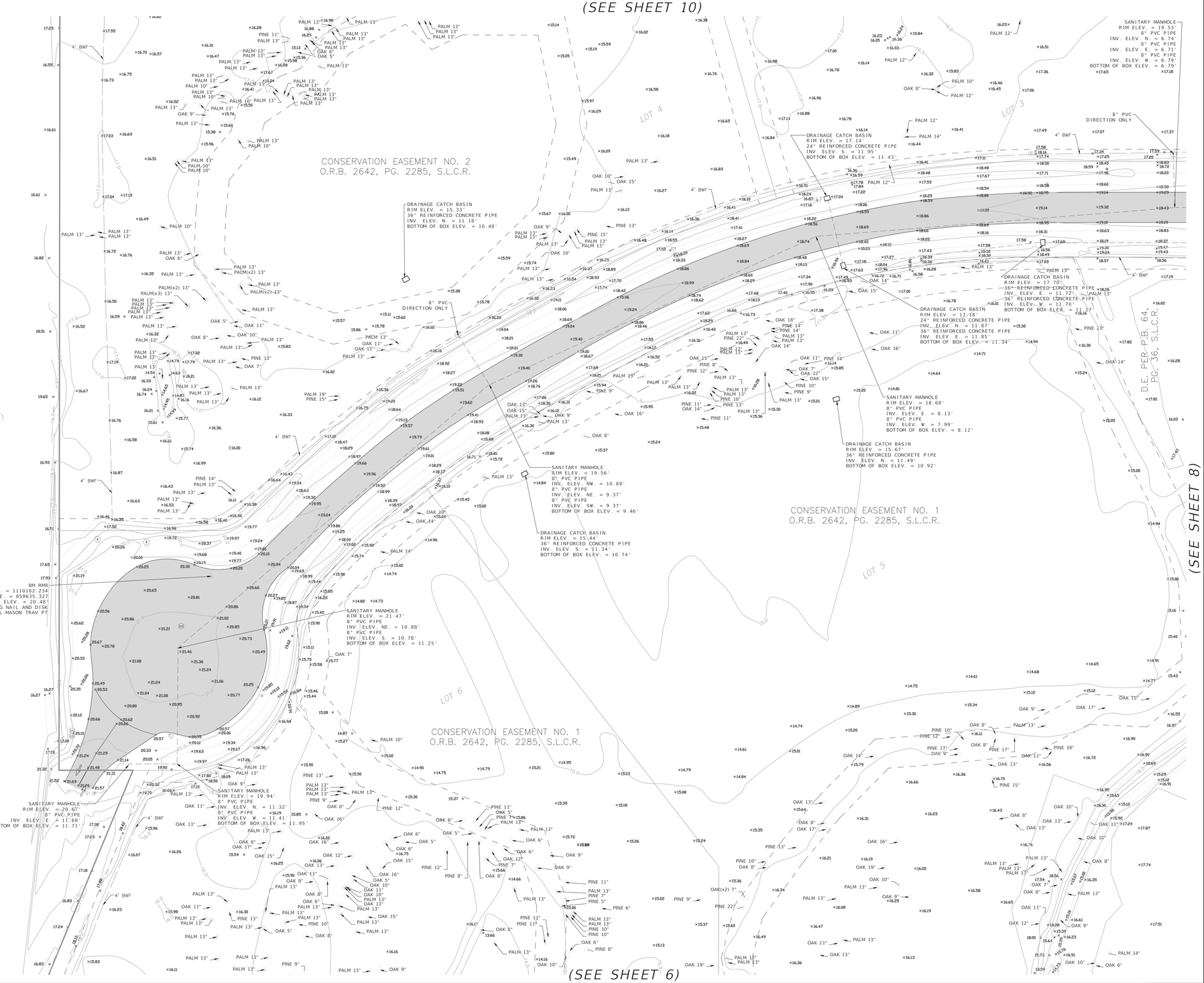
| PROJECT NO. | 21030.00 |
| SCALE | 1" = 40' |
| DATE OF LAST FIELDWORK | 10/09/21 |
| DATE OF MAP | 10/11/21 |

SURVEYOR'S SEAL

# TOPOGRAPHIC DETAIL SHEET
## FORT PIERCE COMMERCE CENTER

SHEET
8 OF 11

SCALE: 1"=40'

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ZEMAN CONSULTING GROUP
3970 RCA BLVD. SUITE #7750
PALM BEACH GARDENS, FL 33410 - LB 8431


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| PROJECT NO. | 21030.00 |
| SCALE | 1" = 40' |
| DATE OF LAST FIELDWORK | 10/09/21 |
| DATE OF MAP | 10/11/21 |

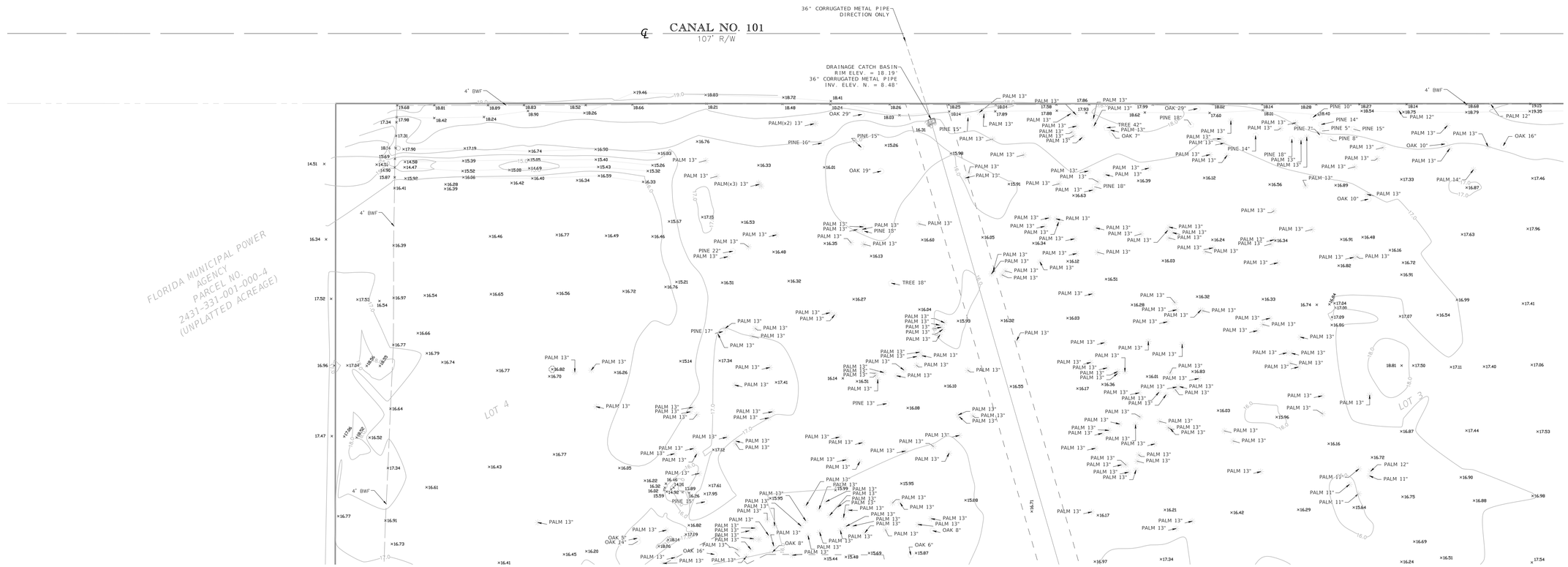
SURVEYOR'S SEAL

# TOPOGRAPHIC DETAIL SHEET

## FORT PIERCE COMMERCE CENTER

SHEET 9 OF 11

SCALE: 1"=40'

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ZEMAN CONSULTING GROUP
3970 RCA BLVD. SUITE #7750
PALM BEACH GARDENS, FL 33410 - LB 8431

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| DATE OF LAST FIELDWORK | 10/09/21 |
| DATE OF MAP | 10/11/21 |

SURVEYOR'S SEAL

# TOPOGRAPHIC DETAIL SHEET

## FORT PIERCE COMMERCE CENTER

SHEET
10 OF 11

SCALE: 1"=40'

CANAL NO. 101
107' R/W

(SEE SHEET 10)

(SEE SHEET 8)

SELVITZ ROAD
100' R/W

| DATE | REVISION | BY |
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ZEMAN CONSULTING GROUP
3970 RCA BLVD. SUITE #7750
PALM BEACH GARDENS, FL 33410 - LB 8431


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SURVEYOR'S SEAL

# TOPOGRAPHIC DETAIL SHEET
## FORT PIERCE COMMERCE CENTER

MICHELLE R. MILLER, CLERK OF THE CIRCUIT COURT - SAINT LUCIE COUNTY
FILE # 4972147 OR BOOK 4746 PAGE 1204, Recorded 12/28/2021 03:56:48 PM Doc Tax: $45500.00

This Instrument Prepared by:
Riverside Abstract
1 Paragon Drive, Suite 150B
Montvale, NJ 07654

Return to:
Jeffrey Wolfe, Esq.
Sachs Sax Caplan, P.L.
6111 Broken Sound Parkway NW #200
Boca Raton, FL 33473

Property Folio Number:
2431-800-0002-000-0
2431-800-0003-000-7
2431-800-0004-000-4
2431-800-0005-000-1
2431-800-0006-000-8
2431-800-0007-000-5

# WARRANTY DEED

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**This Warranty Deed** made and executed the 3 day of December , 2021, by Tahoe1212 LLC, a Delaware limited liability company, whose address is 2093 Philadelphia Pike # 5041 Claymont, DE 19703 , hereinafter called the grantor, to St. Lucie Commerce Center LLC, a Florida limited liability company, whose address is 30 S. Hope Chapel Road, Jackson, NJ 08527 , hereinafter called the grantee:

(Wherever used herein the term "grantor" and grantee" include all the parties to this instrument, singular and plural, the heirs, legal representatives, and assigns of individuals, and the successors and assigns, wherever the context so admits or requires.)

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

SEE EXHIBIT A

**Together** with all the elements, 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 it is lawfully seized of said land in

fee simple, that it has good right and lawful authority to sell and convey said land, that it hereby fully warrants the title to said land and will defend the same against the lawful claims of all persons whomsoever; and that said land is free of all encumbrances except for real estate taxes for the year 2022 and subsequent years.

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

Tahoe1212, LLC, a Delaware limited liability company

WITNESS

Stephen E Gries
(signature)

Name: Stephen E. Gries
(print)

HRW Management, LLC,
a Nevada limited liability company

By: ACH MJW, LLC,
an Arizona limited liability company

By: _____
Michael Wick
Its: Manager

WITNESS

Portia Frost
(signature)

Name: Portia Frost
(print)

STATE OF _____
COUNTY OF _____

The foregoing instrument was acknowledged before me this _____ day of December, 2021, by means of [ ] physical presence or [ ] online notarization by _____, as _____ of Tahoe1212 LLC, a Delaware limited liability company, on behalf of the company. He/She is personally known to me or has produced _____ as identification.

NOTARY PUBLIC:

Sign _____

Print _____

State of _____ at Large (Seal)

My Commission Expires:

See attached CA Acknowledgment

**Exhibit A**

Lots 1 through 6, Treasure Coast Business Park, according to the plat thereof, as recorded in Plat Book 64, Pages 36 through 42, of the Public Records of St. Lucie County, Florida

# CALIFORNIA ALL-PURPOSE CERTIFICATE OF 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 Los Angeles }

On December 3 2021 before me, Portia Frost "Notary Public" (Here insert name and title of the officer),

personally appeared Michael Wick,

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.

Portia Frost
Notary Public Signature

(Notary Public Seal)

PORTIA FROST
COMM. #2296220
Notary Public - California
Los Angeles County
My Comm. Expires July 30, 2023

## ADDITIONAL OPTIONAL INFORMATION

DESCRIPTION OF THE ATTACHED DOCUMENT

Warranty Deed
(Title or description of attached document)

Emery Dr. Ft Pierce FL
(Title or description of attached document continued)

Number of Pages 3 Document Date 12/3/21

CAPACITY CLAIMED BY THE SIGNER

- ☐ Individual (s)
- ☐ Corporate Officer
  (Title)
- ☐ Partner(s)
- ☐ Attorney-in-Fact
- ☐ Trustee(s)
- ☒ Other

## INSTRUCTIONS FOR COMPLETING THIS FORM

*This form complies with current California statutes regarding notary wording and, if needed, should be completed and attached to the document. Acknowledgments from other states may be completed for documents being sent to that state so long as the wording does not require the California notary to violate California notary law.*

- State and County information must be the State and County where the document signer(s) personally appeared before the notary public for acknowledgment.
- Date of notarization must be the date that the signer(s) personally appeared which must also be the same date the acknowledgment is completed.
- The notary public must print his or her name as it appears within his or her commission followed by a comma and then your title (notary public).
- Print the name(s) of document signer(s) who personally appear at the time of notarization.
- Indicate the correct singular or plural forms by crossing off incorrect forms (i.e. he/she/~~they~~, is /~~are~~ ) or circling the correct forms. Failure to correctly indicate this information may lead to rejection of document recording.
- The notary seal impression must be clear and photographically reproducible. Impression must not cover text or lines. If seal impression smudges, re-seal if a sufficient area permits, otherwise complete a different acknowledgment form.
- Signature of the notary public must match the signature on file with the office of the county clerk.
  - Additional information is not required but could help to ensure this acknowledgment is not misused or attached to a different document.
  - Indicate title or type of attached document, number of pages and date.
  - Indicate the capacity claimed by the signer. If the claimed capacity is a corporate officer, indicate the title (i.e. CEO, CFO, Secretary).
- Securely attach this document to the signed document with a staple.

...NotaryClasses.com 800-873-9865

**Planning Board** **6. d.**

**Meeting Date:** 06/10/2024

**Re:** Major Site Plan Amendment (Development Review and Design Review) - KHCC (3) Parcels: 2313-332-0000-010-0, 2313-333-0001-000-7, 2313-331-0000-000-4

**Submitted For:** Kev Freeman, Planning Director, Planning Department

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**Information**

**SUBJECT:**

Major Site Plan Amendment - Kings Highway Commerce Center
2313-332-0000-010-0, 2313-333-0001-000-7, 2313-331-0000-000-4

**SUMMARY:**

The proposed recudtion in development will include two (2) phases of the two (2) proposed flex-space warehouse buildings. Phase 1 includes a warehouse that consists of 13,000 square feet of office space and 175,0000 square feet of warehouse; totaling 188,000 square feet, 130 parking spaces with 6 handicap spaces, 8 bicycle spaces, and 55 loading spaces. Phase 2 includes a warehouse that consists of 9,000 square feet of office space and 193,000 square feet of warehouse; totaling 202,000 square feet, 98 parking spaces with 6 handicap spaces, 8 bicycle spaces, and 39 loading spaces.

On January 17, 2023, the City Commission of the City of Fort Pierce unanimously approved a Site Plan (Development Review and Design Review) to construct two (2) flex-space buildings totaling 442,000 square feet of office and warehouse distribution space with associated site improvements. Following a market study by the Property Owner, a decision was made to reduce the square footage and redesign the original approved site plan for the subject property. The original approved site plan consisted of approximately 34.813 acres of land, consisting of four (4) parcels of land located at or near the southeast corner of South Kings Highway and Graham Road in Fort Pierce, FL. The site plan consisted of two (2) proposed structures (flex-space: office and warehouse spaces). The applicant originally provided a total of 262 parking spaces. The original site plan was phased out with Phase I consisting of Building 1 with 206,000 sf of warehouse space and 15,000 sf office space. Phase II will consist of 206,000 sf of warehouse space and 15,000 sf of office space in addition.

This Major Site Plan application is the result of reconsidering design and siting based on a market study by the property owner. The proposed flex-space warehouses total approximately 390,000 square feet. Per City Code Section 125-313. – Major and Minor Site Plan Application (b); a nonresidential or mixed-use development over 4,000 square feet in area is considered a Major Site Plan. Therefore, this site plan amendment application qualifies as a Major Site Plan Amendment.

**RECOMMENDATION:**

The proposed Major Site Plan Amendment (Development) application adheres to the requirements of the City Land Development Code and guidelines of the City's Comprehensive Plan. Therefore, Staff recommends **APPROVAL** of the requested application with the following conditions:

1. Prior to Certificate of Occupancy, a Landscape Maintenance Agreement is required:

The Landscape Maintenance Agreement shall note that all approved landscaping shall be installed, irrigated, and maintained in perpetuity in accordance with section 123-7 of the City Code of Ordinances, in order that it continues to present a healthy, neat, and orderly appearance free of refuse and debris, in conformity with the following requirements:

a. Vegetation required by this article shall be replaced with equivalent or better vegetation if it is not living. All trees for which credit is awarded and which subsequently die shall be replaced by the same or greater number of living trees according to the standards established in this article.

b.

In case of violation:

Maintenance shall include the replacement of all unhealthy/dead material within 30 days after a notification of violation in conformance with the approved site plan or landscape plan. Violations of this article, or failure to maintain all required landscaping as reflected in the approved landscaping plan, shall be grounds for referral to the special magistrate for appropriate action.

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. 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 conducted before the issuance of a Building Permit.

4. After completion of the Unity of Title and Lot Combination, please submit a General Address Request Form for the newly created Parcel ID and for each proposed building.

**ALTERNATIVES:**

1. Recommend Approval
2. Recommend Modified Approval
3. Recommend Denial

**RESPONSIBLE STAFF:**

Vennis Gilmore, Assistant Planning Director

**COORDINATED WITH:**

Technical Review Committee

---

**Fiscal Impact**

**OTHER INFORMATION:**

N/A

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**Attachments**

Staff Report
TRC Comments
Application and Supporting Documents

---

**Form Review**

Form Started By: Vennis Gilmore Started On: 06/03/2024 06:28 PM
Final Approval Date: 06/05/2024

# CITY OF FORT PIERCE

## PLANNING DEPARTMENT

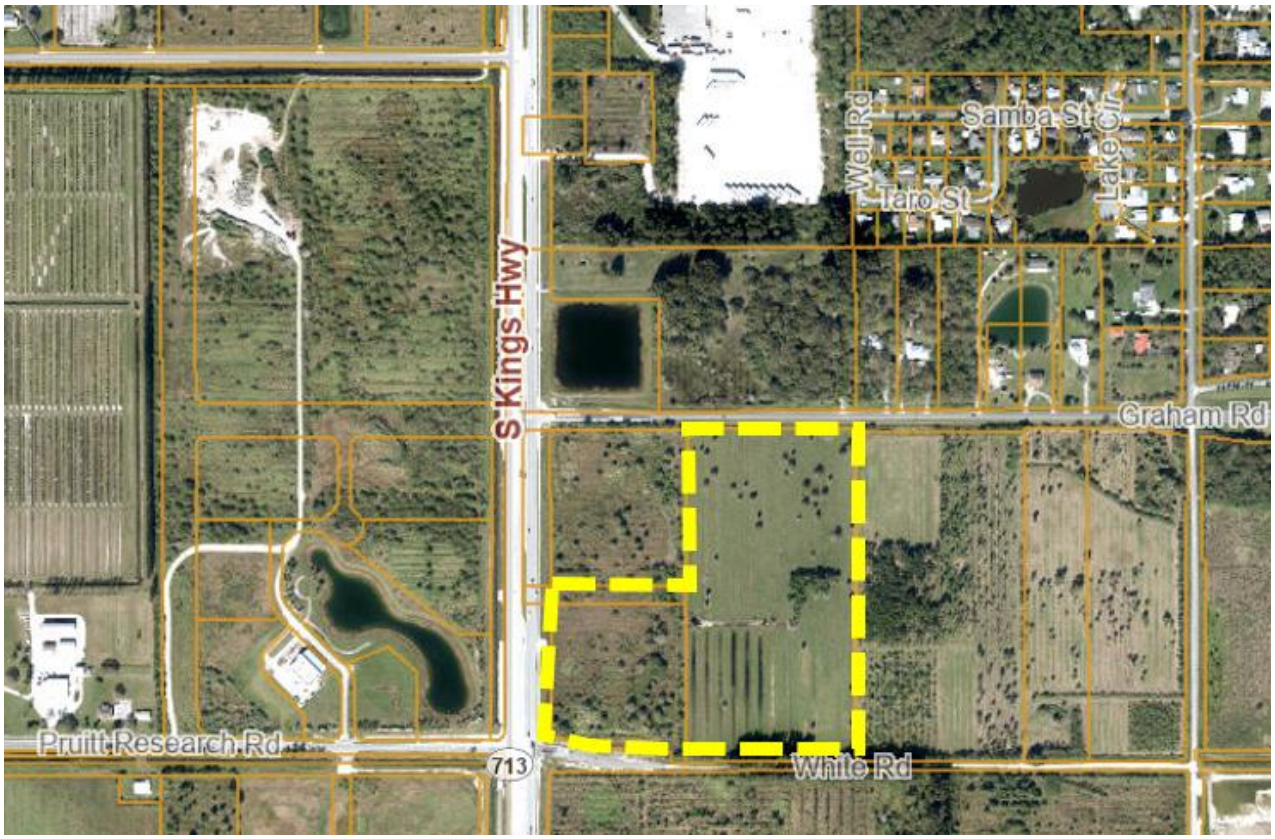
**PROJECT:** KINGS HIGHWAY COMMERCE CENTER – MAJOR SITE PLAN AMENDMENT (DEVELOPMENT REVIEW) REDUCTION IN SQUARE FOOTAGE

**REVIEWER:** VENNIS GILMORE, ASSISTANT PLANNING DIRECTOR

**DATE:** JUNE 3, 2024

**STAFF REPORT**

| | |
|---|---|
| **Owner:** | J A Development Partners, LLC |
| **Applicant/Representative:** | Jeff H. Iravani, Inc. – Authorized Agent |
| **Requested Action:** | Major Site Plan (Development Review) |
| **Location:** | At or near the southeast corner of South Kings Highway and Graham Road |
| **Parcel IDs:** | 2313-332-0000-010-0, 2313-333-0001-000-7, 2313-331-0000-000-4 |
| **Current Zoning:** | CP-1, Commercial Parkway Zone |
| **Future Land Use:** | GC, General Commercial |


Well Rd
Samba St
Lake Dr
Taro St
S Kings Hwy
Graham Rd
Pruitt Research Rd
713
White Rd




**Surrounding Zoning:**

| North | East | South | West |
|---|---|---|---|
| RU (SLC)/R-1 | RU (SLC) | CP-1 | PNRD (SLC) |

**Site Area:** **+/-** 26.52 Acres

**Utilities:** Located within the FPUA Service Area

## Staff Analysis:

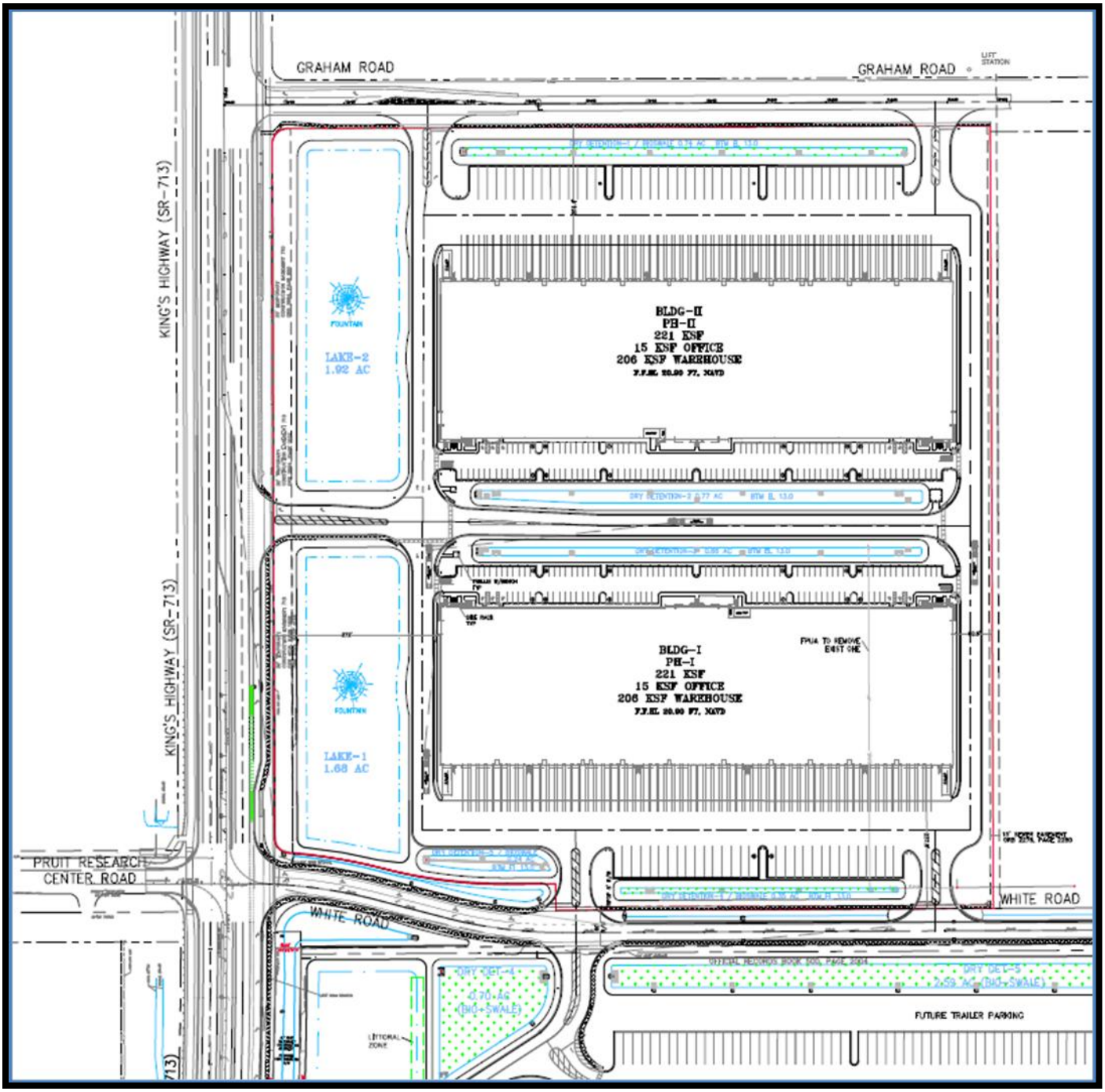
***Request***
Request for review of an application for a Major Site Plan Amendment (Development Review) to construct two (2) flex-space buildings totaling 390,000 square feet of office and warehouse distribution space with associated site improvements.

***Project Summary***
The proposed reduction in development will include two (2) phases of the two (2) proposed flex-space warehouse buildings. Phase 1 includes a warehouse that consists of 13,000 square feet of office space and 175,0000 square feet of warehouse; totaling 188,000 square feet, 130 parking spaces with 6 handicap spaces, 8 bicycle spaces, and 55 loading spaces. Phase 2 includes a warehouse that consists of 9,000 square feet of office space and 193,000 square feet of warehouse; totaling 202,000 square feet, 98 parking spaces with 6 handicap spaces, 8 bicycle spaces, and 39 loading spaces.

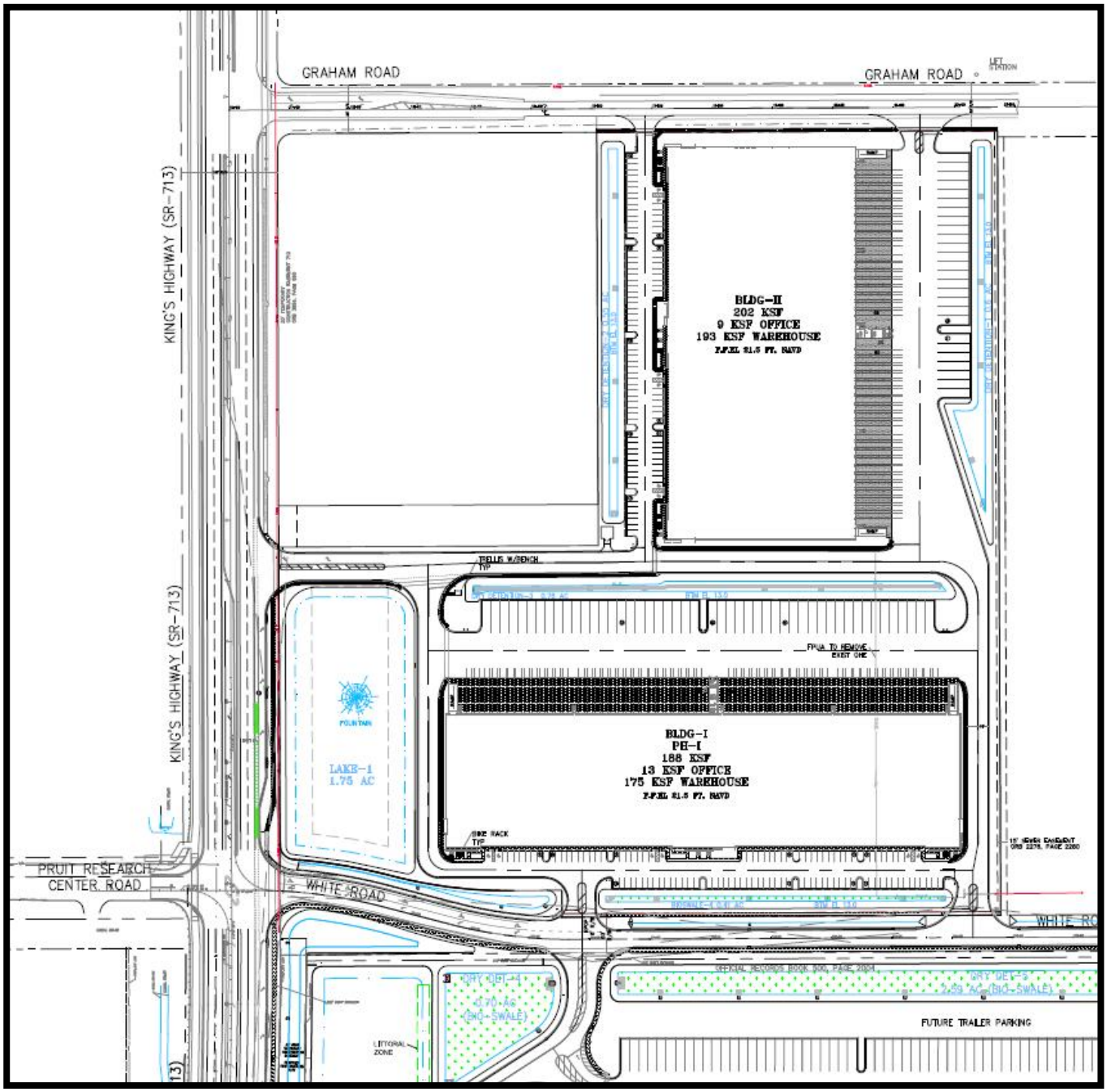
On January 17, 2023, the City Commission of the City of Fort Pierce unanimously approved a Site Plan (Development Review and Design Review) to construct two (2) flex-space buildings totaling 442,000 square feet of office and warehouse distribution space with associated site improvements. Following a market study by the Property Owner, a decision was made to reduce the square footage and redesign the original approved site plan for the subject property. The original approved site plan consisted of approximately 34.813 acres of land, consisting of four (4) parcels of land located at or near the southeast corner of South Kings Highway and Graham Road in Fort Pierce, FL. The site plan consisted of two (2) proposed structures (flex-space: office and warehouse spaces). The applicant originally provided a total of 262 parking spaces. The original site plan was phased out with Phase I consisting of Building 1 with 206,000 sf of warehouse space and 15,000 sf office space. Phase II will consist of 206,000 sf of warehouse space and 15,000 sf of office space in addition.

This Major Site Plan application is the result of reconsidering design and siting based on a market study by the property owner. The proposed flex-space warehouses total approximately 390,000 square feet. Per City Code Section 125-313. – Major and Minor Site Plan Application (b); a nonresidential or mixed-use development over 4,000 square feet in area is considered a Major Site Plan. Therefore, this site plan amendment application qualifies as a Major Site Plan Amendment.

***Approved Site Plan (442,000 sf)***




***Proposed Major Site Plan Amendment (390,000 sf)***




***Existing Conditions***

The site is currently vacant land. The subject parcel has a total of approximately 26.52 acres. The site is surrounded by vacant land to the north, west, east, and south.

***Design***

Two (2) building types are proposed for the commercial/industrial buildings:

- Phase I: Building Area – 188,000 sf total
  Office – 13,000 sf
  Warehouse – 175,000 sf

  130 parking spaces
  6 handicap spaces
  8 bicycle spaces
  55 loading spaces

- Phase II: Building Area – 202, 200 sf total
  Office – 9,000 sf
  Warehouse – 193,000 sf

  98 parking spaces
  6 handicap spaces
  8 bicycle spaces
  39 loading spaces

The project is situated at or near the southeast corner of S Jenkins Road and Graham Road and is part of a major north-south corridor consisting of commercial and residential development from Okeechobee Road to Orange Avenue. The commercial corridor reflects older and newer structures of varying architectural styles developed over the past several years. The styles typically reflect prototypes and branding designs of national retailers and services, older housing stock, and brand-new single-family homes. The subject site plan architecture will subsequently have a neutral design to accommodate their co-habitation.

The subject project has a modern residential look using a combination of both gable and hip asphalt roofs. The multi-family development will allow engagement with the interior from parking, pedestrian, and street views. Bahamas shutters, covered balconies, and cover provide shade and weather protection at fenestrations. Facades are broken up using wall projections, color, and material changes. Finish materials reflect commonly used products in Florida including stucco and lap siding with wood accent panels. The selected colors are subdued and consist of earthy tones of browns, greens, and whites with awnings in a green accent. The color scheme includes pure white, windowpane, underseas, and messenger bag.







***Stormwater Retention & Landscaping***

Stormwater Retention

Please see stormwater drainage plan on the conceptual civil plans provided with this submittal.

Landscaping

All plants shall conform to established nursery grades and standards, to be Florida No. 1 or better, and shall be free of disease and insects at the time of installation. All new landscaping shall be provided with 100% irrigation coverage.

The overall landscape plan is provided on Sheets LA-1 through 7; detailed landscape plans are provided on Sheet LA-7, and the Project plant list is provided on Sheet1 LA-7.


GRAHAM ROAD
KINGS HWY.
PARCEL C
VACANT PASTURE
MATCHLINE SEE SHEET 4
MATCHLINE SEE SHEET 5
MATCHLINE SEE SHEET 6
BLDG-2
PH-1
202 KSF
9 KSF OFFICE
193 KSF WAREHOUSE
MATCHLINE SEE SHEET 3
MATCHLINE SEE SHEET 6
PARCEL C
VACANT PASTURE
PARCEL B
VACANT PASTURE
MATCHLINE SEE SHEET 1
MATCHLINE SEE SHEET 3
MATCHLINE SEE SHEET 4
MATCHLINE SEE SHEET 5
BLDG-2
PH-1
202 KSF
9 KSF OFFICE
193 KSF WAREHOUSE
MATCHLINE SEE SHEET 2
MATCHLINE SEE SHEET 4
FOUNTAIN
BLDG-1
PH-1
221 KSF
15 KSF OFFICE
206 KSF WAREHOUSE
MATCHLINE SEE SHEET 2
WHITE ROAD
MATCHLINE SEE SHEET 3
MATCHLINE SEE SHEET 1
BLDG-1
PH-1
221 KSF
15 KSF OFFICE
206 KSF WAREHOUSE
WHITE ROAD

Plant List

Total Trees Proposed:
247

Proposed Native Trees:
200 (81%)

Total Palms Proposed:
209

Proposed Native Palms:
157 (75%)

Total Shrubs Proposed:
13,088

Proposed Native Shrubs:
11, 929 (91%)

***Comprehensive Plan***
The subject property is designated with an GC, General Commercial future land use. The designation is intended for higher intensity commercial developments or horizontal and vertical mixed-use developments. Uses allowed within this designation include multifamily residential, intensive and general commercial, retail, service, offices, tourist/entertainment facilities, hotels/motels, parks and recreation, along with compatible public, quasi-public, and special uses. This land use designation allows for a maximum density of 15 dwelling units per acre and a maximum FAR of 1.0. Development shall include either commercial or mixed uses fronting major roadway corridors with higher intensity near major intersections. Residential uses may comprise up to 20 percent of the total floor area of the General Commercial future land use designation.

**Summary of Technical Review Committee**

All affected departments have reviewed the proposed Development Plan with regards to consistency with established ordinances and requirements of the City Code.

**Fort Pierce Engineering Department**
See Supporting Documents.
**Fort Pierce Building Department**
See Supporting Documents.
**St. Lucie County Planning Department**
No comments received.
**St. Lucie County PW/Engineering**
See Supporting Documents.
**Fort Pierce Police Department**
See Supporting Documents.
**City Clerk Office**
No comments received.
**Code Enforcement**
No comments received.
**Fort Pierce Utilities Authority**
See Supporting Documents.
**St. Lucie County Fire District**
See Supporting Documents.
**Florida Department of Transportation**
See Supporting Documents.

**St. Lucie County School Board**
No comments received.
**St. Lucie Transportation Planning Organization**
See Supporting Documents.
**St. Lucie County Transit – Area Regional Transit**
No comments received.

Full findings and comments from review by the corresponding departments, and the responses and plan amendments by the applicant are provided for consideration by the Planning Board.

**Staff Recommendation**:
The proposed Major Site Plan Amendment (Development) application adheres to the requirements of the City Land Development Code and guidelines of the City's Comprehensive Plan. Therefore, Staff recommends **APPROVAL** of the requested application with the following conditions:

1. Prior to Certificate of Occupancy, a Landscape Maintenance Agreement is required:

   The Landscape Maintenance Agreement shall note that all approved landscaping shall be installed, irrigated, and maintained in perpetuity in accordance with section 123-7 of the City Code of Ordinances, in order that it continues to present a healthy, neat, and orderly appearance free of refuse and debris, in conformity with the following requirements:

   a. Vegetation required by this article shall be replaced with equivalent or better vegetation if it is not living. All trees for which credit is awarded and which subsequently die shall be replaced by the same or greater number of living trees according to the standards established in this article.

   b. Maintenance shall include sufficient weeding, watering, fertilizing, pruning, mowing, edging, mulching and other horticultural practices to ensure that the landscaping continues to maintain a healthy, neat, and orderly appearance.

   In case of violation:

   Maintenance shall include the replacement of all unhealthy/dead material within 30 days after a notification of violation in conformance with the approved site plan or landscape plan. Violations of this article, or failure to maintain all required landscaping as reflected in the approved landscaping plan, shall be grounds for referral to the special magistrate for appropriate action.

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. 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 conducted before the issuance of a Building Permit.

4. After completion of the Unity of Title and Lot Combination, please submit a General Address Request Form for the newly created Parcel ID and for each proposed building.

THE SUNRISE CITY
FORT PIERCE
Florida
ENGINEERING
DEPARTMENT

**To:** **Vennis Gilmore, Assistant Planning Director**

**From:** **Selena Griffett, P.E.**

**Thru:** **Tracy Telle, Assistant City Engineer**

**Re:** **Kings Highway Commerce Center – Major Site Plan Amendment**

**Date:** **May 28, 2024**

This is to advise you that we have completed the review of the following documents as received by this office on May 15, 2024:

- ☐ Development Permit Compliance Review
- ☐ Construction Drawings
- ☒ Site Plan Major Amendment
- ☐ Test Reports & Related Documents
- ☐ Conditional Use
- ☐ Record Drawings
- ☐ Permits
- ☒ Other Major Amendment

Based on our reviews and appropriate site final inspection, we

- ☒ Recommend
- ☐ Do Not Recommend
- ☒ Approval
- ☐ 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 Advisory Comments



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

**Advisory Comments:**

1. An updated environmental assessment is required at DPCR.
2. Please coordinate with St. Lucie County for work with Right of Way of White Road and Graham Road. Please coordinate with FDOT for work within Kings Highway Right of Way
3. NSLRWCD/SFWMD permits will be required prior to DPCR approval.
4. A Unity of Title is needed for the two parcels prior to DPCR approval.
5. Drainage was only conceptually reviewed; a full drainage review will be completed at DPCR submittal. Please specify that City Code Chapter 119-3 (e)(7) values were used for design elevations:

   *Rainfall quantities to be used for stormwater management design and calculations shall be as follows:*

   - *Ten-year-one-day storm = 6.00 inches (for minimum roadway/parking lot elevation).*
   - *Ten-year one-hour storm = 3.20 inches (for exfiltration trench design).*
   - *Twenty-five-year-three-day storm = 9.50 inches (for off-site discharge & min. perimeter elevation).*
   - *One-hundred-year-three-day storm = 12.23 inches (for minimum floor elevation).*

THE SUNRISE CITY
FORT PIERCE
PLANNING DEPARTMENT Florida

February 15, 2024

Jeff H. Iravani, Inc – Authorized Agent
1934 Commerce Lane, Suite 5
Jupiter, FL 33458

**Subject: Kings Highway Commerce Park – (Multiple Parcels) - TRC Comments for April 15, 2024 meeting**

**Fort Pierce Planning Department**

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. 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 conducted before the issuance of a Building Permit.

4. After completion of the Unity of Title and Lot Combination, please submit a General Address Request Form for the newly created Parcel ID and for each proposed building.

5. There appears to a few discrepancies in your Site Data:

    i) Parcel ID: 2313-333-0001-000-7 is approximately 294,117 sq ft and Parcel ID: 2313-331-0000-000-4 is approximately 840,272.4 sq ft. The total square footage is 1,134,389.4 sq ft. The listed impervious area is 1,015,250 sq ft. City Code Section 125-207. (c) Open Space Standards – Commercial Parkway Zone (CP-1) requires:

    (1)A minimum of 20 percent of the gross area of land to be devoted to a commercial parkway development must be reserved for use as parks, recreation areas, marinas, open space, planting, or other public purposes other than rights-of-way, utility easements, and parking areas. At the request of the developer and subject to the approval of the city commission, use of recreational facilities may be offered to the general public. Areas that

are natural or manmade floodways, lakes, and stormwater retention areas may be also be used to satisfy the total open space requirement.

(2)All land dedicated for open space shall be under the legal control of the developer.

ii) Per City Code Section 125-207. (2) Yards. – Commercial Parkway Zone (CP-1) states the following:

a.The minimum depth of the front yard shall be 25 feet.

b.The minimum depth of the rear yard shall be 20 feet.

c.The minimum depth of the side yard shall be ten feet, except on corner lots the minimum side yard depth on a street side will be 20 feet.

iii) The Site Data lists "Lakes", however there is one (1) "Lake".
iv) The Site Data lists four (4) Parcel ID(s), however there are two (2) Parcel ID(s).
v) Please review the site data and resubmit with valid corrections.
vi) The Location Map depicts the original site plan location.

6. Per City Code Section 125-317. – Sidewalks. Please provide labeled sidewalks and sidewalk linkages along the Graham Road and White Road Frontages.
7. Per City Code Section 125-317. – Provide labeled sidewalk linkages to Kings Highway.
8. Please consider EV Charging spaces within the Site Plan.
9. Please provide a color rendering of the landscape plan if possible.
10. Provide a detailed narrative description for the amended site plan application.
11. Provide a detailed design review narrative description for the amended site plan application.
12. Please adhere to City Code Section 125-314 (Design Review) and review the Design Review Checklist submitted for your review.
13. Per City Code Section 125-314 (Design Review) - Reverse the architectural elevations of the structures to ensure that the ramp bays are not as visible from the street view.
14. Per City Code Section 125-314 (Design Review) – Provide more detail and articulation on the elevations located where the ramp bays exist.
15. Please adhere to City Code Section 123-37 (General Landscaping Requirements) and review the Checklist submitted for your review.
16. Per City Code Section 123-37 (General Landscaping Requirements) – A Dry Retention area cannot be calculated as part of the required landscape buffer.
17. Incorporate the green walls shown on the elevation into the landscape plan.
18. There must be coordination between what's presented on the landscape plan and on the site plan.
19. Please specify the location of the refuse collection area and any trash receptacles.
20. Include a buffer which includes fencing and planted material so as to provide a visual and noise buffer between the St. Lucie County Agricultural Residential Zone to the east of the property.

THE SUNRISE CITY
FORT PIERCE
BUILDING DEPARTMENT Florida

# BUILDING DEPARTMENT
# TECHNICAL REVIEW COMMITTEE (TRC)
# COMMENT FORM

**Meeting Date:** February 15, 2024
**Property Address:** Major Amendment - Kings Highway Commerce Center - NE Corner of S. Kings Highway and White Road - Parcel ID(s) 2313-333-0001-000-7, 2313-331-0000-000-4

***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 the submission of comments upon completion of the official plan review.

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

☐ 3. All new construction or alterations shall meet the requirements of the Florida Building Code 8th Edition.

☐ 4. Building Permit required.

☐ 5. Signed and sealed construction drawings required.

☐ 6. Must meet the following Accessibility requirements:

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

☐ 7. Change of Use required

- ☐ Shall include a signed and sealed Life Safety Plan
- ☐ Shall include a signed and sealed comprehensive drawing, detailing how the building and MEC elements will comply with the Florida Building Code requirements.

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

☐ 9. Flood Development Permit required.

☐ 10. Final plat and approved parcel ID's required to submit or DPCR and building permit review.

☐ 11. Open permits, requiring attention exist.

☐ 12. Shall meet the Fire Prevention Code:

- ☐ Sprinkler system is required.
- ☐ Smoke alarm system is required.

☑ 15. Other

**Additional Comments/Requirements:**

No change to original comments

Building Official's or Representative's Signature _____ Date: 2/9/24

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

# Technical Review Committee meeting

# February 15, 2024

Case #: No Case # provided

Planner: City of Ft. Pierce Planning Department

Major Amendment

Kings Highway Commerce Park , Kings Hwy / White Rd., 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: #

**Major Amendment - Kings Highway Commerce Center - NE Corner of S. Kings Highway and White Road - Parcel ID(s): 2313-333-0001-000-7, 2313-331-0000-000-4**

## Comments

FPUA W/WW Engineering: FPUA has both water and sewer available to serve this site. Please submit three complete sets of utility construction plans, along with a completed plan review application and a complete commercial service application, to the Water and Wastewater Engineering Department for review. The department is located at 1701 S 37th Street, Fort Pierce, Florida.
For further information or inquiries, please contact John Biggs at 772-466-1600, extension 3474

FPUA Electric Engineering: This submission is outside of the FPUA electric service area.

FPUA Gas: Approved. Natural Gas is available via Kings Hwy.

FPUAnet Fiber: FPUAnet **Approves;** Fiber Internet Service **– Is Available.**
If client would like **Fiber Internet Service** from FPUAnet Communications, please contact Eric Peters at (772) 468-1697 for **Fiber Internet** requirements if service is desired.

FPUAnet - Developer Letter.pdf

Fort Pierce Utilities Authority
FPUAnet Communications
500 Boston Avenue (PO Box 3191)
Fort Pierce, FL 34950 (34948)

Dear Developer,

I am writing to you today on behalf of FPUAnet, the City of Fort Pierce's municipal fiber internet service provider. I am reaching out to you to discuss the benefits of choosing FPUAnet for your next development project.

FPUAnet offers a number of advantages over traditional internet providers, including:

- **Scalable to meet growing demands:** FPUAnet's fiber optic network is designed to scale to meet the growing demands of Fort Pierce. This means that you can be confident that your internet connection will be able to handle even the most demanding applications and devices.
- **Gigabit internet throughout the entire service area:** FPUAnet offers gigabit internet speeds throughout its entire service area. This means that you can get the fastest possible internet speeds, no matter where you live in Fort Pierce.
- **High-quality internet to rural and low-income areas:** FPUAnet is committed to providing high-quality internet access to all residents of Fort Pierce, including those in rural and low-income areas. This is important for ensuring that everyone has the opportunity to participate in the digital economy.
- **Faster and more affordable than privately owned ISPs:** FPUAnet's prices are competitive with other internet providers, and in many cases, they are even more affordable. This is because FPUAnet does not have to make a profit, so it can pass on the savings to its customers.

In addition to these advantages, FPUAnet is also committed to providing excellent customer service. Our team of experts is available 24/7 to help you with any questions or problems you may have.

I would be happy to discuss your specific needs in more detail. Please do not hesitate to contact me at peters@fpua.com or 772-466-1600 ext.3311.

Thank you for your time and consideration. I look forward to hearing from you soon.
Sincerely,

Eric Peters
On behalf of FPUAnet

February 6, 2024

**PROJECT:** **Kings Highway Commerce Center - NE Corner of S. Kings Highway and White Road**

**REF:** Project #

**TO:** Vennis Gilmore

**FROM:** Diana Alzate

Corrections:

1. South Kings Highway is an FDOT Right-of-Way. Please coordinate with FDOT for permitting improvements within the Right-of-Way or any required Right-of-Way dedications.
2. Graham Road is identified on the County's Right-of-Way protection plan. A Right-of-Way dedication of 10 feet may be required.
3. A right-in turn lane may be required on Graham Road because of its proximity to the intersection.
4. A 6 FT sidewalk is required along adjacent road Right-of-Ways. The Board of County Commissioners may authorize the applicant to pay a Fee-in-Lieu of construction of the sidewalk.
5. Dimension the driveway width, radius of return, and setback from side property lines and adjacent driveways. Section 7.05.06 of the Land Development Code includes minimum setback requirements for driveways.
6. Provide a truck circulation plan depicting how the dumpster collection, fire department, and delivery trucks will safely maneuver onsite.
7. Provide typical pavement sections for all vehicular use areas. Vehicular use or storage areas are required to be paved with asphalt or concrete.
8. The TIR will be reviewed by a third party. Written acceptance to reimburse the County for associated fees is required to initiate the review. If you are in a position to move forward as such, please provide written notice.

Conditions:

9. A Site Development Permit is required prior to performing site improvement activities.
10. A Road Improvement Agreement and appropriate bond will be required for all permanent improvements within the Right-of-Way on White Road.

**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: Kings Highway Commerce Center**

**REVIEW DATE: 2/9/2024**

**PLANNER: VENNIS GILMORE**

**REVIEWED BY: Captain Andres Elizondo**

**Site Plan Approved with conditions: _____**

**Site Plan Requires Re-submittal: ___X____**

**Site Plan Rejected: _____**

**The Following Conditions/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 provide an electronic revised copy of the site plan (pdf format).**
4. **Please provide written acknowledgement of the conditions/revisions provided.**
5. **A separate review and permit is required for Underground Fire Mains connected to standpipes or sprinkler systems.**
6. **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).**

7. **Security gates must either be manned 24 hour/day or provide an access control key switch on the control panel to allow for Fire Department entry in an emergency. Security gates must maintain a clear width of 12 feet when open and provide a means to open the gates manually upon loss of power.**

8. **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.**

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

10. **FD access roads (shall be) are provided such that any portion of an unsprinklered facility or exterior wall is located not more than 150' from FD access roads as measured by an approved route around the exterior of the building or facility. (450' for NFPA 13, 13D, 13R sprinklered protected buildings).**

11. **Be advised: Dimensions of largest vehicle are as follows: 38 tons or 77,000 lbs, 47.5 ft. total length, 21.5 ft. wheel base, 10.5 ft. total width, 41.5 degree turning radius.**

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

13. **Minimum roadway pavement width (one-way traffic) shall be twelve (12) ft.**

14. **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. The minimum length must be equal to the length of the longest fire apparatus.**

15. **18.2.3.3 Multiple Access Roads. More than one fire department access road shall be provided when it is determined by the AHJ that access by a single road could be impaired by vehicle congestion, condition of terrain, climatic conditions, or other factors that could limit access.**

16. **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.**

17. **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".**

18. **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). NFPA 1141 Chapter 10.1.3.**

19. **Fire department connections shall be located on the street side of buildings and shall be located and arranged so that hose lines can be readily attached to the inlets without interference from any nearby objects, including buildings, fences, landscaping, or other fire department connections. The locations of connections shall be based upon the access requirements of the fire department.**

20. **The distance allowed between the fire department connection and a fire hydrant shall be no more than one hundred fifty (150) feet as a vehicle travels.**

21. **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.**

22. **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.**

23. **Hydrants shall be located no more than 12ft. from the curb of roadways or from the edge of payment. Clearances of three feet (3 ft.) shall be maintained around the circumference of hydrants. A clear space of not less than five feet (5ft.) shall be provided in front of each hydrant connection having a diameter greater than 2 ½ inches. The center of hose outlet shall be not less than 18 inches above final grade. (SLCFD Fire Prevention Code Resolution 740-23).**

St. Lucie Transportation Planning Organization

Coco Vista Centre
466 SW Port St. Lucie Blvd, Suite 111
Port St. Lucie, Florida 34953
772-462-1593 www.stlucietpo.org

February 13, 2024 **VIA EMAIL**

Mr. Vennis Gilmore, Assistant Planning Director
City of Fort Pierce
100 North U.S. Highway 1
Fort Pierce, Florida 34950

**RE: Proposed Transportation Impact Review (PTIR)**
**Kings Highway Commerce Center (Major Site Plan Amendment)**
**Northeast Corner of Kings Highway and White Road**
**Fort Pierce, Florida**

Dear Mr. Gilmore:

As the Federal and State-designated agency responsible for transportation planning for the City of Fort Pierce, City of Port St. Lucie, St. Lucie Village, and St. Lucie County, the St. Lucie Transportation Planning Organization (St. Lucie TPO) has completed a PTIR with regard to the above-referenced proposed development. The proposed development consists of the construction of 368,000 square feet of warehouse and 22,000 square feet of office space, on a 26.53-acre, undeveloped property. Based on the review, the following comments are provided:

- **Traffic Analysis:** A reduced growth rate of 1.5 percent was used. However, the St. Lucie TPO has adopted the BEBR high growth rate for the historical growth rate which reflects the actual annual growth rate in the County since 1995. Therefore, The Traffic Analysis should be revised to include a growth rate of 2.5 percent.

- **Sidewalks/Pedestrian and Bicyclist Connectivity:** The proposed development does not appear to include sidewalks or bicycle facilities connecting King's Highway to the driveway at Graham Road along the north side, respectively, of the proposed development. Sidewalk, bicycle lane and pedestrian connectivity should be provided from King's Highway to the driveway at Graham Road for pedestrian and bicyclist safety.

Please contact me should any additional information or clarification be required with regard to this review.

Sincerely,

*Stephanie M. Torres*

Stephanie M. Torres, CPM
Bicycle & Pedestrian Program Manager

cc: City of Fort Pierce Planning Department

# Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

February 2, 2024

THIS PRE-APPLICATION LETTER IS VALID UNTIL – February 2, 2025
**THIS LETTER IS NOT A PERMIT APPROVAL**

Jeff H Iravani, P.E.
Jeff H Iravani, Inc
1934 Commerce Lane Suite 5, Jupiter, FL 33458

Dear Jeff H Iravani:
RE: Pre-application Review for **Category C Driveway,** Pre-application Meeting Date: **February 1, 2024**
st_lucie County - Fort Pierce; SR SR 713; Sec. # 94003000; MP: 0.90; Access Class - 03;
Posted Speed - 50; SIS - Influence Area; FDOT Ref. Project: FM 230256.8-Bing Wang-LANDSCAPING, FM 230256.8-Bing Wang-LANDSCAPING

**Request: Right-in/right-out driveway on the east side of SR 713 approximately 485 feet north of the south property line.**

**SITE SPECIFIC INFORMATION**
Project Name & Address: **Kings Highway Commerce Center – NEC Corner of Kings Hwy and White Rd, Fort Pierce**
Property Owner: **J A Development Partners, LLC**; Parcel Size: **26.53 Acres**
Development Size: **368,000 SF of Warehousing and 22,000 SF of General Office**

**REQUEST APPROVED**

This decision is based on your presentation of the facts, site plan and survey - please see the conditions and comments below. You may choose to review this concept further with the District Access Management Review Committee (AMRC).

**Conditions:**
- **A minimum driveway length of 200 feet, as measured from the ultimate right-of-way line to the first conflict point shall be provided.**
- **If a gate is proposed, a minimum driveway length of 100 feet to the call box and/or gate house, and a turnaround area before the gate are required.**
- **A right turn lane is required and shall meet the minimum requirements in the Florida Design Manual (FDM) and shall provide space for a buffered bicycle lane.**
- **Any driveway on White Road shall be located at least 400 feet from the FDOT ultimate right-of-way line. Any driveway on Graham Road shall be located at least 200 feet from the FDOT ultimate right-of-way line.**
- **A traffic study is required and shall be submitted at the time of the Permit.**

**Comments:**
- All driveways not approved in this letter must be fully removed and the area restored.
- A Drainage Permit is required for any stormwater impacts within FDOT right-of-way (i.e. increased runoff or reduction of existing storage).
- The applicant shall donate property to the Department if right-of-way dedication is required to implement the improvements.
- Dimensions between driveways are measured from the near edge of pavement to near edge of pavement and for median openings are measured from centerline to centerline unless otherwise indicated.

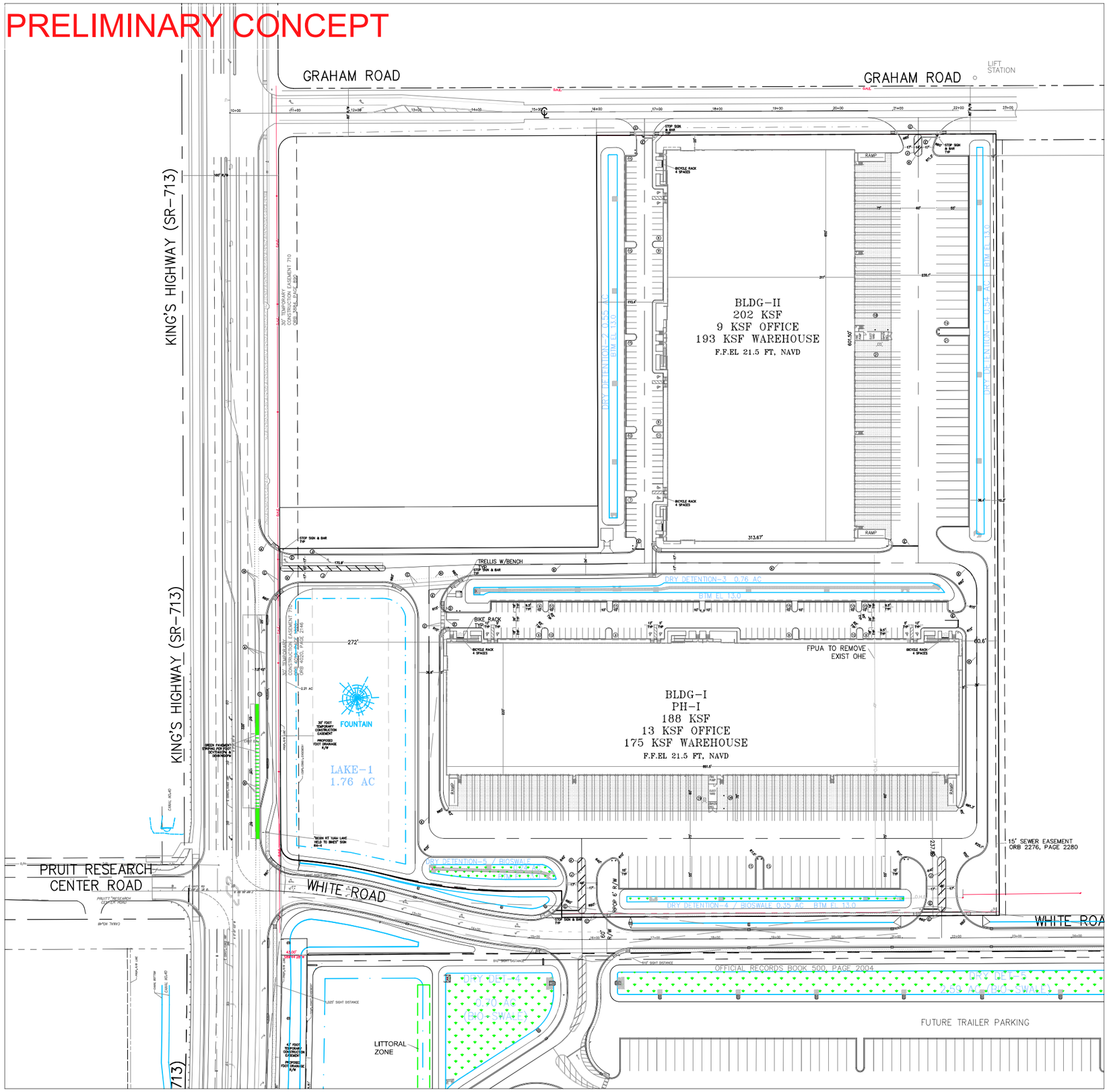
The purpose of this Pre-Application letter is to document the conceptual review of the approximate location of driveway(s) to the State Highway System and to note required improvements, if any. This letter shall be submitted with any further reviews and for permitting. The Department's personnel shall review permit plans for compliance with this letter as well as current Department standards and/or specifications. Final design must consider the existing roadway profile and any impacts to the existing drainage system. **Note, this letter does not guarantee permit approval**. The permit may be denied based on the review of the submitted engineering plans. Be aware that any approved median openings may be modified (or closed) in the future, at the sole discretion of the Department. For right-of-way dedication requirements go to: https://osp.fdot.gov; click on Statewide Permit News; Scroll down to District 4; Scroll down to Additional Information and Examples and choose Right-of-way Donations/Dedications.
Please contact the Access Management Manager - Tel. # 954-777-4363 or e-mail: D4AccessManagement@dot.state.fl.us with any questions regarding the Pre-Approval Letter.

Sincerely,

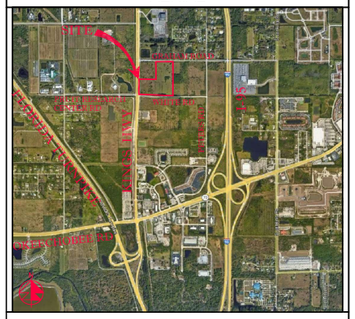
Carina Harvey
District Access Management Manager

cc: Nesa Harden
File: S:\Transportation Operations\Traffic Operations\Access Management\1. Pre-Apps and Variance\2024-02-01\Pre-App 04. 94003000 MP 0.90 SR 713_ Kings Highway Commerce Center\94003000 MP 0.90 SR 713_ Kings Highway Commerce Center.docx

PRELIMINARY CONCEPT




AERIAL



VICINITY MAP

SECTION 13, TWP 35S, RGE 39E

N

80' 0 40' 80' 160'

SCALE: 1" = 80'

## SITE DATA

| | | | |
|---|---|---|---|
| PROPOSED USE | OFFICE/WAREHOUSE/DISTRIBUTION | | |
| FUTURE LAND USE | GC | | |
| PROPOSED ZONING | CP-1 | | |
| PARCEL AREA | 1,155,690 SF | 26.53 AC | 100% |
| BUILDOUT | | | |
| BUILDING AREA | 390,000 SF | | 34.2% |
| OFFICE | 22,000 SF | | |
| WAREHOUSE | 368,000 SF | | |
| PHASE-I | | | |
| BUILDING AREA | 188,000 SF | | |
| OFFICE | 13,000 SF | | |
| WAREHOUSE | 175,000 SF | | |
| PHASE-II | | | |
| BUILDING AREA | 202,000 SF | | |
| OFFICE | 9,000 SF | | |
| WAREHOUSE | 193,000 SF | | |

| | | | |
|---|---|---|---|
| PARKING REQ PH-I | | | 101 SP |
| OFFICE ITE RATE | 13,000 SF @ 2.39/KSF | | 32 SP |
| WAREHOUSE ITE RATE | 175,000 SF @ 0.39/KSF | | 69 SP |
| HANDICAP | | | 5 SP |
| BICYCLE | | | 6 SP |
| PARKING PROP | | | 130 SP |
| HANDICAP | | | 6 SP |
| BICYCLE | | | 8 SP |
| LOADING REQ | | | 8 SP |
| LOADING PROP | | | 55 SP |
| PARKING REQ PH-II | | | 98 SP |
| OFFICE ITE RATE | 9,000 SF @ 2.39/KSF | | 22 SP |
| WAREHOUSE ITE RATE | 193,000 SF @ 0.39/KSF | | 76 SP |
| HANDICAP | | | 5 SP |
| BICYCLE | | | 6 SP |
| PARKING PROP | | | 98 SP |
| HANDICAP | | | 6 SP |
| BICYCLE | | | 8 SP |
| LOADING REQ | | | 8 SP |
| LOADING PROP | | | 39 SP |
| PAVT/SW | 573,250 SF | | |
| TOTAL IMPERVIOUS | 1,015,250 SF | | |
| LAKES | 156,816 SF | | |
| PERVIOUS | 344,405 SF | | |
| BLDG HEIGHT | 65 FT MAX | | |

| SETBACKS | REQ'D | PROP |
|---|---|---|
| FRONT | 15' | 273' |
| REAR | 10' | 60.6' |
| SIDE STREET | 10' | 187.3' |
| SIDE | 20' | NA |

PCN 2313-333-0001-000-7
2313-331-0000-000-4

LEGACY
DEVELOPMENT PARTNERS

REVISIONS

09/21/22 REV SLC
07/11/23 REV CLT
10/03/23 REV SP
01/08/24 REV SP


Jeff H. Iravani, Inc.
Consulting Engineers
TEL: (561) 575-6030
FAX: (561) 575-6088
1934 COMMERCE LANE SUITE 5
JUPITER, FLORIDA 33458
WEBSITE: www.JHIinc.com
EMAIL: JHI@JHIinc.com


Kings Highway
Commerce Center
Fort Pierce, Florida

Master Site Plan

| JOB NO. | DRAWN BY | DESIGNED BY | SCALE | DATE |
|---|---|---|---|---|
| 2205-1402 | DDI | JHI | 1"=80' | 07-07-22 |

SEAL

SHEET NO.
MSP-2

THE SUNRISE CITY
FORT PIERCE
PLANNING DEPARTMENT Florida

# DEVELOPMENT REVIEW

**Property Information**

Property address or Location: White Rd - TBD

Parcel ID #(s): 2313-333-0001-000-7 ; 2313-331-0000-000-4

Project description: 26.53 ac distribution center with 390,000 sq ft building with infrastructure

**Application Type**

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

☐ Minor Amendment ☒ Major Amendment

**Site Information**

*Non-Residential:* Proposed Sq. Ft.: 390000 Site Acreage: 26.53

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

| | |
|---|---|
| J A Development Partners, LLC | Jeff H Iravani, Inc - Authorized Agent |
| **Property Owner(s)** | **Applicant/Representative, Title, Company** |
| 4923 W Cypress Street | 1934 Commerce Lane Suite 5 |
| Street Address | Street Address |
| Tampa FL 33607 | Jupiter FL 33458 |
| City State Zip | City State Zip |
| 813-505-4036 | 561-575-6030 |
| Phone Number | Phone Number |
| ken@tampaglobal.com | JHI@JHIinc.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)*

**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)

THE SUNRISE CITY
FORT PIERCE
PLANNING DEPARTMENT Florida

# DESIGN REVIEW

**Property Information**

Property address or Location: See attached

Parcel ID #(s): See attached

Project description: 26.53 ac distribution Center w/ 390,000 sq ft building with infrastructure

| | |
|---|---|
| J A Development Partners, LLC | Jeff H Iravani, Inc- Authorized Agent |
| **Property Owner(s)** | **Applicant/Representative, Title, Company** |
| 4923 W Cypress Street | 1934 Commerce Lane Suite 5 |
| Street Address | Street Address |
| Tampa FL 33607 | Jupiter FL 33458 |
| City State Zip | City State Zip |
| 813-505-4036 | 561-575-6030 |
| Phone Number | Phone Number |
| Ken@tampaglobal.com | JHI@JHIinc.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.*

Jeff H Iravani - Authorized Agent

*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

CONCURRENCY
# CAPACITY ANALYSIS

## I. Site Data:

| | Existing Use | Future Land Use | Zoning |
|---|---|---|---|
| **North** | vacant | Commercial, County | CG/AG-1 County |
| **South** | Office/Whse under dev | GC | CP-1 |
| **East** | Agriculture | RU, County | AR-1, County |
| **West** | Institutional | SD, County | PNRD, County |

| | Future Land Use | Zoning Classification | Maximum Intensity<br>Residential: Dwelling Units per Acre<br>Other: Square Footage | Total Acreage | Flood Zone |
|---|---|---|---|---|---|
| **Current** | CG | CP-1 | 693 ksf | 26.531 | N/A |
| ****Proposed** | CG | CP-1 | 390 ksf | 26.53 | 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)<br>Other: 0.125 gallons per day per square foot |
| Demand Analysis | Maximum |
| Current Zoning/FLU | Total gallons per day 86,598 |
| **Proposed Zoning/FLU | Total gallons per day 48,750 |
| **Change in Demand | Total gallons per day -37,848 |

| **B. Wastewater:** | |
|---|---|
| Average Use | Residential: 100 gallons per day per person (du x 2.6= persons x 100 gpd = demand)<br>Other: 0.1 gallons per day per square foot |
| Demand Analysis | Maximum |
| Current Zoning/FLU | Total gallons per day 90,900 |
| **Proposed Zoning/FLU | Total gallons per day 44,200 |
| **Change in Demand | Total gallons per day -46,700 |

**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** | 22.8 yd |
| ****Proposed Zoning/FLU** | 11.1 yd |
| ***Change in Demand** | - 11.7 yd |

**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** | Post development discharge will be less than pre-development due to drainage improvements. Per NSLRWCD, discharge is limited per lot size so there will be no negative impact. |

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

| **G. Transportation Analysis: Complete ITE Trip Generation Data Form**<br>Most recent ITE Code for use; HCM Roadway Capacity | | |
|---|---|---|
| | **AADT** | **AM/PM Peak Hour Trips** |
| **Demand Analysis** | Maximum | Maximum |
| **Current Zoning/FLU** | 2,112 | 257/234 |
| ****Proposed Zoning/FLU** | 1,027 | 125/114 |
| ***Change in Demand** | Trips -1,085 | Trips -132/-120 |
| **Impact to Capacity** | Project meets concurrency per TIR by O'Rourke Enginnering | |

## 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): PH-1 & 221 ksf EACH TOTAL 442 ksf |
| 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** |
| Distribution, warehouse, office | | 442 ksf | 34.81 | 04/01/2023 | 04/01/2024 |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |

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

B. 1. Does this application involve demolition or re-use of any structure(s)? ☐ Yes ☑ No
If yes, what is the size of the structure(s) to be demolished or re-used? _____
2. What is the current use of the structure to be demolished or re-used? _____
3. Are you claiming trip credits for the demolition or re-use of a structure(s) at the site? ☐ Yes ☐ No
If yes, provide estimates of credits for each previous use at the site. (Attach sheet with calculations)

C. Exemptions Requested: None

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

# J A Development Partners, LLC

June 17, 2022

**RE:** Kings Highway Commerce Center
Southeast corner of Kings Highway and Graham Road
Fort Pierce, Florida

To Whom It May Concern:

**J A Development Partners, LLC** , the owner of the above referenced parcel, hereby authorizes Jeff H. Iravani, Inc to be our authorized agent to obtain all the required annexation, re-zoning, site plan approvals & civil related permits and to sign on our behalf on all applicable applications for the above referenced project.

Sincerely,

Signature: _____

Name: KENNETH J. MORIN

Title: MANAGER

STATE OF FLORIDA
COUNTY OF PALM BEACH

The foregoing instrument was acknowledged before me this 21st day of June, 2022, by Kenneth J. Morin who is personally known to me (or) produced a drivers' license as identification and who did (did not) take an oath.

_____
Notary Public

Seal

KRISTINA ILLING
MY COMMISSION # HH 199265
EXPIRES: July 8, 2024
Bonded Thru Notary Public Underwriters

# Shad Properties Group, LLC
# 6301 W. Broward Blvd
# Plantation, FL 33317

June 17, 2022

**RE:** Parcel ID # 2313-333-0001-000-7
Kings Highway Commerce Center
Southeast corner of Kings Highway and Graham Road
Fort Pierce, Florida

To Whom It May Concern:

**Shad Properties Group, LLC**, the owner of the above referenced parcel, hereby authorizes Jeff H. Iravani, Inc to be our authorized agent to obtain all the required annexation, re-zoning, site plan approvals & civil related permits and to sign on our behalf on all applicable applications for the above referenced project.

Sincerely,

Signature: Nabeela Islam Shad

Name: NABEELA ISLAM SHAD

Title: MANAGER

STATE OF FLORIDA BROWARD
COUNTY OF ~~PALM BEACH~~

The foregoing instrument was acknowledged before me this 20 day of June, 2022, by Nabeela Shad who is personally known to me (or) produced a drivers' license as identification and who did (did not) take an oath.

Syed Hussain
Notary Public Syed Hussain

Seal

SYED HUSSAIN
Notary Public - State of Florida
Commission # HH 163972
My Comm. Expires Sep 19, 2025
Bonded through National Notary Assn.

Michelle Franklin, CFA -- Saint Lucie County Property Appraiser -- All rights reserved.

## Property Identification

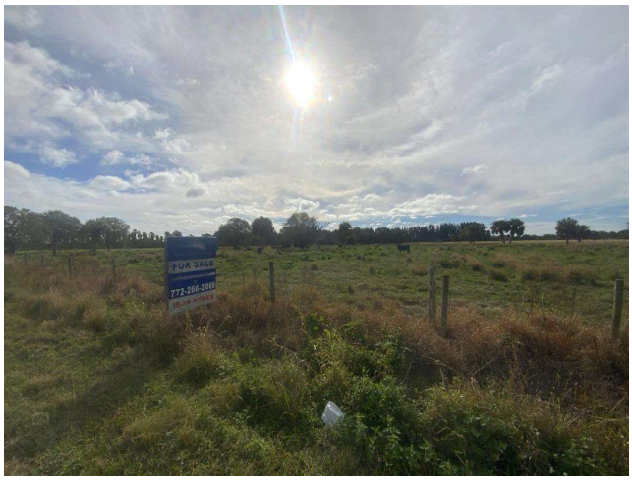
Site Address: WHITE RD
Sec/Town/Range: 13/35S/39E
Parcel ID: 2313-331-0000-000-4
Jurisdiction: Fort Pierce

Use Type: 6000
Account #: 13744
Map ID: 23/13S
Zoning: Comm Parkw

## Ownership

JA LEGACY DEVELOPMENT
PARTNERS LLC

4923 W Cypress ST
Tampa, FL 33607




## Legal Description

13 35 39 E 1/2 OF SW 1/4 OF SW 1/4-LESS N 40 FT AND LESS S 35 FT FOR RD RS/W- (19.29 AC)

## Current Values

| | |
|---|---|
| Just/Market Value: | $675,150 |
| Assessed Value: | $5,305 |
| Exemptions: | $0 |
| Taxable Value: | $5,305 |

**Property taxes are subject to change upon change of ownership.**

- **Past taxes are not a reliable projection of future taxes.**
- **The sale of a property will prompt the removal of all exemptions, assessment caps, and special classifications.**

Taxes for this parcel: SLC Tax Collector's Office
Download TRIM for this parcel: Download PDF

## Total Areas

| | |
|---|---|
| Finished/Under Air (SF): | 0 |
| Gross Sketched Area (SF): | 0 |
| Land Size (acres): | 19.29 |
| Land Size (SF): | 840,272.4 |

## Building Design Wind Speed

| Occupancy Category | I | II | III |
|---|---|---|---|
| Speed | 140 | 150 | 160 |

Sources/links:

## Sale History

| Date | Book/Page | Sale Code | Deed | Grantor | Price |
|---|---|---|---|---|---|
| Nov 7, 2023 | 5070 / 1676 | 0001 | SPWD | J A Enterprises Inc | $1,977,400 |
| Feb 19, 2014 | 3605 / 0859 | 0111 | CertTtle | Graham Groves Development LLC | $70,100 |
| Jun 10, 2005 | 2276 / 2278 | XX01 | SPWD | Graham Groves | $1,400,000 |
| Apr 7, 1995 | 0951 / 0771 | XX00 | WD | Kenneth H Lelly | $221,900 |
| Dec 20, 1994 | 0934 / 1835 | XX01 | WD | Kenneth H Lelly | $100 |
| Aug 1, 1980 | 0338 / 2795 | XX00 | CV | | $124,900 |

## Building Information (1 of 1)

Finished Area: 0 SF

Gross Sketched Area: 0 SF

Exterior Data

| | | |
|---|---|---|
| View: | Roof Cover: | Roof Structure: |
| Building Type: | Year Built: N/A | Frame: |

| | | |
|---|---|---|
| Grade: | Effective Year: N/A | Primary Wall: |
| Story Height: | No. Units: 0 | Secondary Wall: |

Interior Data

| | | |
|---|---|---|
| Bedrooms: 0 | Electric: | Primary Int Wall: |
| Full Baths: 0 | Heat Type: | Avg Hgt/Floor: 0 |
| Half Baths: 0 | Heat Fuel: | Primary Floors: |
| A/C %: 0% | Heated %: N/A% | Sprinkled %: 0% |

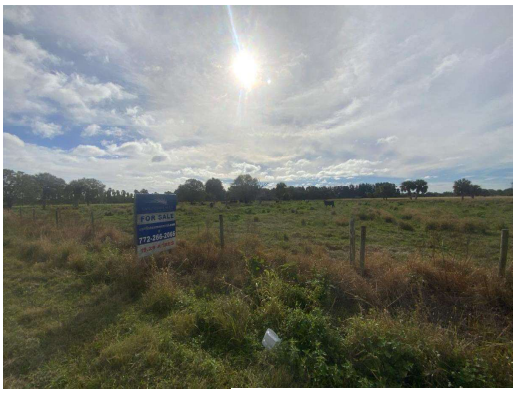


Image or Sketch unavailable for display

## Sketch Area Legend

| Sub Area | Description | Area | Fin. Area | Perimeter |
|---|---|---|---|---|

## Special Features and Yard Items

| Type | Qty | Units | Year Blt |
|---|---|---|---|

## Current Year Values

Current Values Breakdown

| | |
|---|---|
| Building: | $0 |
| Land: | $675,150 |
| Just/Market: | $675,150 |
| Ag Credit: | $669,845 |
| Save Our Homes or 10% Cap: | $0 |
| Assessed: | $5,305 |
| Exemption(s): | $0 |
| Taxable: | $5,305 |

Current Year Exemption Value Breakdown

Current Year Special Assessment Breakdown

| Start Year | AssessCode | Units | Description | Amount |
|---|---|---|---|---|
| 2006 | 0041 | 53 | Fort Pierce Stormwater Charge | $3,657.00 |

| Start Year | AssessCode | Units | Description | Amount |
|---|---|---|---|---|
| 2013 | 0054 | 19.29 | North St. Lucie Water Management District | $443.67 |

This does not necessarily represent the total Special Assessements that could be charged against this property. The total amount charged for special assessments is reflected on the most current tax statement and information is available with the SLC Tax Collector's Office.

Michelle Franklin, CFA -- Saint Lucie County Property Appraiser -- All rights reserved.

## Property Identification

Site Address: TBD
Sec/Town/Range: 13/35S/39E
Parcel ID: 2313-333-0001-000-7
Jurisdiction: Fort Pierce

Use Type: 6000
Account #: 156018
Map ID: 23/13S
Zoning: Comm Parkw

## Ownership

Shad Properties Group LLC

311 Laurel Springs RD
Anniston, AL 36207



## Legal Description

13 35 39 THAT PART OF SEC MPDAF: FROM SW COR OF SW 1/4, TH N 89 44 39 E 25 FT, TH N 00 11 05 W 614.19 FT, TH N 89 44 38 E 110 FT TO POB; TH CONT N 89 44 38 E 528.29 FT, TH S 00 56 56 W 614.19 FT TO S LI OF SEC, THE S 89 44 39 W 62.45 FT, TH N 00 15 21 W 44.07 FT, TH S 89 44 39 W 83.73 FT TO CURVE CONC NE, R OF 776 FT, TH NWLY ALG ARC 201.78 FT TO TO CURVE CONC SW, R OF 886 FT, TH NWLY ALG ARC 162.30 FT TO CURVE CONC NE, R OF 25 FT, TH NWLY ALG ARC 37.38 FT, TH N 00 11 05 W 491.91 FT TO POB (6.752 AC - 294,117 SF) (OR 2095-1237)

## Current Values

| | |
|---|---|
| Just/Market Value: | $506,400 |
| Assessed Value: | $1,857 |
| Exemptions: | $0 |
| Taxable Value: | $1,857 |

**Property taxes are subject to change upon change of ownership.**

- **Past taxes are not a reliable projection of future taxes.**
- **The sale of a property will prompt the removal of all exemptions, assessment caps, and special classifications.**

Taxes for this parcel: SLC Tax Collector's Office
Download TRIM for this parcel: Download PDF

## Total Areas

| | |
|---|---|
| Finished/Under Air (SF): | 0 |
| Gross Sketched Area (SF): | 0 |
| Land Size (acres): | 6.75 |
| Land Size (SF): | 294,117 |

## Building Design Wind Speed

| Occupancy Category | I | II | III |
|---|---|---|---|
| Speed | 140 | 150 | 160 |

Sources/links:

## Sale History

| Date | Book/Page | Sale Code | Deed | Grantor | Price |
|---|---|---|---|---|---|
| Nov 12, 2004 | 2095 / 1237 | XX00 | WD | Wynne (TR) Matthew L | $540,000 |
| Nov 6, 2003 | 1846 / 1516 | XX00 | WD | A P Hoeffner Sons Inc | $525,000 |

## Building Information (1 of 1)

Finished Area: 0 SF

Gross Sketched Area: 0 SF

Exterior Data

| | | |
|---|---|---|
| View: | Roof Cover: | Roof Structure: |
| Building Type: | Year Built: N/A | Frame: |
| Grade: | Effective Year: N/A | Primary Wall: |
| Story Height: | No. Units: 0 | Secondary Wall: |

Interior Data

| | | |
|---|---|---|
| Bedrooms: 0 | Electric: | Primary Int Wall: |
| Full Baths: 0 | Heat Type: | Avg Hgt/Floor: 0 |
| Half Baths: 0 | Heat Fuel: | Primary Floors: |
| A/C %: 0% | Heated %: N/A% | Sprinkled %: 0% |



Image or Sketch unavailable for display

## Sketch Area Legend

| Sub Area | Description | Area | Fin. Area | Perimeter |
|---|---|---|---|---|

## Special Features and Yard Items

| Type | Qty | Units | Year Blt |
|---|---|---|---|

## Current Year Values

Current Values Breakdown

| | |
|---|---|
| Building: | $0 |
| Land: | $506,400 |
| Just/Market: | $506,400 |
| Ag Credit: | $504,543 |
| Save Our Homes or 10% Cap: | $0 |
| Assessed: | $1,857 |
| Exemption(s): | $0 |
| Taxable: | $1,857 |

Current Year Exemption Value Breakdown

Current Year Special Assessment Breakdown

| Start Year | AssessCode | Units | Description | Amount |
|---|---|---|---|---|
| 2017 | 0054 | 6.752 | North St. Lucie Water Management District | $155.30 |
| Start Year | AssessCode | Units | Description | Amount |
| 2023 | 0041 | 18.2 | Fort Pierce Stormwater Charge | $1,255.80 |

This does not necessarily represent the total Special Assessements that could be charged against this property. The total amount charged for special assessments is reflected on the most current tax statement and information is available with the SLC Tax Collector's Office.

## Historical Values

| Year | Just/Market | Assessed | Exemptions | Taxable |
|---|---|---|---|---|
| 2023 | $506,400 | $1,857 | $0 | $1,857 |

| | | | | |
|---|---|---|---|---|
| 2022 | $472,640 | $1,857 | $0 | $1,857 |
| 2021 | $472,640 | $1,857 | $0 | $1,857 |
| 2020 | $472,640 | $1,857 | $0 | $1,857 |

## Permits

| Number | Issue Date | Description | Amount | Fee |
|---|---|---|---|---|

Notice: This does not necessarily represent all the permits for this property.
Click the following link to check for additional permit data in Fort Pierce

All information is believed to be correct at this time, but is subject to change and is provided without any warranty.
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## Historical Values

| Year | Just/Market | Assessed | Exemptions | Taxable |
|---|---|---|---|---|
| 2023 | $675,150 | $5,305 | $0 | $5,305 |
| 2022 | $567,126 | $5,305 | $0 | $5,305 |
| 2021 | $434,025 | $5,305 | $0 | $5,305 |
| 2020 | $434,025 | $5,305 | $0 | $5,305 |

## Permits

| Number | Issue Date | Description | Amount | Fee |
|---|---|---|---|---|

Notice: This does not necessarily represent all the permits for this property.
Click the following link to check for additional permit data in Fort Pierce

All information is believed to be correct at this time, but is subject to change and is provided without any warranty.
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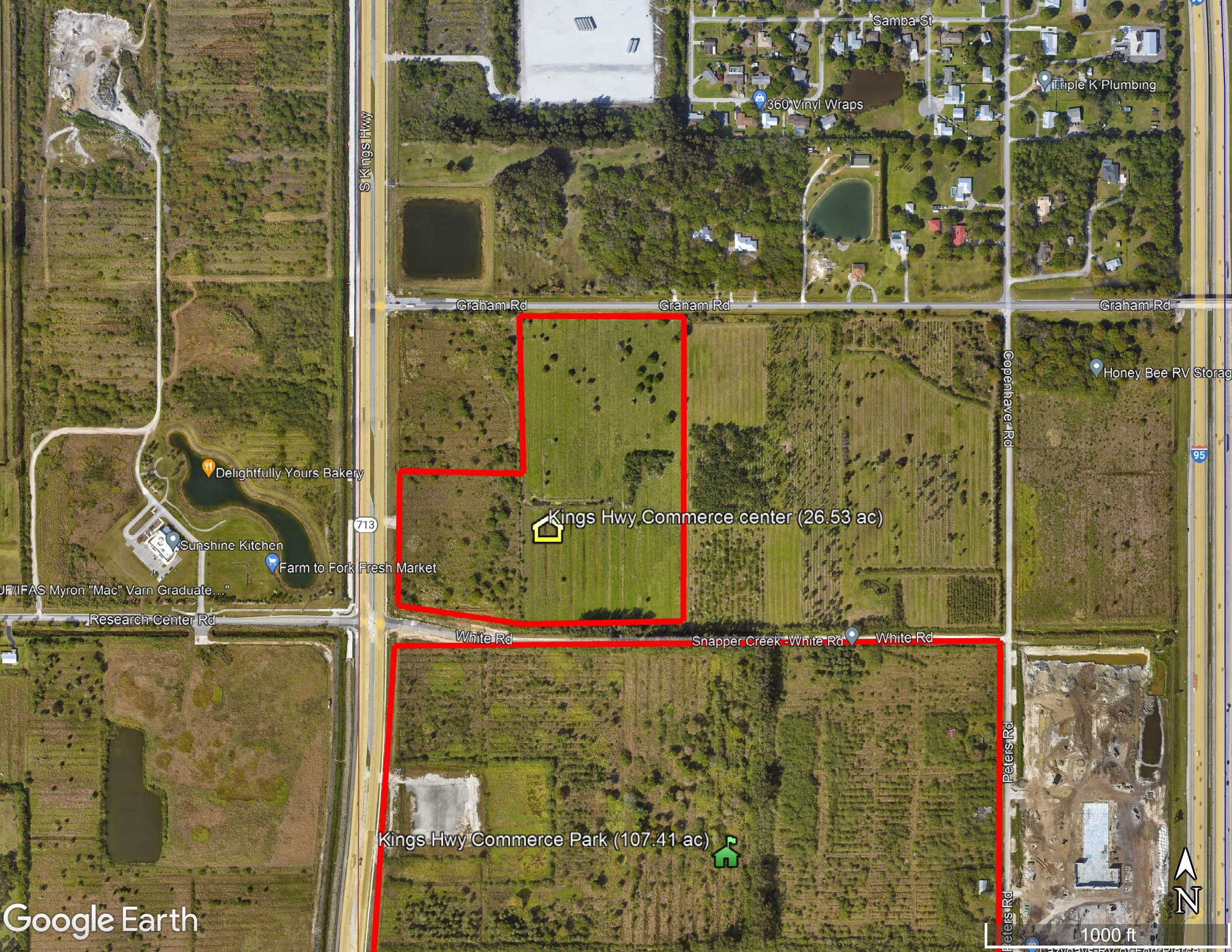

Samba St
Triple K Plumbing
360 Vinyl Wraps
S Kings Hwy
Graham Rd
Graham Rd
Graham Rd
Honey Bee RV Storag
Coppinger Rd
95
Delightfully Yours Bakery
Kings Hwy Commerce center (26.53 ac)
713
Sunshine Kitchen
Farm to Fork Fresh Market
UF/IFAS Myron "Mac" Varn Graduate...
Research Center Rd
White Rd
Snapper Creek -White Rd
White Rd
Peters Rd
Kings Hwy Commerce Park (107.41 ac)
Peters Rd
N
1000 ft
Google Earth

JOSEPH E. SMITH, CLERK OF THE CIRCUIT COURT - SAINT LUCIE COUNTY
FILE # 3926462 OR BOOK 3605 PAGE 859, Recorded 02/19/2014 at 10:14 AM
Doc Tax: $490.70

St. Lucie County File Date: 02/19/2014 08:38 AM

J.A. ENTERPRISES, INC.,
Plaintiff,

VS.

GRAHAM GROVES DEVELOPMENT, LLC,
an administratively dissolved Florida limited
liability company; and
UNKNOWN TENANT #1,
Defendants.

IN THE CIRCUIT COURT, NINETEENTH
JUDICIAL CIRCUIT, IN AND FOR THE
COUNTY OF ST LUCIE, STATE OF
FLORIDA - CIVIL DIVISION
**CASE NO. 562012CA003461**

## CERTIFICATE OF TITLE

The undersigned Clerk of the Court certifies that (s)he executed and filed a Certificate of Sale in this action on Feb, 4,2014 for the property described herein and that no objections to the sale have been filed within the time allowed for filing objections.

The following property in St Lucie County, Florida:

***The East 1/2 of the Southwest 1/4 of the Southwest 1/4 of Section 13, Township 35 South, Range 39 East, lying and being in St. Lucie County, Florida, less and except the North forty feet (40') for the right of way for Graham Road.***

Property Address: 0 White Road, Fort Pierce, Florida.
WAS SOLD TO:

**J.A. ENTERPRISES, INC.**
**100 Davit Drive**
**North Palm Beach, FL 33408**

WITNESS my hand and the seal of this Court On 19 February, 2014

JOSEPH E. SMITH
CLERK OF CIRCUIT COURT

BY: _____
Deputy Clerk

JOANNE HOLMAN, CLERK OF THE CIRCUIT COURT - SAINT LUCIE COUNTY
FILE # 2501878 OR BOOK 2095 PAGE 1237, Recorded 11/17/2004 at 12:03 PM
Doc Tax: $3780.00

**This Instrument Prepared by:**
**Treasure Coast Abstract & Title Insurance Co.**
**401 South Indian River Drive**
**Fort Pierce, Fl 34950**

Return to CH BX: 76

# WARRANTY DEED

**THIS WARRANTY DEED,** executed this 12th day of November, 2004 by:

**MATTHEW LYLE WYNNE, a single adult, individually and as Trustee**

8000 South U.S.1, Suite 402
Port St. Lucie, Florida 34982

hereinafter called the Grantor, to:

**SHAD PROPERTIES GROUP, LLC, a Florida limited liability company**
6301 W. Broward Boulevard
Plantation, Florida 33317

hereinafter called the Grantee:

"Wherever used herein, the terms "Grantor" and "Grantee" shall include singular and plural, heirs, legal representatives, and assigns of individuals, and the successors and assigns of corporations, wherever the context so admits or requires."

**WITNESSETH,** That the Grantor, for and in consideration of the sum of $10.00 in hand paid by the said second party, the receipt whereof is hereby acknowledged, hereby grants, bargains, sells, aliens, remises, releases, conveys and confirms unto the Grantee forever, all that certain land situate, lying and being in the County of St. Lucie, State of Florida, to-wit:

See Exhibit "A" attached hereto

**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 the 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 whomever; and that said land is free of all encumbrances, except taxes accruing subsequent to December 31, 2004

**IN WITNESS WHEREOF,** the Grantor has caused these presents to be executed the day and year first above written.

Signed, Sealed and Delivered
in the presence of:

AMANDA STOPKOWITZ, Witness
(Print or Type Name)

JACQUELYN BREWER, Witness
(Print or Type Name)

By: _____
Matthew Lyle Wynne, as Trustee

STATE OF FLORIDA
COUNTY OF ST. LUCIE

I HEREBY CERTIFY that the foregoing instrument was acknowledged before me this 12th day of NOVEMBER, 2004, by MATTHEW LYLE WYNNE, a single adult, individually and as Trustee who is personally known to me and who did not take an oath.

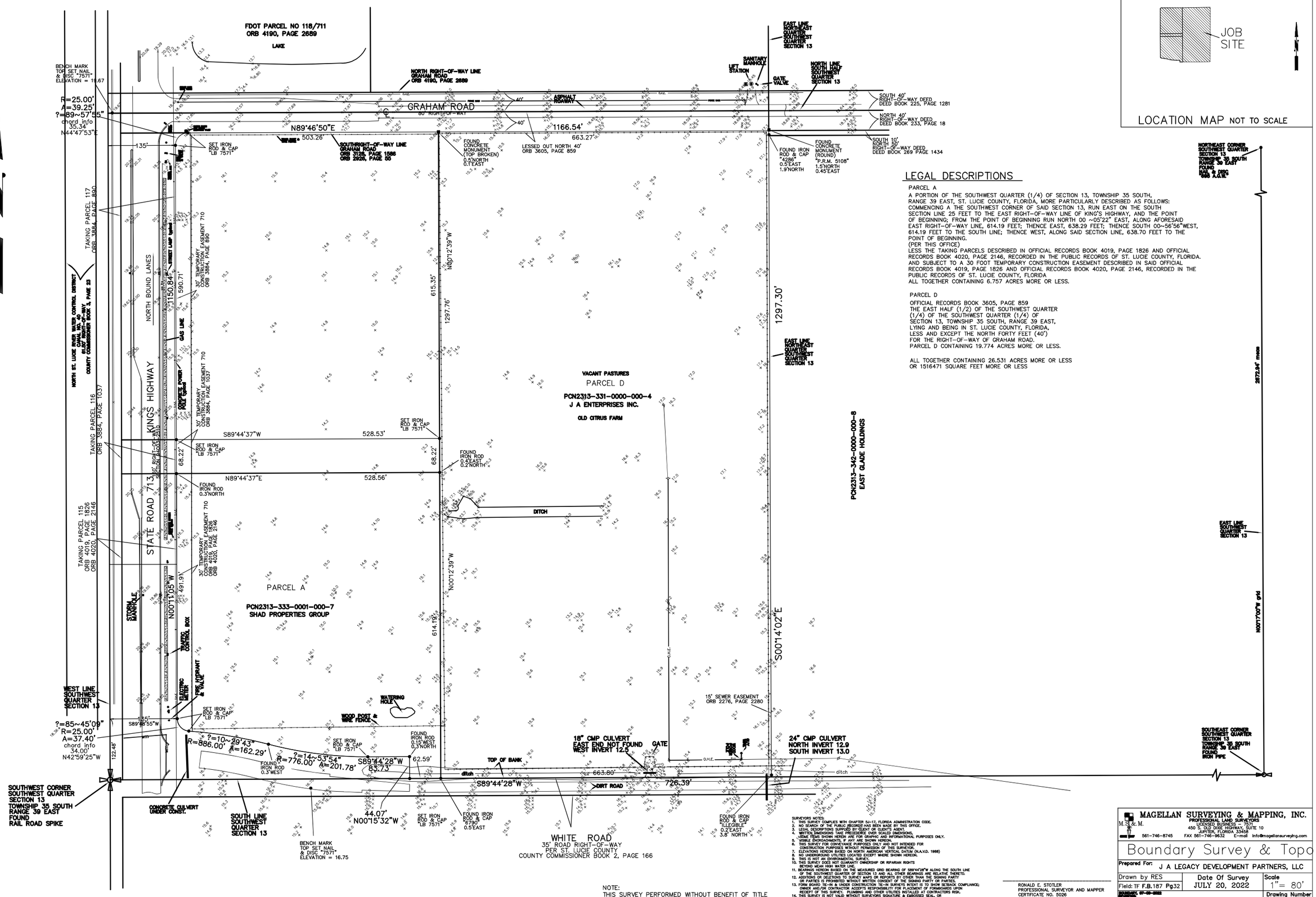
JACQUELYN B. BREWER
MY COMMISSION # DD 164638
EXPIRES: March 9, 2007
Bonded Thru Notary Public Underwriters

JACQUELYN BREWER NOTARY PUBLIC
State of Florida at Large
My Commission Expires: _____
My Commission No.: _____

**EXHIBIT "A"**

PARCEL B:
A portion of the Southwest ¼ of Section 13, Township 35 South, Range 39 East, St. Lucie County, Florida, more particularly described as follows:
Commencing at the Southwest corner of said Section 13, run East on the South Section Line 25 feet to the East right-of-way line of King's Highway, and the Point of Beginning. From the Point of Beginning run N.00°05'22" E., along aforesaid East right-of-way, 614.19 feet; thence East, 638.29 feet; thence S. 00°56'56" W., 614.19 feet to the South Section Line; thence West, along said Section Line, 638.70 feet to the Point of Beginning.
All the above containing 9.00 acres, more or less.

**The above described property is not now nor ever has been the homestead of the Grantor.**




## LEGAL DESCRIPTIONS

PARCEL A

A PORTION OF THE SOUTHWEST QUARTER (1/4) OF SECTION 13, TOWNSHIP 35 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA, MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCING A THE SOUTHWEST CORNER OF SAID SECTION 13, RUN EAST ON THE SOUTH SECTION LINE 25 FEET TO THE EAST RIGHT-OF-WAY LINE OF KING'S HIGHWAY, AND THE POINT OF BEGINNING; FROM THE POINT OF BEGINNING RUN NORTH 00 ~05'22" EAST, ALONG AFORESAID EAST RIGHT-OF-WAY LINE, 614.19 FEET; THENCE EAST, 638.29 FEET; THENCE SOUTH 00~56'56"WEST, 614.19 FEET TO THE SOUTH LINE; THENCE WEST, ALONG SAID SECTION LINE, 638.70 FEET TO THE POINT OF BEGINNING.
(PER THIS OFFICE)
LESS THE TAKING PARCELS DESCRIBED IN OFFICIAL RECORDS BOOK 4019, PAGE 1826 AND OFFICIAL RECORDS BOOK 4020, PAGE 2146, RECORDED IN THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA.
AND SUBJECT TO A 30 FOOT TEMPORARY CONSTRUCTION EASEMENT DESCRIBED IN SAID OFFICIAL RECORDS BOOK 4019, PAGE 1826 AND OFFICIAL RECORDS BOOK 4020, PAGE 2146, RECORDED IN THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA
ALL TOGETHER CONTAINING 6.757 ACRES MORE OR LESS.

PARCEL D

OFFICIAL RECORDS BOOK 3605, PAGE 859
THE EAST HALF (1/2) OF THE SOUTHWEST QUARTER (1/4) OF THE SOUTHWEST QUARTER (1/4) OF SECTION 13, TOWNSHIP 35 SOUTH, RANGE 39 EAST, LYING AND BEING IN ST. LUCIE COUNTY, FLORIDA, LESS AND EXCEPT THE NORTH FORTY FEET (40') FOR THE RIGHT-OF-WAY OF GRAHAM ROAD.
PARCEL D CONTAINING 19.774 ACRES MORE OR LESS.

ALL TOGETHER CONTAINING 26.531 ACRES MORE OR LESS OR 1516471 SQUARE FEET MORE OR LESS

NOTE:
THIS SURVEY PERFORMED WITHOUT BENEFIT OF TITLE

SURVEYORS NOTES:
1. THIS SURVEY COMPLIES WITH CHAPTER 5J-17, FLORIDA ADMINISTRATION CODE.
2. NO SEARCH OF THE PUBLIC RECORDS HAS BEEN MADE BY THIS OFFICE.
3. LEGAL DESCRIPTIONS SUPPLIED BY CLIENT OR CLIENT'S AGENT.
4. WRITTEN DIMENSIONS TAKE PRECEDENCE OVER SCALED DIMENSIONS.
5. VISIBLE ENCROACHMENTS, IF ANY ARE SHOWN HEREON.
6. THIS SURVEY FOR CONVEYANCE PURPOSES ONLY AND NOT INTENDED FOR CONSTRUCTION PURPOSES WITHOUT PERMISSION OF THIS SURVEYOR.
7. ELEVATIONS HEREON BASED ON NORTH AMERICAN VERTICAL DATUM (N.A.V.D. 1988)
8. NO UNDERGROUND UTILITIES LOCATED EXCEPT WHERE SHOWN HEREON.
9. THIS IS NOT AN ENVIRONMENTAL SURVEY.
10. THIS SURVEY DOES NOT GUARANTY OWNERSHIP OR RIPARIAN RIGHTS BEYOND MEAN HIGH WATER LINE.
11. BEARINGS HEREON BASED ON THE MEASURED GRID BEARING OF S89°44'28"W ALONG THE SOUTH LINE OF THE SOUTHWEST QUARTER OF SECTION 13 AND ALL OTHER BEARINGS ARE RELATIVE THERETO.
12. ADDITIONS OR DELETIONS TO SURVEY MAPS OR REPORTS BY OTHER THAN THE SIGNING PARTY OR PARTIES IS PROHIBITED WITHOUT THE WRITTEN CONSENT OF THE SIGNING PARTY OR PARTIES.
13. FORM OF CONSTRUCTION: CONSTRUCTION PLANS ARE NOT TO BE SHOWN HEREON. OWNER AND/OR CONTRACTOR ACCEPTS RESPONSIBILITY FOR PLACEMENT OF FORWARDED UPON RECEIPT OF THIS SURVEY. PLUMBING AND OTHER UTILITIES INSTALLED AT CONTRACTORS RISK.
14. THIS SURVEY IS NOT VALID WITHOUT SURVEYORS SIGNATURE & EMBOSSED SEAL, OR A VERIFIABLE ELECTRONIC SIGNATURE IN ACCORDANCE WITH STATE STATUTE 668.001-668.006.

RONALD E. STOTLER
PROFESSIONAL SURVEYOR AND MAPPER
CERTIFICATE NO. 5026
STATE OF FLORIDA

MAGELLAN SURVEYING & MAPPING, INC.
PROFESSIONAL LAND SURVEYORS
LICENSED BUSINESS # 7571
450 S. OLD DIXIE HIGHWAY, SUITE 10
JUPITER, FLORIDA 33458
561-746-8745 FAX 561-746-9632 E-mail info@magellansurveying.com

# Boundary Survey & Topo

Prepared For: J A LEGACY DEVELOPMENT PARTNERS, LLC

| Drawn by RES | Date Of Survey | Scale |
|---|---|---|
| Field: TF F.B.187 Pg32 | JULY 20, 2022 | 1" = 80' |
| BOUNDARY, 07-20-2022<br>TOPO, 07-20-2022<br>ADD ELEV INFO-COUNTY COMMENTS, 09-30-2022 | | Drawing Number 22-116 |

Jeff H. Iravani, Inc.
Consulting Engineers
1934 Commerce Lane, Suite 5
Jupiter, Florida 33458
Tel: (561) 575-6030 Fax: (561) 575-6088
Email: JHI@JHIinc.com Website: www.JHIinc.com

# Kings Highway Commerce Center
## Amended Site Plan Narrative
April 15, 2024

The above project site plan was approved by the city on January 18, 2023 as a 35 acre 442,000 square foot industrial development. The site plan approval is valid until May 14, 2025.

A site plan amendment is being requested to reduce the lot area to 26.52 acres and a reduction in building size to 390,000 square feet. This equates to an overall reduction in site acreage of 8.48 acres and a reduction in building size of 52,000 square feet.

The 2 lots in the southeast corner of Kings Hwy & Graham Road, (Parcels B and C respectively), have been removed from the proposed development. The use of the site remains as industrial, office/warehouse and distribution.

Building access and employee parking areas shall be located in front of the buildings. Loading docks are located at the rear of the building to keep the truck traffic separated from employee vehicular/ pedestrian traffic.

The project shall be constructed in 2 phases. Building-I, which encompasses 188,000 square feet shall be constructed as Phase 1. Building-2, encompassing 202,000 square feet will be considered Phase-II.

The access is provided by one right turn only access from Kings highway, with right turn storage lane, and 2 driveways each onto Graham Road and White Road.

The proposed development includes a lake with fountain, littoral plantings, one bioswale along White Road and 3 additional dry detentions. The proposed open space is 26% which exceeds the required 20%.

Landscape enhancements to the property will include a combination of both native and non native trees and palms as well as 16 relocated native Oak trees and 60 Sabal Palms.

The previously approved 35 ac site, and the original submittal of the 26 ac site had the Building-I loading area on the south side to keep the truck traffic separated from cars/employees' traffic and to provide easy access for the truck which is very important to the proper function of the use.

Per staff comment, the loading area on Building-I was reversed to face north due to White Road being along the south property line frontage. However, this layout causes an access issue for the truck circulation, particularly at the west driveway on White Road. The truck traffic has to make a 90 degree and then a 180-degree movement to access White Road. This causes difficult and undesirable access for trucks in addition to having the truck and other vehicular traffic mixed. Based on our discussion with staff, we would like to offer the previous site plan as an alternative. In order to buffer the loading area from White Road, a 6' wall is provided along the White Road with landscaping on the southside of the wall facing White Road. The 6' wall buffers loading docks from a driver line of sight on White Road. The trees buffer the remainder of the building area.

We appreciate the staff allowing us to offer an alternate site plan.

Jeff H. Iravani, Inc.
Consulting Engineers
1934 Commerce Lane, Suite 5
Jupiter, Florida 33458
Tel: (561) 575-6030 Fax: (561) 575-6088
Email: JHI@JHIinc.com Website: www.JHIinc.com

# Kings Highway Commerce Center
## Design Review Narrative
April 15, 2024

The design intent for this project is to provide an attractive site design along with aesthetically pleasing, modern, innovative architectural design for the proposed industrial use. While the proposed design is intended to be aesthetically pleasing, it is also intended to provide functionality for its use as an industrial site. This shall be accomplished through the use of site elements, landscape vegetation and architectural features.

Site elements for the subject property shall include features such as a lighted fountain within the lake along Kings highway. Architectural features proposed include vertical and horizontal projections, covered pedestrian walkways, architectural features on the wall to break up the wall areas, roof variation at the building corners and covered entries to the building. Concealed light features shall be utilized at entries to provide both light and architectural interest.

The building façade will be further enhanced through the use of foundation plantings. These plantings will provide variation in heights, textures, and materials to aid in softening the building, as well as to provide an aesthetically pleasing composition. This will be particularly important at the entrances where 'human scale' views will be necessary. Green living walls are utilized to both soften the buildings architecture as well as provide a for the addition of flowering foliage.

Truck circulations are enhanced by use of wide access, large radii and wider interior drives. Access is provided from Kings Hwy and both White and Graham Roads. Truck traffic shall be kept separate from employee traffic by separating the parking and loading areas to the front and rear of the buildings.

Bioswales and littoral planting areas have been provided on the site to improve stormwater filtration, as well as provide a visually appealing element to the design. The Bioswales will also aid in providing habitat diversity in terms of added native plantings for pollinators and wading birds.

The overall plant palette provides a combination of both native and non-native plantings which will provide color and texture variations to further enhance the visual appeal of the site.

The proposed landscape plan further makes use of the existing native Oak trees and Sabal Palms on site. The use of these elements will provide greater height, screening and environmental sustainability by reusing the existing site vegetation to the greatest extent possible. Additional native plantings, such as Slash Pines, Red Maple and Green Buttonwood trees will further enhance the biodiversity of the site.

## Jeff Iravani

**From:** Vennis Gilmore <vgilmore@cityoffortpierce.com>
**Sent:** Tuesday, April 18, 2023 4:32 PM
**To:** JHI@JHIINC.com; Planning Department; Alicia Rosenthal
**Subject:** RE: Kings Highway Commerce Center

Good Afternoon,

The City of Fort Pierce Planning Department acknowledges and accept the new extension timeframe of 12 months and 119 days, which will make the new expiration date May 14th, 2025, for the Kings Highway Commerce Center Site Plan. This extension is due to the State of Florida Executive Orders.

Best Regards,

**Vennis Gilmore | Assistant Planning Director | City of Fort Pierce**
Planning Department
Phone: 772.467.3741 100 North U.S. 1 Fort Pierce, FL 34950

Website | Facebook | Survey



---

**From:** JHI@JHIINC.com <jhi@jhiinc.com>
**Sent:** Tuesday, April 18, 2023 4:25 PM
**To:** Vennis Gilmore <vgilmore@cityoffortpierce.com>
**Cc:** JHI@JHIINC.com
**Subject:** RE: Kings Highway Commerce Center

SECURITY WARNING: This email originated outside of the City of Fort Pierce systems. Please use caution when clicking links or opening attachments. For questions or concerns please contact IT immediately. .

Hi Vennis,

I believe the ext yr is 2025

Thank you

*Jeff*

Jeff H. Iravani, PE
Jeff H. Iravani, Inc
1934 Commerce Ln-5
Jupiter, FL 33458
Tel: (561) 575-6030

Cell: (561) 329-2468
Fax: (561) 575-6088
JHI@JHIinc.com
www.JHIinc.com

**From:** Vennis Gilmore <vgilmore@cityoffortpierce.com>
**Sent:** Tuesday, April 18, 2023 4:16 PM
**To:** JHI@JHIINC.com
**Cc:** Kevin Freeman <kfreeman@cityoffortpierce.com>; Alicia Rosenthal <arosenthal@cityoffortpierce.com>; Planning Department <planning@cityoffortpierce.com>
**Subject:** RE: Kings Highway Commerce Center

Good Afternoon,

The City of Fort Pierce Planning Department acknowledges and accept the new extension timeframe of 12 months and 119 days, which will make the new expiration date May 14th, 2024, for the Kings Highway Commerce Center Site Plan. This extension is due to the State of Florida Executive Orders.

Best Regards,

**Vennis Gilmore | Assistant Planning Director | City of Fort Pierce**
Planning Department
Phone: 772.467.3741 100 North U.S. 1 Fort Pierce, FL 34950

Website | Facebook | Survey

**From:** JHI@JHIINC.com <jhi@jhiinc.com>
**Sent:** Tuesday, April 18, 2023 4:10 PM
**To:** Vennis Gilmore <vgilmore@cityoffortpierce.com>
**Cc:** Kevin Freeman <kfreeman@cityoffortpierce.com>; Alicia Rosenthal <arosenthal@cityoffortpierce.com>; JHI@JHIINC.com
**Subject:** FW: Kings Highway Commerce Center

SECURITY WARNING: This email originated outside of the City of Fort Pierce systems. Please use caution when clicking links or opening attachments. For questions or concerns please contact IT immediately. .

Good afternoon Vennis,

Please see attached our request to extend the site plan approval for the above project & provide us w/ a response.

Thank you

*Jeff*

Jeff H. Iravani, PE

Jeff H. Iravani, Inc
1934 Commerce Ln-5
Jupiter, FL 33458
Tel: (561) 575-6030
Cell: (561) 329-2468
Fax: (561) 575-6088
JHI@JHIinc.com
www.JHIinc.com

---

**From:** JHI@JHIINC.com
**Sent:** Friday, February 10, 2023 9:44 AM
**To:** Vennis Gilmore <vgilmore@cityoffortpierce.com>
**Cc:** Kevin Freeman <kfreeman@cityoffortpierce.com>; 'Alicia Rosenthal' <arosenthal@cityoffortpierce.com>
**Subject:** RE: Kings Highway Commerce Center

Good morning Vennis,

Please see attached our request to extend the site plan approval for the above project.
This is based on Governor's Executive Orders and for a period of 12 months plus 119 days tolling.

Thank you
*Jeff*

Jeff H. Iravani, PE
Jeff H. Iravani, Inc
1934 Commerce Ln-5
Jupiter, FL 33458
Tel: (561) 575-6030
Cell: (561) 329-2468
Fax: (561) 575-6088
JHI@JHIinc.com
www.JHIinc.com

**Please note that Our email address has changed to**
**JHI@JHIinc.com**

# Site Plan

# For

# Kings Highway Commerce Center

Section 13 Township 35S Range 39E

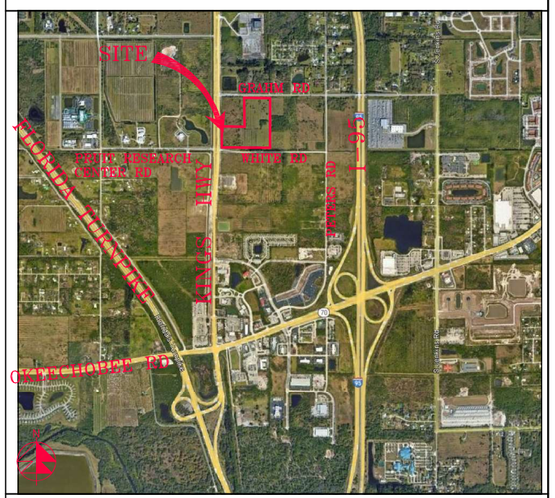
Fort Pierce, Florida

## Developer

JA Development Partners, LLC

4923 W Cypress Street,
Tampa, Florida 33607

## Aerial




Vicinity Map

## Drawing Index


| | |
|---|---|
| C-1 | Cover Sheet |
| MSP-2 | Master Site Plan |
| SP3-SP6 | Site Plan |
| TCP-1 | Truck Circulation Overall Plan |


REVISIONS

04/12/2024 REV/CITY


Jeff H. Iravani, Inc.
Consulting Engineers
1934 COMMERCE LANE, SUITE 5
JUPITER, FLORIDA 33458
EMAIL: JHI@JHIinc.com
TEL: (561) 575-6030
FAX: (561) 575-6088
WEBSITE: www.JHIinc.com

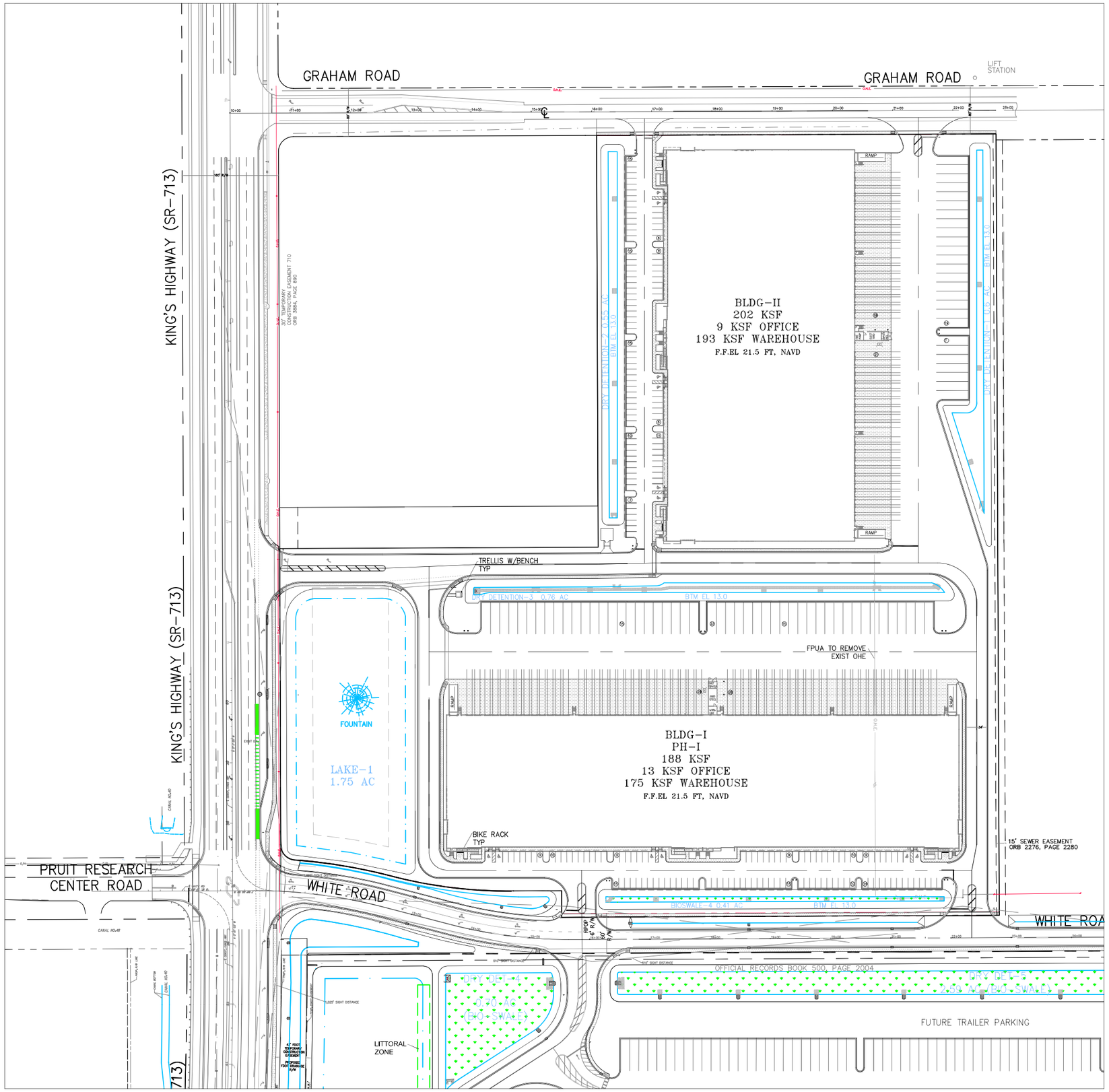

Kings Highway Commerce Center
Fort Pierce, Florida

Cover Sheet

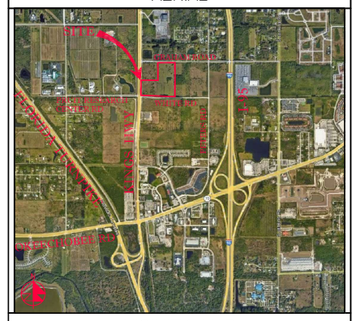
| JOB NO. | DRAWN BY | DESIGNED BY | SCALE | DATE |
|---|---|---|---|---|
| 2205-1402 | CLJ | JHI | NA | 07-07-22 |

SEAL

SHEET NO.
C-1




## AERIAL



VICINITY MAP

SECTION 13, TWP 35S, RGE 39E

N

80' 0 40' 80' 160'

SCALE: 1" = 80'

## SITE DATA

| | | | |
|---|---|---|---|
| PROPOSED USE | OFFICE/WAREHOUSE/DISTRIBUTION | | |
| FUTURE LAND USE | GC | | |
| PROPOSED ZONING | CP-1 | | |
| PARCEL AREA | 1,155,298 SF | 26.52 AC | 100% |
| BUILDOUT | | | |
| BUILDING AREA | 390,000 SF | | 34.2% |
| OFFICE | 22,000 SF | | |
| WAREHOUSE | 368,000 SF | | |
| PHASE-I | | | |
| BUILDING AREA | 188,000 SF | | |
| OFFICE | 13,000 SF | | |
| WAREHOUSE | 175,000 SF | | |
| PHASE-II | | | |
| BUILDING AREA | 202,000 SF | | |
| OFFICE | 9,000 SF | | |
| WAREHOUSE | 193,000 SF | | |
| PARKING REQ PH-I | | | 101 SP |
| OFFICE ITE RATE | 13,000 SF @ 2.39/KSF | | 32 SP |
| WAREHOUSE ITE RATE | 175,000 SF @ 0.39/KSF | | 69 SP |
| HANDICAP | | | 5 SP |
| BICYCLE | | | 6 SP |
| PARKING PROP | | | 130 SP |
| HANDICAP | | | 6 SP |
| BICYCLE | | | 8 SP |
| LOADING REQ | | | 8 SP |
| LOADING PROP | | | 55 SP |
| PARKING REQ PH-II | | | 98 SP |
| OFFICE ITE RATE | 9,000 SF @ 2.39/KSF | | 22 SP |
| WAREHOUSE ITE RATE | 193,000 SF @ 0.39/KSF | | 76 SP |
| HANDICAP | | | 5 SP |
| BICYCLE | | | 6 SP |
| PARKING PROP | | | 98 SP |
| HANDICAP | | | 6 SP |
| BICYCLE | | | 8 SP |
| LOADING REQ | | | 8 SP |
| LOADING PROP | | | 39 SP |
| PAVT/SW | 470,515 SF | 10.80 AC | |
| TOTAL IMPERVIOUS | 860,515 SF | 19.75 AC | 74% |
| LAKE | 76,421 SF | 1.75 AC | |
| PERVIOUS | 218,362 SF | 5.02 AC | |
| OPEN SPACE | 294,783 SF | 6.77 AC | 26% |
| BLDG HEIGHT | 65 FT MAX | | |

| SETBACKS | REQ'D | PROP |
|---|---|---|
| FRONT | 25' | 273' |
| REAR | 20' | 60.6' |
| SIDE STREET | 20' | 187.3' |
| SIDE | 10' | NA |

PCN 2313-333-0001-000-7
2313-331-0000-000-4

LEGACY
DEVELOPMENT PARTNERS

REVISIONS

09/21/22 REV SLC
07/11/23 REV CLT
10/03/23 REV SP
01/08/24 REV SP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JUPITER, FLORIDA 33458
WEBSITE: www.JHIinc.com
EMAIL: JHI@JHIinc.com


Kings Highway
Commerce Center
Fort Pierce, Florida

Master Site Plan

| JOB NO. | DRAWN BY | DESIGNED BY | SCALE | DATE |
|---|---|---|---|---|
| 2205-1402 | DDI | JHI | 1"=80' | 07-07-22 |

SEAL

SHEET NO.
MSP-2

SEE SHT SP-5

KING'S HIGHWAY (SR-713)

FDOT EASM'T

30'

STOP SIGN & BAR TYP

170.9'

BICYCLE RACK 4 SPACES

313.67'

STOP SIGN & BAR TYP

DRY DETENTION-3 0.76 AC

BTM EL 13.0

2.21 AC

FOUNTAIN

LAKE-1
1.75 AC

GREEN PAVEMENT STRIPING PER FDOT DEV714CCPM & DEV976GCPM

"BEGIN RT TURN LANE YIELD TO BIKES" SIGN R4-4

1,026' SIGHT DISTANCE

WHITE ROAD

RAMP

821'2"

BLDG-I
PH-I
188 KSF
13 KSF OFFICE
175 KSF WAREHOUSE
F.F.EL 21.5 FT, NAVD

851.5'

330'

BICYCLE RACK 4 SPACES

BIOSWALE-4 0.41 AC

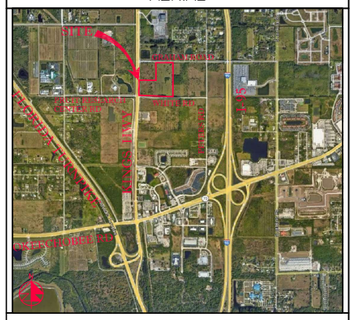
STOP SIGN & BAR TYP

6' PROP R/W

SEE SHT SP-4

| STRIPING LEGEND |
|---|
| (A) 6" SOLID WHITE |
| (B) 8" SOLID WHITE |
| (C) 12" SOLID WHITE |
| (D) 18" SOLID WHITE |
| (E) 24" SOLID WHITE |
| (F) 6" SKIP WHITE TYP (10'-30') |
| (G) 6" SKIP WHITE TYP (6'-10') |
| (H) 6" SKIP WHITE TYP (2'-4') |
| (I) 6" SOLID YELLOW |
| (J) 18" SOLID YELLOW |
| (K) 6" DOUBLE YELLOW |
| (L) 6" SKIP YELLOW (10'-30') |
| (M) 6" SKIP YELLOW TYP (6'-10') |
| (N) 6" SKIP YELLOW TYP (2'-4') |
| (P) PRM BI-DIRECTIONAL AMBER/AMBER |
| (R) FDP WHITE |
| (S) FDP YELLOW |
| (T) RPM BI-DIRECTIONAL WHITE/RED |
| (U) RPM BI-DIRECTIONAL RED/YELLOW |

AERIAL



VICINITY MAP

SECTION 13, TWP 35S, RGE 39E

N

40' 0 20' 40' 80'

SCALE: 1" = 40'

REVISIONS

Jeff H. Iravani, Inc.
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FAX: (561) 575-6088
EMAIL: JHI@JHIinc.com
WEBSITE: www.JHIinc.com

Kings Highway Commerce Center

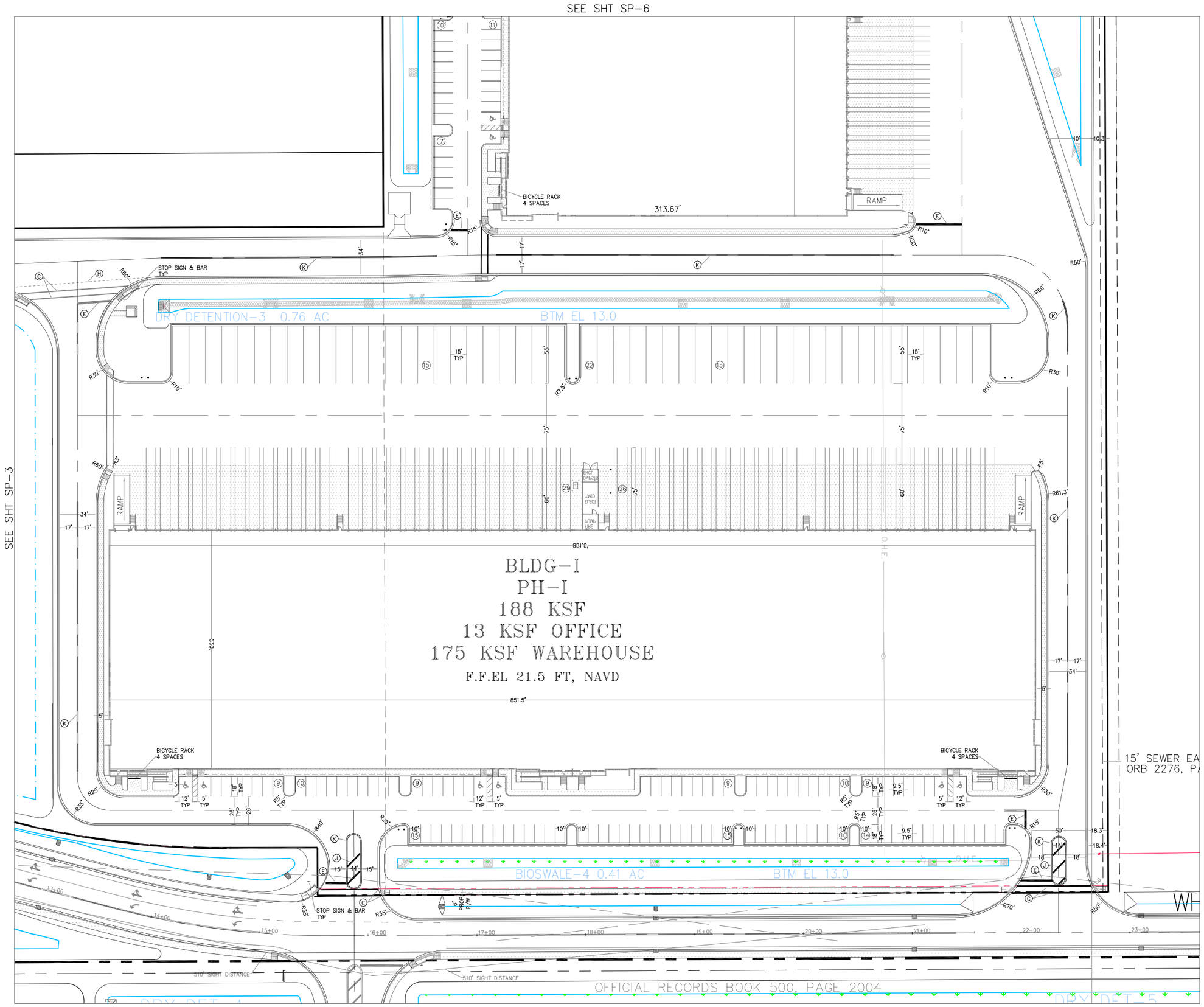
Fort Pierce, Florida

Site Plan

| DATE | SCALE | DESIGNED BY | DRAWN BY | JOB NO. |
|---|---|---|---|---|
| 07-07-22 | 1"=40' | JHI | DDI | 2205-1402 |

SEAL

SHEET NO.
SP-3

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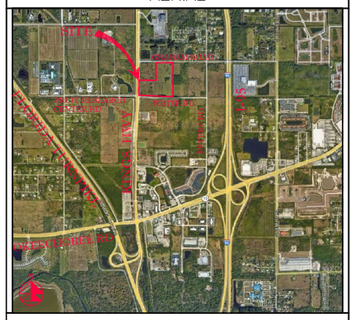
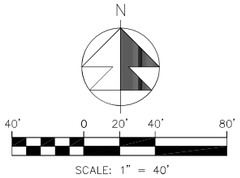


VICINITY MAP

SECTION 13, TWP 35S, RGE 39E




**STRIPING LEGEND**

- (A) 6" SOLID WHITE
- (B) 8" SOLID WHITE
- (C) 12" SOLID WHITE
- (D) 18" SOLID WHITE
- (E) 24" SOLID WHITE
- (F) 6" SKIP WHITE TYP (10'-30')
- (G) 6" SKIP WHITE TYP (6'-10')
- (H) 6" SKIP WHITE TYP (2'-4')
- (I) 6" SOLID YELLOW
- (J) 18" SOLID YELLOW
- (K) 6" DOUBLE YELLOW
- (L) 6" SKIP YELLOW (10'-30')
- (M) 6" SKIP YELLOW TYP (6'-10')
- (N) 6" SKIP YELLOW TYP (2'-4')
- (P) PRM BI-DIRECTIONAL AMBER/AMBER
- (R) FDP WHITE
- (S) FDP YELLOW
- (T) RPM BI-DIRECTIONAL WHITE/RED
- (U) RPM BI-DRIECTIONAL RED/YELLOW

REVISIONS

05/15/2024 REV/CITY

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Kings Highway Commerce Center

Fort Pierce, Florida

Site Plan

| DATE | SCALE | DESIGNED BY | DRAWN BY | JOB NO. |
|---|---|---|---|---|
| 07-07-22 | 1"=40' | JHI | DDI | 2205-1402 |

SEAL

SHEET NO.

SP-4

KING'S HIGHWAY (SR-713)

GRAHAM ROAD

O.H.E.

10+00 11+00 12+00 13+00 14+00 15+00 16+00 17+00 18+00 19+00

30' TEMPORARY CONSTRUCTION EASEMENT 710 ORB 3884, PAGE 890

STOP SIGN & BAR TYP

BICYCLE RACK 4 SPACES

BLDG-II
202 KSF
9 KSF OFFICE
193 KSF WAREHOUSE
F.F.EL 21.5 FT, NAVD

DRY DETENTION-2 0.55 AC
BTM EL 13.0

DRY DETENTION-3 0.76 AC
BTM EL 13.0

FDOT EASM'T

313.67'

170.9'

SEE SHT SP-6

SEE SHT SP-3

| STRIPING LEGEND |
|---|
| (A) 6" SOLID WHITE |
| (B) 8" SOLID WHITE |
| (C) 12" SOLID WHITE |
| (D) 18" SOLID WHITE |
| (E) 24" SOLID WHITE |
| (F) 6" SKIP WHITE TYP (10'-30') |
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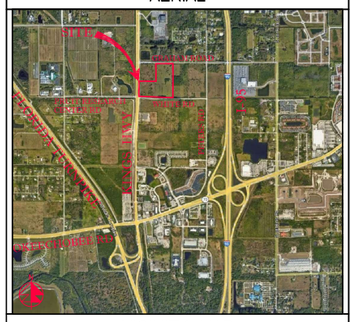
| (Q) FDP WHITE |
| (S) FDP YELLOW |
| (T) RPM BI-DIRECTIONAL WHITE/RED |
| (U) RPM BI-DIRECTIONAL RED/YELLOW |

AERIAL



VICINITY MAP

SECTION 13, TWP 35S, RGE 39E

N

40' 0 20' 40' 80'

SCALE: 1" = 40'

REVISIONS

05/15/2024 REV/CITY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Kings Highway Commerce Center

Fort Pierce, Florida

Site Plan

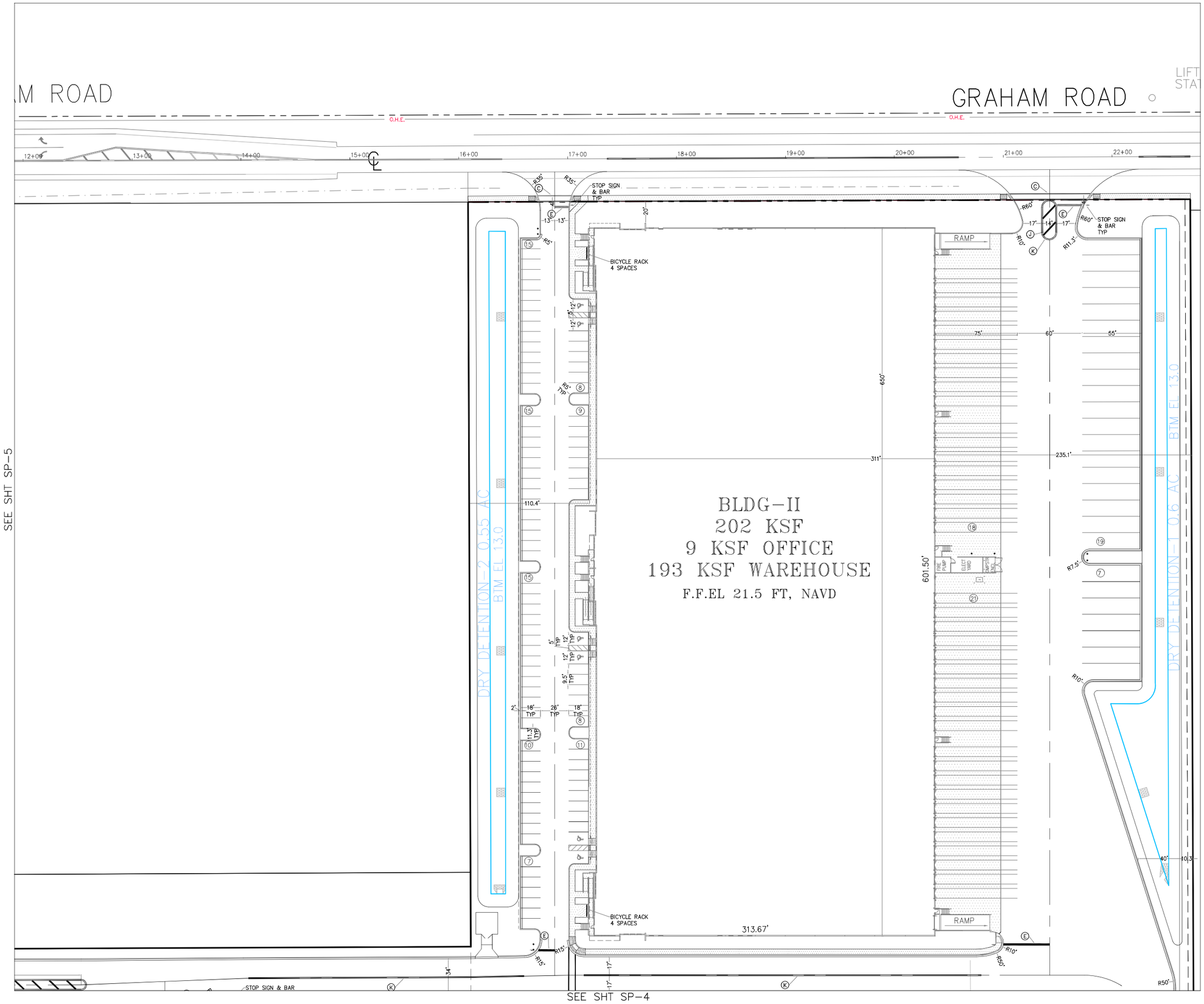
| DATE | SCALE | DESIGNED BY | DRAWN BY | JOB NO. |
|---|---|---|---|---|
| 07-07-22 | 1"=40' | JHI | DDI | 2205-1402 |

SEAL

CDA 6986

SHEET NO.

SP-5

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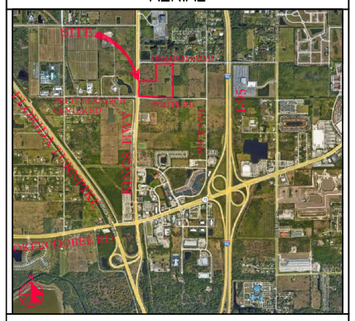

VICINITY MAP

SECTION 13, TWP 35S, RGE 39E

N

40' 0 20' 40' 80'

SCALE: 1" = 40'

**STRIPING LEGEND**

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REVISIONS

05/15/2024 REV/CITY


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Kings Highway Commerce Center

Fort Pierce, Florida

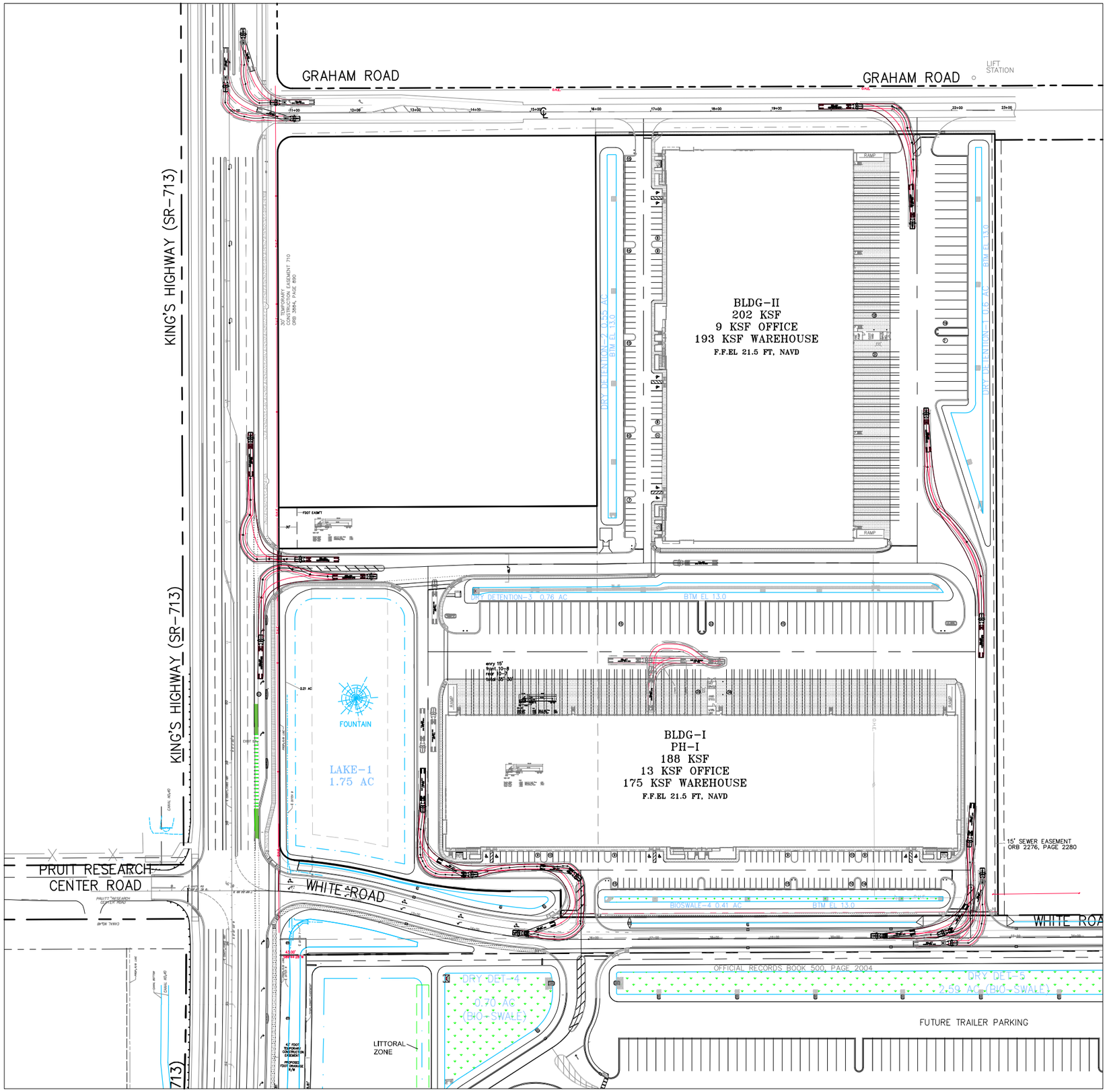
Site Plan

| DATE | SCALE | DESIGNED BY | DRAWN BY | JOB NO. |
|---|---|---|---|---|
| 07-07-22 | 1"=40' | JHI | DDI | 2205-1402 |

SEAL

SHEET NO.

SP-6

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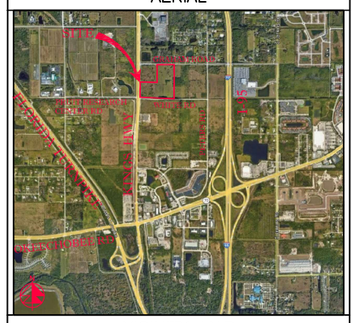

VICINITY MAP

SECTION 13, TWP 35S, RGE 39E

N

80' 0 40' 80' 160'

SCALE: 1" = 80'

REVISIONS

09/21/22 REV SLC
07/11/23 REV CLT
10/03/23 REV SP
01/08/24 REV SP


Jeff H. Iravani, Inc.
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EMAIL: JHI@JHIinc.com
WEBSITE: www.JHIinc.com


Kings Highway
Commerce Center
Fort Pierce, Florida

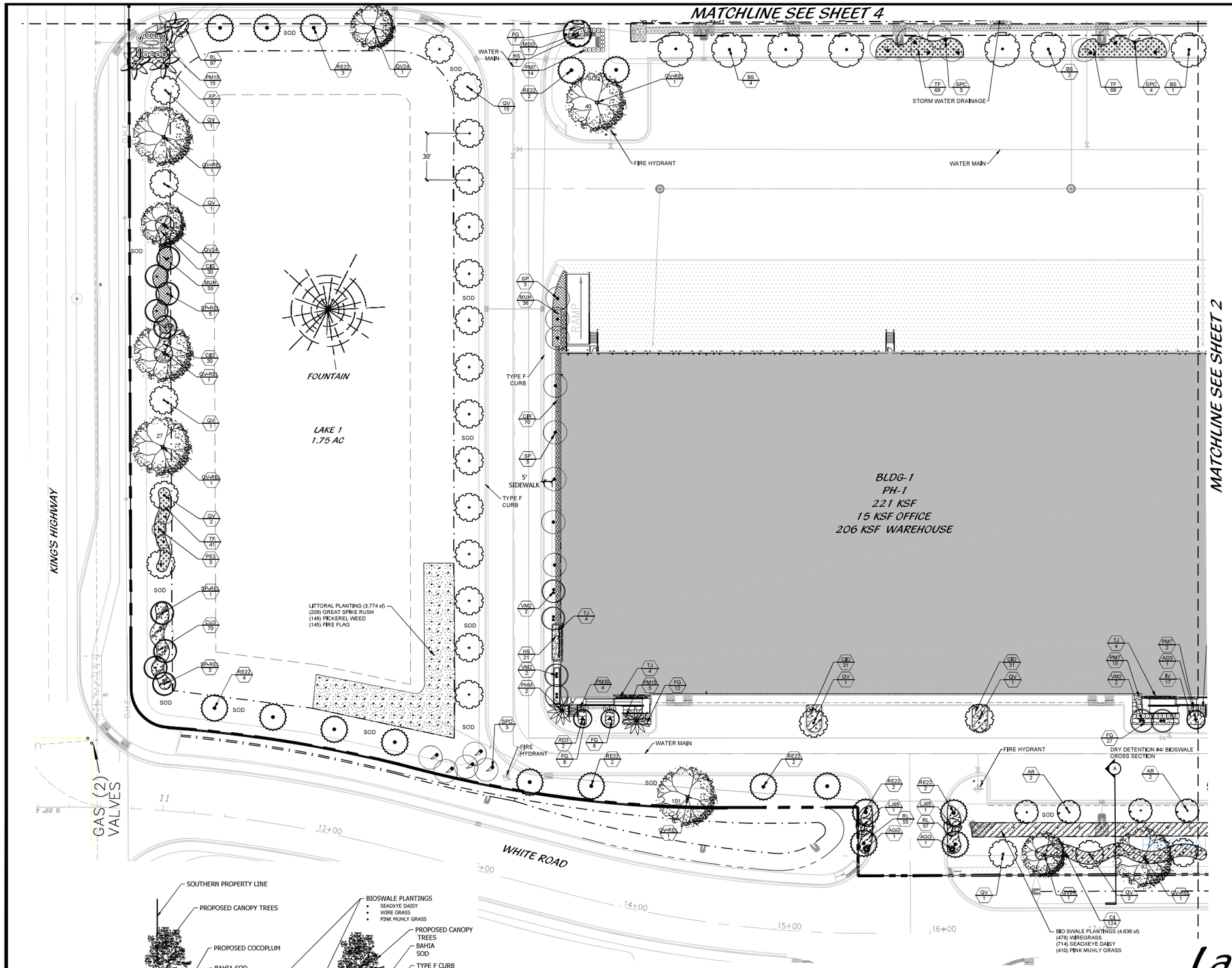
Truck Circulation
Overall Plan

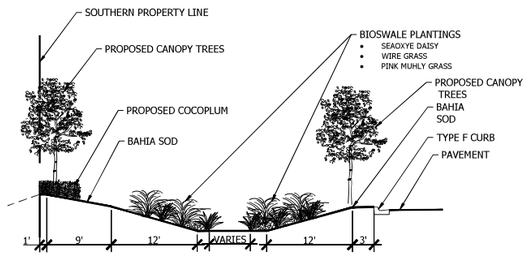
| DATE | SCALE | DESIGNED BY | DRAWN BY | JOB NO. |
|---|---|---|---|---|
| 07-07-22 | 1"=80' | JHI | DDI | 2205-1402 |

LEGACY
DEVELOPMENT PARTNERS

SEAL

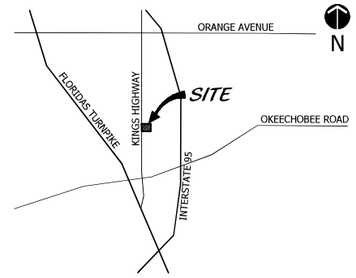
SHEET NO.
TC-1



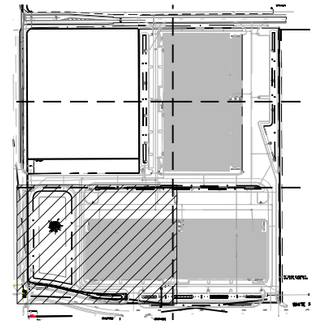




(A)- DRY DETENTION #4/ BIO SWALE PLANTING- SOUTH PROPERTY LINE

## LOCATION MAP




## SHEET LAYOUT MAP



48 HOURS BEFORE DIGGING
CALL TOLL FREE
811
SUNSHINE STATE ONE CALL OF FLORIDA, INC.

# Landscape Plan

0' 15' 30' 60' 90' 120'

Scale: 1" = 30'-0"

North

Cotleur & Hearing
Landscape Architects
Land Planners
Environmental Consultants
1934 Commerce Lane
Suite 1
Jupiter, Florida 33458
561.747.6336 · Fax 747.1377
www.cotleurhearing.com
Lic# LC-26000535

# King's Highway Commerce Center

## Landscape Plan

City of Fort Pierce, Florida

REGISTERED LANDSCAPE ARCHITECT
DONALDSON E. HEARING
LA 0000943
STATE OF FLORIDA

| | |
|---|---|
| DESIGNED | DEH |
| DRAWN | AGB |
| APPROVED | DEH |
| JOB NUMBER | 21-0130 |
| DATE | 07-28-22 |
| REVISIONS | 10-07-22 |
| | 11/10/23 |
| | 04-15-24 |

April 15, 2024 1:24:49 p.m.
Drawing: 21-1001 LP.DWG

SHEET 1 OF 7

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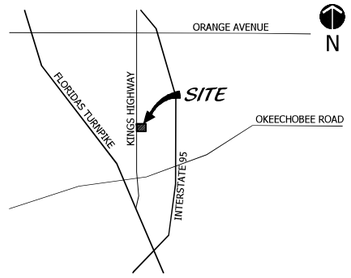
MATCHLINE SEE SHEET 3

MATCHLINE SEE SHEET 1

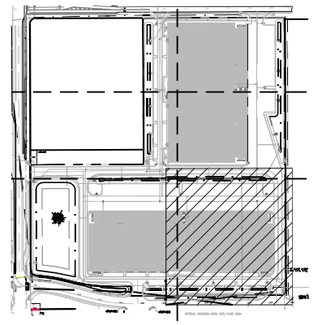
BLDG-1
PH-1
221 KSF
15 KSF OFFICE
206 KSF WAREHOUSE

WHITE ROAD

## LOCATION MAP




## SHEET LAYOUT MAP



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811
SUNSHINE STATE ONE CALL OF FLORIDA, INC.

# Landscape Plan

0' 15' 30' 60' 90' 120'

Scale: 1" = 30'-0"

North


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Landscape Architects
Land Planners
Environmental Consultants
1934 Commerce Lane
Suite 1
Jupiter, Florida 33458
561.747.6336 · Fax 747.1377
www.cotleurhearing.com
Lic# LC-26000535


King's Highway Commerce Center
Landscape Plan
City of Fort Pierce, Florida

REGISTERED LANDSCAPE ARCHITECT
CHARLSON E. HEARING
LA 0000943
STATE OF FLORIDA

| | |
|---|---|
| DESIGNED | DEH |
| DRAWN | AGB |
| APPROVED | DEH |
| JOB NUMBER | 21-0130 |
| DATE | 07-28-22 |
| REVISIONS | 10-07-22 |
| | 11/10/23 |
| | 04-15-24 |

April 15, 2024 1:24:49 p.m.
Drawing: 21-1001 LP.DWG

SHEET 2 OF 7


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MATCHLINE SEE SHEET 5

MATCHLINE SEE SHEET 4

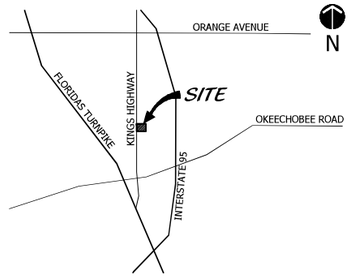
BLDG-2
PH-1
202 KSF
9 KSF OFFICE
193 KSF WAREHOUSE

BIO SWALE PLANTINGS (9,324 sf)
(961) WIREGRASS
(1,436) SEAOXEYE DAISY
(824) PINK MUHLY GRASS

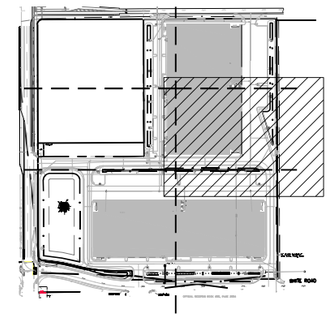
AR 3
BS 7
QV24 1
CID 58
SOD
SP 5
TF 96
SP 2
TF 77
CE 3
FIRE HYDRANT
WATER MAIN TYP
TYPE F CURB
SP 3
SOD
SPARR 5
CU3 96
QV 1
SOD
CE 2
STORM DRAINAGE
RAMP
DETECTABLE WARNING STRIP TYP
SIDEWALK
WATER MAIN
TJ 1
BS 7
CLD15 14
PP 5
LN 4
CLD15 13
PP 5
CLD15 13
QV 10
PP 5
CLD15 6
SPC 5
MUH 85
RE22 1
SOD

MATCHLINE SEE SHEET 2

## LOCATION MAP




## SHEET LAYOUT MAP



# Landscape Plan

0' 15' 30' 60' 90' 120'

Scale: 1" = 30'-0"

North

48 HOURS BEFORE DIGGING
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www.cotleurhearing.com
Lic# LC-26000535


King's Highway Commerce Center
Landscape Plan
City of Fort Pierce, Florida

REGISTERED LANDSCAPE ARCHITECT
THOMASSON E. HEARING
LA 0000943
STATE OF FLORIDA

| | |
|---|---|
| DESIGNED | DEH |
| DRAWN | AGB |
| APPROVED | DEH |
| JOB NUMBER | 21-0130 |
| DATE | 07-28-22 |
| REVISIONS | 10-07-22 |
| | 11/10/23 |
| | 04-15-24 |

April 15, 2024 1:24:49 p.m.
Drawing: 21-1001 LP.DWG

SHEET 3 OF 7


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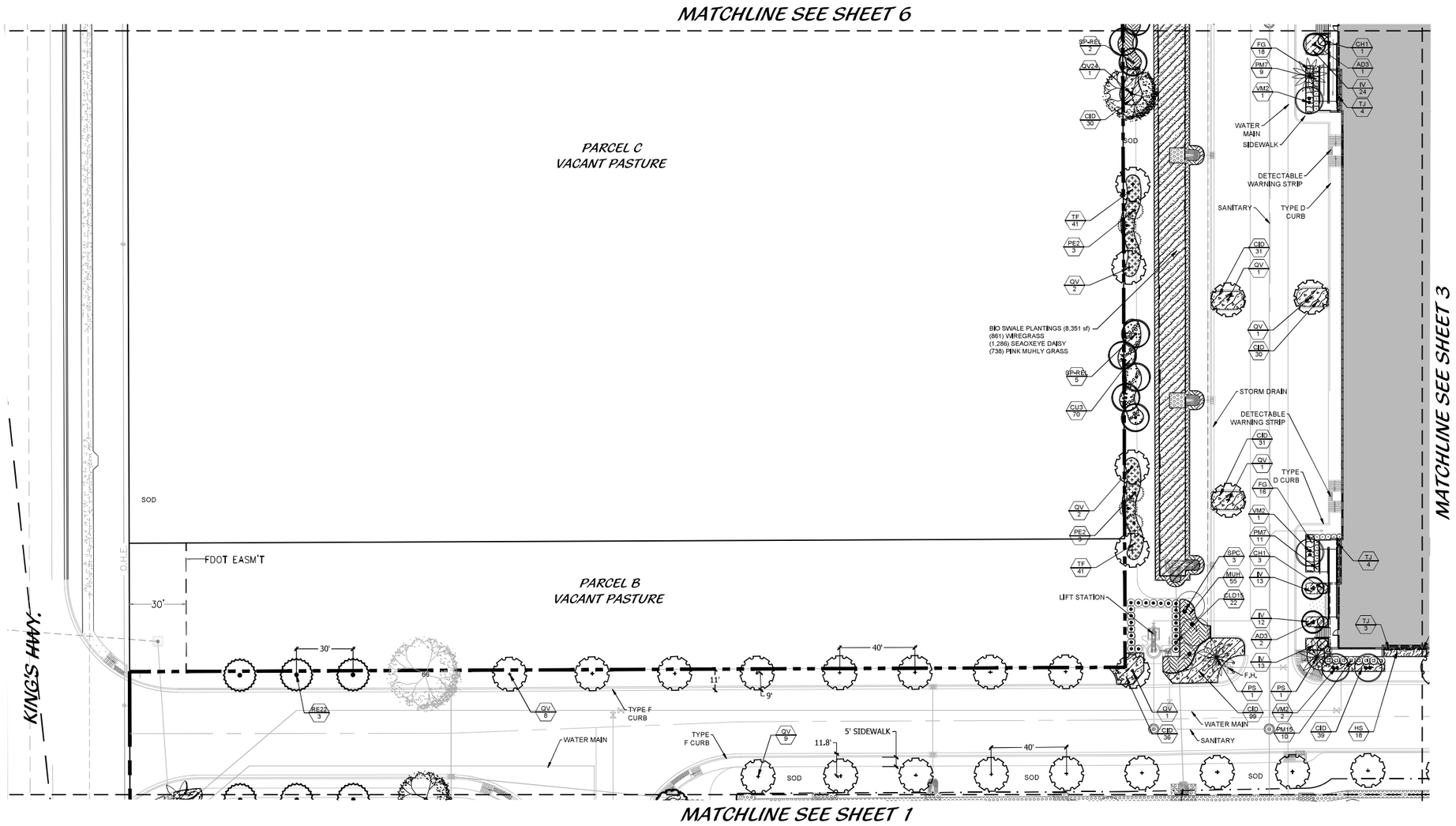
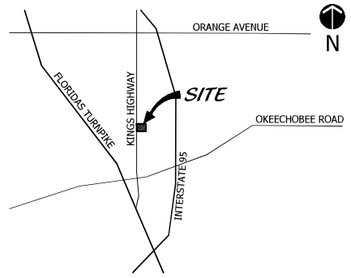
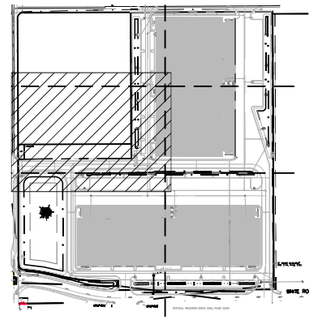



## LOCATION MAP




## SHEET LAYOUT MAP



# Landscape Plan

0' 15' 30' 60' 90' 120'

Scale: 1" = 30'-0"

North

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SUNSHINE STATE ONE CALL OF FLORIDA, INC.

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561.747.6336 · Fax 747.1377
www.cotleurhearing.com
Lic# LC-26000535

King's Highway Commerce Center
Landscape Plan
City of Fort Pierce, Florida

REGISTERED LANDSCAPE ARCHITECT
DONALDSON E. HEARING
LA 0000943
STATE OF FLORIDA

| | |
|---|---|
| DESIGNED | DEH |
| DRAWN | AGB |
| APPROVED | DEH |
| JOB NUMBER | 21-0130 |
| DATE | 07-28-22 |
| REVISIONS | 10-07-22 |
| | 11/10/23 |
| | 04-15-24 |

April 15, 2024 1:24:49 p.m.
Drawing: 21-1001 LP.DWG

SHEET 4 OF 7

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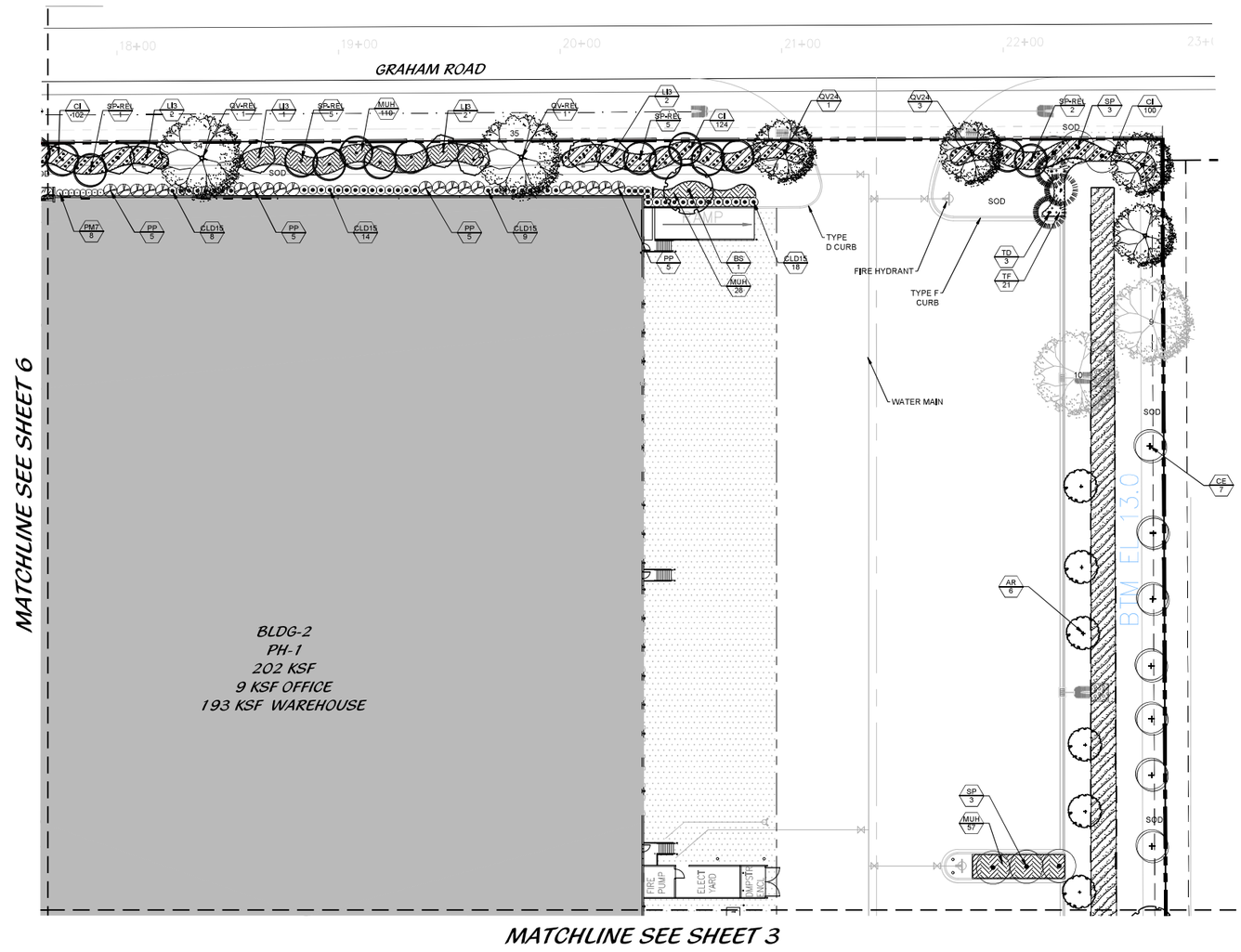


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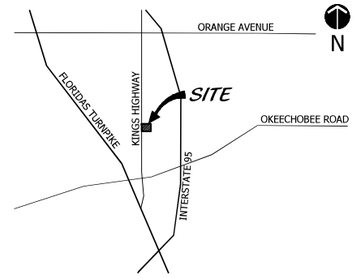


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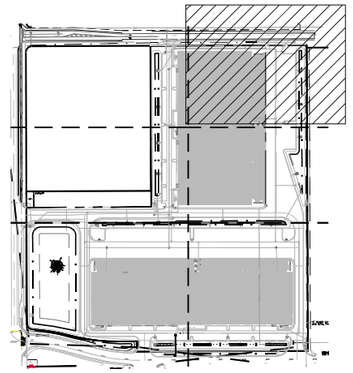

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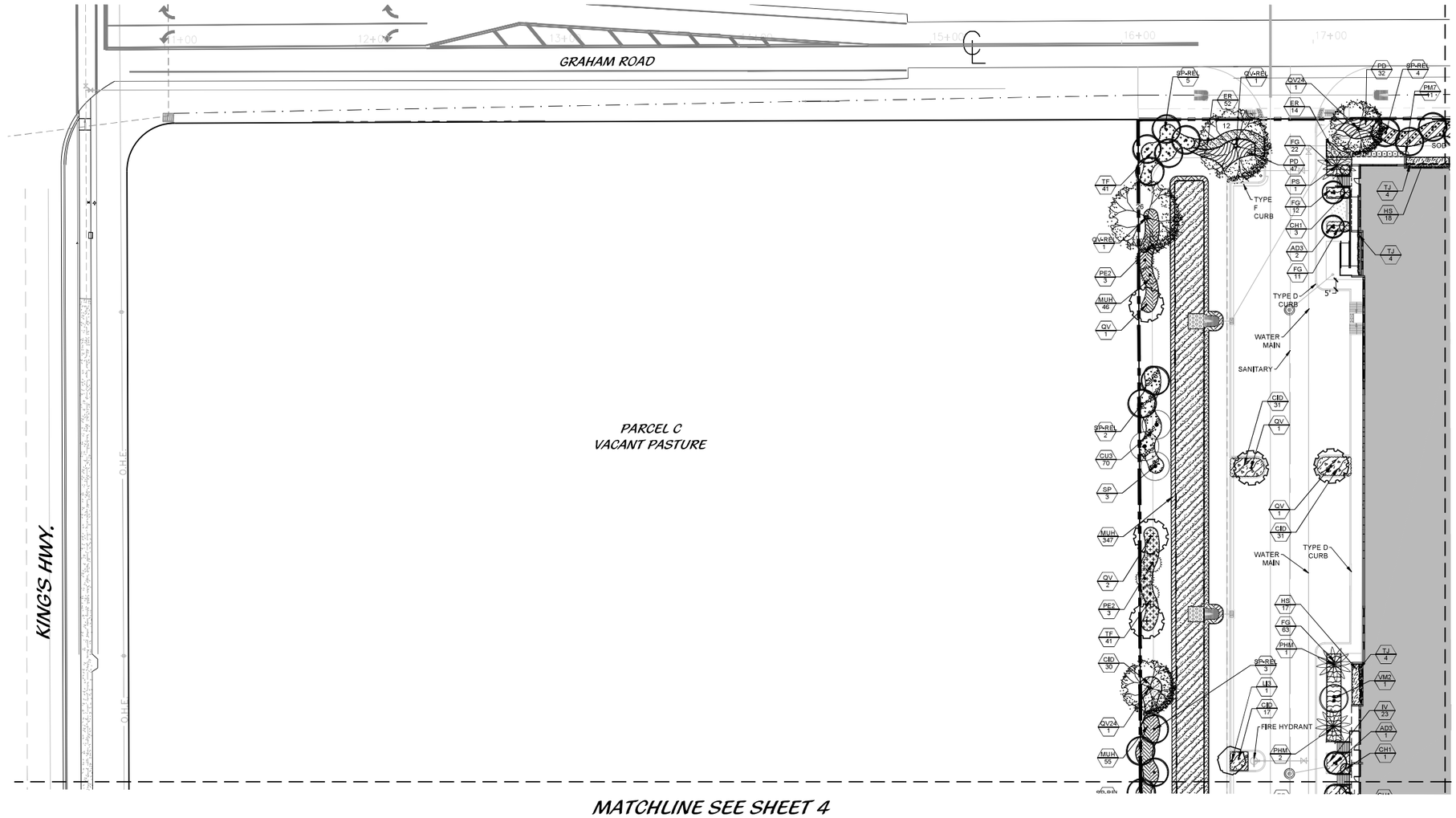


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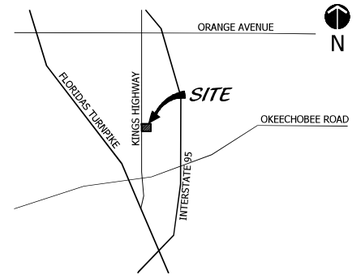


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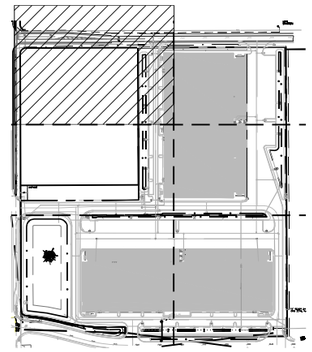

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# King's Highway Commerce Center

## Landscape Plan

City of Fort Pierce, Florida

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# LANDSCAPE NOTES

ALL PLANT MATERIAL SHALL BE FLORIDA NUMBER 1 OR BETTER AS DEFINED BY THE DIVISION OF PLANT INDUSTRY FLORIDA GRADES AND STANDARDS' LATEST EDITION.

ALL LANDSCAPE SHALL CONFORM TO THE REQUIREMENTS OF THE TOWN OF JUPITER LAND DEVELOPMENT REGULATIONS. THE TOWN OF JUPITER LANDSCAPE CODE (LDRs) SHALL GOVERN IN THE EVENT OF A CONFLICT.

VEGETATION REMOVAL PERMITS ARE REQUIRED PRIOR TO REMOVING, CLEARING OR STRIPPING ANY VEGETATION FROM THE PROPERTY.

AT THE TIME OF BUILDING PERMIT, THE APPLICANT SHALL EXECUTE HOLD HARMLESS AGREEMENTS WITH ALL APPLICABLE UTILITIES FOR LANDSCAPING WITHIN UTILITY EASEMENTS.

THE LANDSCAPE CONTRACTOR SHALL NOT MAKE ANY SUBSTITUTIONS AND/ OR CHANGES WITHOUT THE AUTHORIZATION OF TOWN OF JUPITER, THE OWNER AND THE LANDSCAPE ARCHITECT.

THE LANDSCAPE CONTRACTOR SHALL REVIEW THE PROJECT DRAINAGE AND UTILITY PLANS PRIOR TO CONSTRUCTION AND AVOID ALL CONFLICTS. THE LANDSCAPE CONTRACTOR SHALL VERIFY THE LOCATION OF ALL UNDERGROUND UTILITIES PRIOR TO COMMENCING WORK.

THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL PERMITS.

THE CONTRACTOR SHALL COORDINATE THE PLANTING AND TRIMMING OF STREET TREES TO ENSURE FULL VISIBILITY TO TRAFFIC CONTROL AND SAFETY SIGNAGE

TREES SHALL BE POSITIONED TO AVOID CONFLICTS WITH SIGNAGE AND SITE LIGHTING. LARGER TREES WILL BE PROVIDED AT INTERSECTIONS WHERE DEEMED NECESSARY.

ALL VEGETATION SHALL BE SELECTED AND POSITIONED SO THAT IT DOES NOT PRESENT OBSTRUCTIONS TO THE LINE OF SIGHT AT INTERSECTIONS PURSUANT TO SECTION 27-1262(a)(9)(c) OF THE TOWN OF JUPITER CODE.

ALL ABOVE GROUND UTILITIES I.E. TRANSFORMERS, SWITCH BOXES, AC CONDENSERS AND ALIKE SHALL BE FULLY SCREENED FROM VIEW ON THREE SIDES WITH LANDSCAPING. THE LANDSCAPING SHALL TO THE TALLEST POINT OF SAID EQUIPMENT AT TIME OF PLANTING.

ALL TREES SHALL BE LOCATED WITHIN A MULCH PLANTING BED WITH A MINIMUM OF TWO (2) FEET OF CLEARANCE TO THE EDGE OF THE BED.

SOD AND IRRIGATION SHALL BE INSTALLED IN ANY ADJACENT RIGHT OF WAY BETWEEN THE SIDEWALK AND THE CURB.

ALL SOD SHALL BE STENOTAPHRUM SECONDATUS FLORITAM-PALMETTO (ST. AUGUSTINE SOD).

TREES WITHIN PLANTING ISLANDS LESS THAN FIVE (5) FEET IN WIDTH SHALL BE LOCATED TO AVOID CONFLICTS WITH THE OVERHANG OF VEHICLES.

TYPE D RAISED CONCRETE CURBING SHALL BE PROVIDED AROUND ALL PLANTING ISLANDS WITHIN VEHICULAR USE AREAS.

TREES AT ENTRANCE WAYS AND WITHIN SIGHT TRIANGLES SHALL BE TRIMMED IN SUCH A FASHION TO MINIMIZE SITE VISIBILITY CONFLICTS. CLEAR VISIBILITY SHALL BE MAINTAINED BETWEEN 30 INCHES AND 7 FEET. TEN FOOT BY THIRTY FOOT SIGHT VISIBILITY TRIANGLES SHALL BE PROVIDED AT THE INTERSECTIONS WITH THE PUBLIC RIGHT OF WAY. IN ADDITION ALL LANDSCAPING SHALL CONFORM TO THE REQUIREMENTS OF FDOT INDEX 546.

EARTH BERMS SHALL NOT EXCEED A 3:1 SLOPE 4:1 SLOPES OR GREATER ARE PREFERABLE.

ALL TREES PLANTED UNDER OR ADJACENT TO FPL POWER LINES WILL COMPLY WITH THE FPL RIGHT TREE IN THE RIGHT PLACE GUIDELINES (REV 5/95)

PERIMETER TREES AT THE TIME OF PLANTING SHALL BE SPACED IN A WAY THAT COMPLEMENTS THE SPACING OF ANY EXISTING TREES ON ADJACENT DEVELOPED AREAS.

ALL LANDSCAPE ISLANDS AND BEDS SHALL BE FREE FROM SHELL ROCK AND CONSTRUCTION DEBRIS, EXCAVATED TO A DEPTH OF 30 INCHES OR TO CLEAN NATIVE SOILS AND FILLED WITH THE SPECIFIED BACKFILL MIXTURE.

ALL LANDSCAPE ISLANDS SHALL INCORPORATE THE INSTALLATION OF MOUNDING OF NATIVE SOILS A MINIMUM OF SIX INCHES (6") ABOVE THE TOP OF CURB.

19.5' 'BIO BARRIER' ROOT BARRIER SHALL BE PROVIDED FOR SHADE TREES PLANTED WITHIN SIX (6') FEET OF PUBLIC CURBS, SIDEWALKS OR PUBLIC RIGHT OF WAYS. ALL ROOT BARRIER SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURES RECOMMENDATIONS. THE TOTAL LENGTH OF THE ROOT BARRIERS SHALL BE 20' ADJACENT TO THE SIDEWALK AND 20' ADJACENT TO THE CURB.

ALL AREAS SHALL BE FULLY IRRIGATED IN ACCORDANCE WITH THE REQUIREMENTS OF THE TOWN OF JUPITER. THE IRRIGATION WATER SOURCE SHALL BE WELL WATER FOR COMMON AREAS AND POTABLE WATER AROUND THE BUILDING FOUNDATION.

CATCH BASINS AND DRAINAGE SHALL NOT BE LOCATED WITH IN REQUIRED PERIMETER BUFFERS OR PRESERVE AREAS.

THE IRRIGATION SYSTEM SHALL BE DESIGNED TO PROVIDE 100% OVERLAP COVERAGE TO ALL LANDSCAPE AND SOD AREAS.

THE IRRIGATION SYSTEM SHALL BE EQUIPPED WITH A RAIN SENSOR/CUT OFF SWITCH IN ACCORDANCE WITH STATE AND LOCAL REQUIREMENTS.

EXISTING TREES AND VEGETATION TO REMAIN SHALL BE STAKED AND BARRICADED PRIOR TO ANY LAND CLEARING. TREES TO BE RELOCATED SHALL BE ROOT PRUNED AND PROTECTED DURING CONSTRUCTION.

ALL TREES PROPOSED TO BE PRESERVED ON SITE SHALL BE PROTECTED IN ACCORDANCE WITH THE PROCEDURES OUTLINED IN DIVISION IV. VEGETATION REMOVAL REQUIREMENTS IN THE TOWN OF JUPITER CODE PRIOR TO THE ISSUANCE OF A C.O.

ANY AREA DESIGNATED WITH EXISTING VEGETATION TO REMAIN THAT IS DISTURBED DURING CONSTRUCTION WILL BE RESTORED WITH NATIVE PLANTINGS.

EXISTING TREES PRESERVED OR RELOCATED ON SITE SHALL BE PRUNED ACCORDING TO ANSI A300 STANDARDS OR BY AN ISA CERTIFIED ARBORIST.

ALL EXISTING LANDSCAPING AND TREES TO REMAIN SHALL BE BARRICADED WITH ORANGE CONSTRUCTION BARRICADE. THE BARRICADE SHALL BE INSTALLED AT THE DRIP LINE OF THE TREE/PALM OR AT THE EDGE OF THE SHRUB MASS. BARRICADES SHALL REMAIN IN PLACE THROUGHOUT THE DURATION OF CONSTRUCTION.

EXISTING, SUITABLE NATIVE VEGETATION LOCATED WITHIN THE PROPOSED DEVELOPMENT AREAS SHALL BE RELOCATED TO SUPPLEMENT THE LANDSCAPING. NATIVE VEGETATION SHALL BE RELOCATED BY TREE SPADE OR CRANE. PRIOR TO THE CLEARING OF THE SITE THE APPLICANT SHALL IDENTIFY ALL NATIVE VEGETATION TO BE RELOCATED.

RELOCATION METHODOLOGY: EXISTING NATIVE VEGETATION DETERMINED TO BE SUITABLE FOR RELOCATION SHALL BE RELOCATED TO TARGET AREAS USING HYDROLOGIC TREE SPADES. THE SIZE OF SPADE SHALL VARY FROM 90" TO 45" DEPENDING ON THE SIZE AND TYPE OF VEGETATION TO BE MOVED. THE APPLICANT SHALL IDENTIFY PRIOR TO THE CLEARING OF THE SITE ALL EXISTING NATIVE VEGETATION TO BE RELOCATED. FOLLOWING RELOCATION, VEGETATION SHALL BE WATERED DAILY FOR A PERIOD NOT LESS THAN 90 DAYS AFTER WHICH IT SHALL BE WATERED ON AN AS NEED BASIS TO INSURE SURVIVAL. AT A MINIMUM THE APPLICANT SHALL INSURE 60% SURVIVAL FOR ALL RELOCATED PLANT MATERIAL.

# LANDSCAPE SPECIFICATIONS

**1. GENERAL LANDSCAPE REQUIREMENTS**

LANDSCAPE CONTRACT WORK INCLUDES, BUT IS NOT LIMITED TO, SOIL PREPARATION, FINE OR FINISH GRADING, FURNISHING AND INSTALLING PLANT MATERIAL, WATERING, STAKING, GUYING AND MULCHING.

PLANT SIZE AND QUALITY

TREES, PALMS, SHRUBS, GROUNDCOVERS:
PLANT SPECIES AND SIZES SHALL CONFORM TO THOSE INDICATED ON THE DRAWINGS, NOMENCLATURE SHALL CONFORM TO STANDARD PLANT NAMES, 1942 EDITION. ALL NURSERY STOCK SHALL BE IN ACCORDANCE WITH GRADES AND STANDARDS FOR NURSERY PLANTS PARTS I & II, LATEST EDITION PUBLISHED BY THE FLORIDA DEPARTMENT OF AGRICULTURE AND CONSUMER SERVICES, UNLESS SPECIFIED OTHERWISE. ALL PLANTS SHALL BE FLORIDA GRADE NUMBER 1 OR BETTER AS DETERMINED BY THE FLORIDA DIVISION OF PLANT INDUSTRY.

ALL CONTAINER GROWN MATERIAL SHALL BE HEALTHY, VIGOROUS, WELL-ROOTED PLANTS AND ESTABLISHED IN THE CONTAINER IN WHICH THEY ARE SOLD. THE PLANTS SHALL HAVE TOPS OF GOOD QUALITY AND BE IN A HEALTHY GROWING CONDITION.

AN ESTABLISHED CONTAINER GROWN PLANT SHALL BE TRANSPLANTED INTO A CONTAINER AND GROWN IN THAT CONTAINER SUFFICIENTLY LONG ENOUGH FOR THE NEW FIBROUS ROOTS TO HAVE DEVELOPED SO THAT THE ROOT MASS WILL RETAIN ITS SHAPE AND HOLD TOGETHER WHEN REMOVED FROM THE CONTAINER.

STANDARD PLANTING MIXTURE SHALL BE ONE (1) PART RECYCLED ORGANIC MATERIAL ADDED TO THREE (3) PARTS EXISTING NATIVE SOIL.

REPLACEMENT SOIL SHALL BE USED AS SPECIFIED TO REPLACE EXISTING SOILS THAT ARE DETERMINED BY THE LANDSCAPE ARCHITEC TO BE UNSUITABLE FOR PLANTING, IE, ROAD BASE, PAVEMENT, ETC. REPLACEMENT SOIL MIX SHALL CONTAIN 60% SAND AND 40% MUCK. SAND SHALL BE 100% CLEAN NATIVE SAND SCREENED TO 1/4" AND MUCK SHALL BE 100% CLEAN ORGANIC NATIVE MUCK SCREENED TO 1/2". ALL SOIL SHALL BE MIXED PRIOR TO DELIVERY ON SITE.

MULCH SHALL BE SHREDDED MELALEUCA, EUCALYPTUS OR GRADE "A" RECYCLED, ALL MULCH IS TO BE APPLIED TO A DEPTH OF 3", EXCEPT AS OTHERWISE NOTED.

FERTILIZER IN BACKFILL MIXTURE FOR ALL PLANTS SHALL CONSIST OF MILORGANITE ACTIVATED SLUDGE MIXED WITH THE BACKFILL AT A RATE OF NOT LESS THAN 50 LBS. PER CUBIC YARD.

FERTILIZER FOR TREES AND SHRUBS MAY BE TABLET FORM OR GRANULAR. GRANULAR FERTILIZER SHALL BE UNIFORM IN COMPOSITION, DRY AND FREE-FLOWING. THIS FERTILIZER SHALL BE DELIVERED TO THE SITE IN THE ORIGINAL UNOPENED BAGS, EACH BEARING THE MANUFACTURER'S STATEMENT OF ANALYSIS, AND SHALL MEET THE FOLLOWING REQUIREMENTS: 16% NITROGEN, 7% PHOSPHORUS, 12% POTASSIUM, PLUS IRON. TABLET FERTILIZER (AGRIFORM OR EQUAL) IN 21 GRAM SIZE SHALL MEET THE FOLLOWING REQUIREMENTS: 20% NITROGEN, 10% PHOSPHORUS AND 5% POTASSIUM.

FERTILIZER WILL BE APPLIED AT THE FOLLOWING RATES:

| PLANT SIZE | 16-7-12 | AGRIFORM TABLETS (21 GRAM) |
|---|---|---|
| 1 GAL. | 1/4 LB. | 1 |
| 3 GAL. | 1/3 LB. | 3 |
| 7-15 GAL. | 1/2 LB. | 6 |
| 1"-6" CALIPER | 2 LBS./1" CALIPER | 2 PER 1" CALIPER |
| 6" AND LARGER | 3 LBS./1" CALIPER | 2 PER 1" CALIPER |

"FLORIDA EAST COAST PALM SPECIAL" SHALL BE APPLIED TO ALL PALMS AT INSTALLATION AT A RATE OF ½ LB. PER INCH OF TRUNK UNLESS OTHERWISE SPECIFIED.

FIELD GROWN TREES AND PALMS PREVIOUSLY ROOT PRUNED SHALL OBTAIN A ROOT BALL WITH SUFFICIENT ROOTS FOR CONTINUED GROWTH WITHOUT RESULTING SHOCK.

CONTRACTOR SHALL NOT MARK OR SCAR TRUNK IN ANY FASHION.

PLANTS SHALL BE WATERED AS NECESSARY OR WITHIN 24 HOURS AFTER NOTIFICATION BY THE LANDSCAPE ARCHITECT.

THE LOCATIONS OF PLANTS, AS SHOWN IN THESE PLANS, ARE APPROXIMATE. THE FINAL LOCATIONS MAY BE ADJUSTED TO ACCOMMODATE UNFORESEEN FIELD CONDITIONS. MAJOR ADJUSTMENTS TO THE LAYOUT ARE TO BE APPROVED BY THE LANDSCAPE ARCHITECT.

ALL PLASTIC FABRIC SHALL BE REMOVED FROM PLANT MATERIAL AT TIME OF INSTALLATION.

ALL TREES MUST BE STAKED AS SHOWN ON THE PLANTING DETAILS WITHIN 24 HOURS OF PLANTING. STAKES TO REMAIN FOR A MINIMUM OF 9 MONTHS, BUT NO LONGER THAN 18 MONTHS. CONTRACTOR IS RESPONSIBLE FOR MAINTENANCE AND REMOVAL OF THE STAKES.

ALL TREES MUST BE PRUNED AS PER LANDSCAPE ARCHITECT'S DIRECTION. SABAL PALMS MAY BE HURRICANE CUT.

ALL SHRUBS, TREES AND GROUND COVER WILL HAVE IMPROVED SOIL AS PER PLANTING SOIL NOTES. THE SOILS SHALL BE PLACED IN THE HOLE DURING PLANTING. TOP DRESSING ONLY IS NOT ACCEPTABLE.

DO NOT ALLOW AIR POCKETS TO FORM WHEN BACKFILLING. ALL TREES SHALL BE SPIKED IN UTILIZING WATER AND A TREE BAR.

THE LANDSCAPE CONTRACTOR SHALL WATER, MULCH, WEED, PRUNE, AND OTHERWISE MAINTAIN ALL PLANTS, INCLUDING SOD, UNTIL COMPLETION OF CONTRACT OR ACCEPTANCE BY LANDSCAPE ARCHITECT. AT THE TIME OF CONDITIONAL ACCEPTANCE, THE SIX (6) MONTH PERIOD SHALL COMMENCE. ANY MATERIALS WHICH HAVE DIED OR DECLINED TO THE POINT WHERE THEY NO LONGER MEET FLORIDA #1 CONDITION DURING THIS PERIOD SHALL BE PROMPTLY REPLACED WITH SPECIMENS THAT MEET THE MINIMUM REQUIREMENTS CALLED FOR ON THE DRAWINGS. THE LANDSCAPE CONTRACTOR SHALL NOT BE HELD RESPONSIBLE FOR THE DEATH OR DAMAGE RESULTING FROM ACTS OF GOD SUCH AS LIGHTNING, VANDALISM, AND AUTOMOBILES OR FROM NEGLIGENCE BY THE OWNER. CONTRACTOR SHALL BE RESPONSIBLE FOR WATERING AND OTHERWISE MAINTAINING PLANTS UP TO THE CONDITIONAL ACCEPTANCE PERIOD, UNLESS A WRITTEN AGREEMENT WITH THE LANDSCAPE ARCHITECT PROVIDES FOR A DIFFERENT ARRANGEMENT.

UPON COMPLETION OF THE WORK, THE LANDSCAPE CONTRACTOR SHALL NOTIFY THE LANDSCAPE ARCHITECT AND REQUEST A FINAL INSPECTION. ANY ITEMS THAT ARE JUDGED INCOMPLETE OR UNACCEPTABLE BY THE LANDSCAPE ARCHITECT OR OWNER'S REPRESENTATIVE SHALL BE CORRECTED BY THE LANDSCAPE CONTRACTOR WITHIN 14 DAYS.

ALL LABOR AND MATERIAL FOR SOIL AMENDMENTS AND FERTILIZER THAT IS REQUIRED TO INSURE THE SUCCESSFUL ESTABLISHMENT AND SURVIVAL OF THE PROPOSED VEGETATION, AS WELL AS ALL THE COST FOR THE REMOVAL OF UNSUITABLE OR EXCESS BACKFILL MATERIAL, SHALL BE INCLUDED IN THE CONTRACTOR'S BID TO PERFORM THE WORK REPRESENTED IN THIS PLAN SET.

**2. PLANTING TREES**

EXCAVATE PIT AS PER PLANTING DETAILS.

BACKFILL AROUND BALL WITH STANDARD PLANTING MIXTURE AND SLIGHTLY COMPACT, WATER THOROUGHLY AS LAYERS ARE PLACED TO ELIMINATE VOIDS AND AIR POCKETS. BUILD A 6" HIGH BERM OF STANDARD PLANTING MIXTURE BEYOND EDGE OF EXCAVATION. APPLY 3" (AFTER SETTLEMENT) OF MULCH EXCEPT WITHIN 6" OF TRUNK.

PRUNE TREE TO REMOVE DAMAGED BRANCHES, IMPROVE NATURAL SHAPE AND THIN OUT STRUCTURE. DO NOT REMOVE MORE THAN 15% OF BRANCHES. DO NOT PRUNE BACK TERMINAL LEADER.

GUY AND STAKE TREE IN ACCORDANCE WIT THE STAKING DETAILS IMMEDIATELY AFTER PLANTING.

**3. PLANTING SHRUBS**

LAYOUT SHRUBS TO CREATE A CONTINUOUS SMOOTH FRONT LINE AND FILL IN BEHIND.

EXCAVATE PIT OR TRENCH TO 1-1/2 TIMES THE DIAMETER OF THE BALLS OR CONTAINERS OR 1'-0" WIDER THAN THE SPREAD OF ROOTS FOR POSITIONING AT PROPER HEIGHT. BACKFILL AROUND PLANTS WITH STANDARD PLANTING MIXTURE, COMPACTED TO ELIMINATE VOIDS AND AIR POCKETS. FORM GRADE SLIGHTLY DISHED AND BERMED AT EDGES OF EXCAVATION. APPLY 3" OF MULCH EXCEPT WITHIN 3" OF STEMS.

PRUNE SHRUBS TO REMOVE DAMAGED BRANCHES, IMPROVE NATURAL SHAPE AND THIN OUT STRUCTURE. DO NOT REMOVE MORE THAN 15% OF BRANCHES.

**4. PLANTING GROUND COVER**

LOOSEN SUBGRADE TO DEPTH OF 4" IN AREAS WHERE TOPSOIL HAS BEEN STRIPPED AND SPREAD SMOOTH.

SPACE PLANTS AS OTHERWISE INDICATED. DIG HOLES LARGE ENOUGH TO ALLOW SPREADING OF ROOTS. COMPACT BACKFILLTO ELIMINATE VOIDS AND LEAVE GRADE SLIGHTLY DISHED AT EACH PLANT. WATER THOROUGHLY. APPLY 3" OF MULCH OVER ENTIRE PLANTING BED, LIFTING PLANT FOLIAGE ABOVE MULCH.

DURING PERIODS OF HOT SUN AND/OR WIND AT TIME OF PLANTING, PROVIDE PROTECTIVE COVER FOR SEVERAL DAYS OR AS NEEDED.

**5. PLANTING LAWNS**

SODDING: SOD TYPE SPECIFIED ON PLANT LIST SHALL BE MACHINE STRIPPED NOT MORE THAN 24 HOURS PRIOR TO LAYING.

LOOSEN SUBGRADE TO DEPTH OF 4" AND GRADE WITH TOPSOIL EITHER PROVIDED ON SITE OR IMPORTED STANDARD PLANTING MIX TO FINISH DESIGN ELEVATIONS. ROLL PREPARED LAWN SURFACE. WATER THOROUGHLY, BUT DO NOT CREATE MUDDY SOIL CONDITION.

FERTILIZE SOIL AT THE RATE OF APPROXIMATELY 10 LBS, PER 1,000 S.F. SPREAD FERTILIZER OVER THE AREA TO RECEIVE GRASS BY USING AN APPROVED DISTRIBUTION DEVICE CALIBRATED TO DISTRIBUTE THE APPROPRIATE QUANTITY. DO NOT FERTILIZE WHEN WIND VELOCITY EXCEEDS 15 M.P.H. THOROUGHLY MIX FERTILIZER INTO THE TOP 2" OF TOPSOIL.

LAY SOD STRIPS WITH TIGHT JOINTS, DO NOT OVERLAP. STAGGER STRIPS TO OFFSET JOINTS IN ADJACENT COURSES. WORK WITH STANDARD PLANTING MIXTURE INTO MINOR CRACKS BETWEEN PIECES OF SOD AND REMOVE EXCESS SOIL DEPOSITS FROM SODDED AREAS. SOD ON SLOPES GREATER THAN 3:1 SHALL BE STAKED IN PLACE. ROLL OR STAMP LIGHTLY AND WATER THOROUGHLY WITH A FINE SPRAY IMMEDIATELY AFTERPLANTING.

**6. MISCELLANEOUS LANDSCAPE WORK**

LANDSCAPE MAINTENANCE

MAINTAIN LANDSCAPE WORK UNTIL FINAL ACCEPTANCE IS ISSUED BY THE OWNER'S REPRESENTATIVE. INCLUDE WATERING, WEEDING, CULTIVATING, RESTORATION OF GRADE, MOWING AND TRIMMING GRASS, PRUNING TREES AND SHRUBS, PROTECTION FROM INSECTS AND DISEASES, FERTILIZING AND SIMILAR OPERATIONS AS NEEDED TO INSURE NORMAL GROWTH AND GOOD HEALTH FOR LIVE PLANT MATERIAL.

PLANT MATERIAL SUBSTITUTION

NO SUBSTITUTION OF PLANT MATERIAL TYPE OR SIZES WILL BE PERMITTED WITHOUT AUTHORIZATION FROM THE LANDSCAPE ARCHITECT.

PLANTING BED PREPARATION

ALL PLANTING BEDS SHALL BE PROPERLY PREPARED PRIOR TO THE COMMENCEMENT OF ANY PLANTING. PLANTING AREAS, INCLUDING LAWNS SHALL BE FREE OF ALL WEEDS AND NUISANCE VEGETATION. IF TORPEDO GRASS (PANICUM REPENS) IS PRESENT OR ENCOUNTERED DURING PLANTING, THE LANDSCAPE CONTRACTOR SHALL STOP ALL PLANTING UNTIL IT CAN BE DEMONSTRATED THAT IT HAS BEEN COMPLETELY REMOVED OR ERADICATED. THERE SHALL BE NO EXCEPTIONS TO THIS PROVISION.

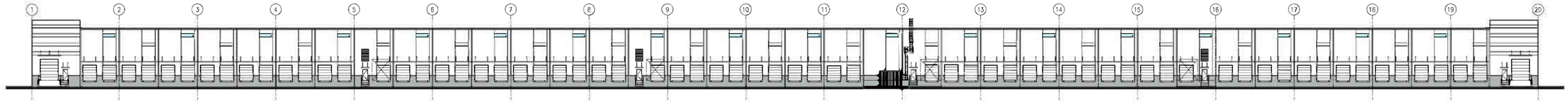
ALL LANDSCAPE ISLANDS AND BEDS WILL BE FREE OF SHELL ROCK AND CONSTRUCTION DEBRIS AND WILL BE EXCAVATED TO A DEPTH OF 30 INCHES OR TO CLEAN, NATIVE SOIL AND FILLED WITH THE SPECIFIED REPLACEMENT SOIL.

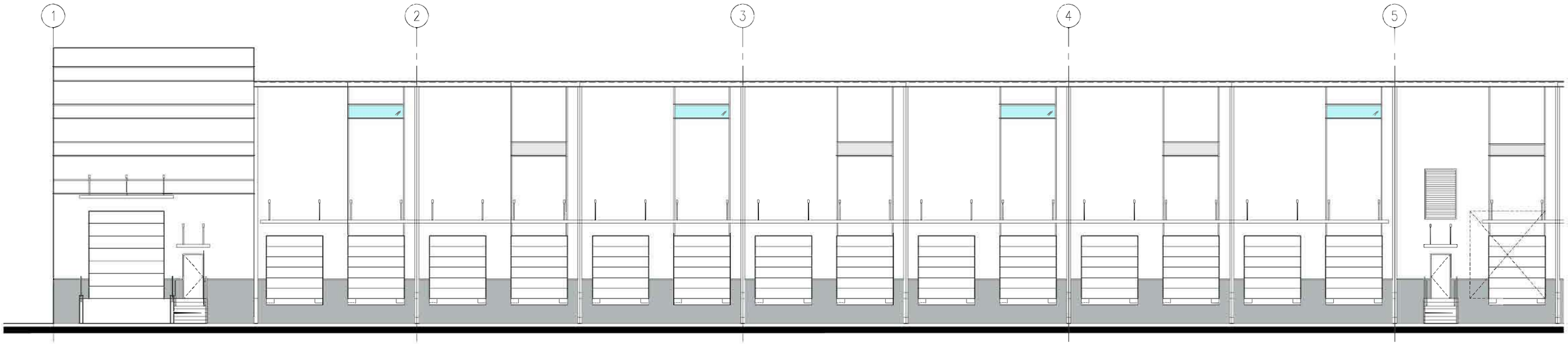
LANDSCAPE WARRANTY

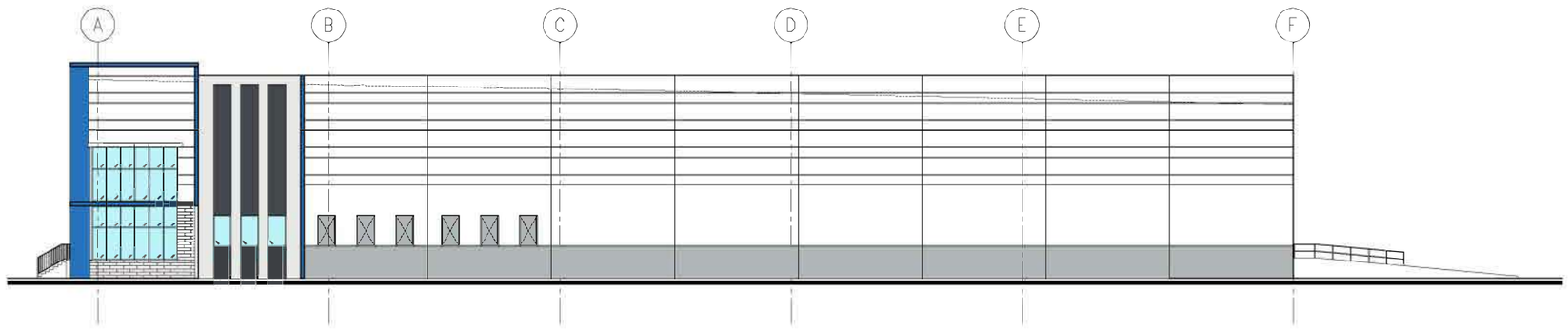
THE LANDSCAPE CONTRACTOR SHALL GUARANTEE ALL PLANT MATERIAL FOR A PERIOD OF SIX (6) MONTHS FROM THE DATE OF CONDITIONAL ACCEPTANCE IN WRITING FROM THE LANDSCAPE ARCHITECT. AT THE TIME OF CONDITIONAL ACCEPTANCE, THE SIX (6) MONTH PERIOD SHALL COMMENCE. ANY MATERIALS WHICH HAVE DIED OR DECLINED TO THE POINT WHERE THEY NO LONGER MEET FLORIDA #1 CONDITION DURING THIS PERIOD SHALL BE PROMPTLY REPLACED WITH SPECIMENS THAT MEET THE MINIMUM REQUIREMENTS CALLED FOR ON THE DRAWINGS. THE LANDSCAPE CONTRACTOR SHALL NOT BE HELD RESPONSIBLE FOR THE DEATH OR DAMAGE RESULTING FROM ACTS OF GOD SUCH AS LIGHTNING, VANDALISM, AND AUTOMOBILES OR FROM NEGLIGENCE BY THE OWNER. CONTRACTOR SHALL BE RESPONSIBLE FOR WATERING AND OTHERWISE MAINTAINING PLANTS UP TO THE CONDITIONAL ACCEPTANCE PERIOD, UNLESS A WRITTEN AGREEMENT WITH THE LANDSCAPE ARCHITECT PROVIDES FOR A DIFFERENT ARRANGEMENT.

# PLANT SCHEDULE

| CODE | QTY | BOTANICAL NAME | COMMON NAME | CONT | CAL | SIZE | NATIVE | LOW MAINT | REMARKS |
|---|---|---|---|---|---|---|---|---|---|
| TREES | | | | | | | | | |
| AR | 24 | ACER RUBRUM | RED MAPLE | 25 GAL | 2.5" CAL. MIN. | 12` O.A.X 5` SPRD | Y | Y | FULL CANOPY, 5` C.T. MIN. |
| BS | 38 | BURSERA SIMARUBA | GUMBO LIMBO | FIELD GROWN | 3"CAL | 14` HT, 6` - 8` SPRD | Y | | FULL CANOPY |
| CE | 18 | CONOCARPUS ERECTUS | GREEN BUTTONWOOD | 30 GAL, OR F.G. | 2.5" CAL | 12` O.A. | Y | | FULL CANOPY |
| LI3 | 8 | LAGERSTROEMIA INDICA `MUSKOGEE` | CRAPE MYRTLE | 65 GAL. MIN. | 2.5" CAL. | 12` O.A.X 5` SPRD | N | N | FULL & THICK CANOPY, FLORIDA FANCY, 5` C.T. |
| LJ65 | 2 | LIGUSTRUM JAPONICUM | JAPANESE PRIVET | 65 GAL | 3 TRK MIN., 1"-2" CAL. EA. | 8` HT, 8` SPRD. | N | | FULL CANOPY, 4` CT., MULTI-TRUNK, FF |
| MDD | 2 | MAGNOLIA GRANDIFLORA `D.D. BLANCHARD` | SOUTHERN MAGNOLIA | 100 GAL | 5" CAL | 18`-20` O.A. | Y | | FULL CANOPY, SOUTH GROWN, MATCHING,FF |
| PE2 | 15 | PINUS ELLIOTTII `DENSA` | SLASH PINE | FIELD GROWN | 3"-4" CAL | 30-42` OA | Y | | FULL CANOPY; PLANTED IN PRESERVE |
| PP | 35 | POLYALTHIA LONGIFOLIA PENDULA | INDIAN MAST TREE | 45 GAL | 2.5" CAL. MIN. | 12`-14` HT. | N | | FULL & THICK, MATCHED |
| QV | 77 | QUERCUS VIRGINIANA | LIVE OAK | 30 GAL, OR F.G. | 2.5" CAL. MIN. | 12` HT, X 5` SPRD. | Y | | FULL CANOPY, 4` CT MIN. |
| QV-REL | 13 | QUERCUS VIRGINIANA `CATHEDRAL` | CATHEDRAL LIVE OAK | RELOCATED | RELOCATED | RELOCATED | Y | Y | RELOCATED FROM ON SITE |
| QV24 | 12 | QUERCUS VIRGINIANA `CATHEDRAL` ~ | CATHEDRAL LIVE OAK | FIELD GROWN | 6"-8" CAL. | 25` X 25` | Y | Y | SINGLE, STRAIGHT TRUNK, FULL CANOPY, SYMMETRICAL, 6` CT MIN. |
| TD | 3 | TAXODIUM DISTICHUM | BALD CYPRESS | 45 GAL | 2.5"-3" CAL | 10`-12` HT X 4`-6` SPRD | Y | | FULL CANOPY, FL #1 OR BETTER |
| PALM TREES | | | | | | | | | |
| CH1 | 8 | CHAMAEROPS HUMILIS ~ | EUROPEAN FAN PALM | FIELD GROWN | N.A. | 5`-6` O.A. | | N | 3 STEMS MIN., 2` STEM FOOTAGE PER TRUNK; LIMB UP 2`, FULL & THICK, MATCHED. |
| LN | 4 | LIVISTONA NITIDA | NITIDA PALM | FIELD GROWN | N.A. | 14`-16` OA | | | FULL CANOPY, DIAMOND CUT, FLORIDA FANCY, |
| PHM | 7 | PHOENIX DACTYLIFERA `MEDJOOL` | MEDJOOL DATE PALM | FIELD GROWN | N.A. | 10`-12` WD. | N | | STRAIGHT TRUNK, FULL CANOPY, DIAMOND CUT. HT. |
| PS | 5 | PHOENIX SYLVESTRIS | SYLVESTER DATE PALM | FG | N/A | 10` C.T. | N | | FLORIDA FANCY, HEAVY CALIPER, MATCHED, DIAMOND CUT TRUNK |
| RE22 | 23 | ROYSTONEA REGIA | ROYAL PALM | FG | N/A | 22` C.T. | Y | | FULL HEAD, HEAVY CALIPER, FLORIDA #1 OR BETTER |
| SPC | 35 | SABAL PALMETTO | CABBAGE PALM | FIELD GROWN | N.A. | 14`, 18`, 22` CT., STGG. | | | SLICK, CURVED TRUNK, STAGGER HEIGHTS IN CLUSTERS |
| SP | 39 | SABAL PALMETTO | CABBAGE PALM | N.A. | N.A. | 14`, 18`, 22` STGG. | Y | | SLICK, STRAIGHT TRUNKS, STAGGER HEIGHTS. |
| SP-REL | 60 | SABAL PALMETTO | CABBAGE PALM | N.A. | N.A. | RELOCATED | Y | | RELOCATED FROM ON SITE |
| AD3 | 12 | VEITCHIA MERRILLII-ADONIDIA | TRIPLE CHRISTMAS PALM | FIELD GROWN | N.A. | 12`-14` HT. | N | N | FULL CANOPY, TRIPLE TRUNK |
| VM2 | 13 | VEITCHIA MONTGOMERYANA | DOUBLE MONTGOMERY PALM | FIELD GROWN | N.A. | 14`-16` OA | | | FULL CANOPY, DOUBLE TRUNK |
| SIGNATURE PALM | | | | | | | | | |
| XP | 3 | X BUTIAGRUS NABONNANDII | MULE PALM | FG | | 8` CT. | | | MATCHING |
| CODE | QTY | BOTANICAL NAME | COMMON NAME | CONT | SIZE | SPACE | NATIVE | LOW MAINT | REMARKS |
| SHRUBS | | | | | | | | | |
| AGG | 2 | AGAVE AMERICANA `GAINESVILLE BLUE` | GAINESVILLE BLUE AGAVE | 30 GAL | 4`-5` O.A. X 3`-4` SPRD. | A.S. | N | | FULL & THICK |
| CTR | 140 | CHRYSOBALANUS ICACO `RED TIP` | RED TIP COCOPLUM | 7 GAL | 3` X 3` | 3` O.C. | Y | | FULL |
| CLD15 | 130 | CLUSIA GUTTIFERA | CLUSIA | 15 GAL | 6` HT, X 3` SPRD. | 3` O.C. | N | | FULL & THICK |
| PM7 | 93 | PODOCARPUS MAKII | PODOCARPUS | 7 GAL | 3` X 2` | 2` O.C. | N | | FULL & THICK |
| PM15 | 35 | PODOCARPUS MAKII~ | PODOCARPUS | 15 GAL | 5` O.A., 2` SPRD | 2` O.C. | N | | FULL & THICK |
| PM30 | 8 | PODOCARPUS MAKII~ | PODOCARPUS | 30 GAL | 6` X 3` | 3` O.C. | N | N | FULL & THICK, SHRUB FORM |
| TJ | 48 | TRACHELOSPERMUM JASMINOIDES | JASMINE VINE | 25 GAL | 10-12` O.A. | A.S. | | | CLIMBING |
| GROUND COVERS | | | | | | | | | |
| CI | 698 | CHRYSOBALANUS ICACO | COCOPLUM | 3 GAL | 18" X18" | 30" O.C. | Y | | FULL & THICK |
| CID | 724 | CHRYSOBALANUS ICACO `HORIZONTAL` | DWARF COCOPLUM | 3 GAL | 12" X 12" | 24" O.C. | Y | | FULL & THICK, NOT STRETCHED, FF |
| CU3 | 306 | COCCOLOBA UVIFERA | SEA GRAPE | 3 GAL | 24" X 24" | 24" O.C. | Y | | FULL & THICK |
| CF | 78 | CODIAEUM VARIEGATUM `FANTASY` | FANTASY CROTON | 1 GAL | 18" X 12" | 24" OC | N | | |
| ER | 66 | EUPHORBIA MILLII `ROSY` | CROWN OF THORNS | 3 GAL | 12" X 12" | 24" OC | N | | FULL AND THICK |
| FG | 276 | FICUS MACROPHYLLA `GREEN ISLAND` | GREEN ISLAND FICUS | 3 GAL | 15" X 15" | 24" O.C. | N | | FULL & THICK |
| HS | 120 | HIBISCUS `SEMINOLE PINK` | SEMINOLE PINK HIBISCUS | 7 GAL | 24" X 24" | 2.5" O.C. | N | | FULL & THICK |
| IV | 124 | ILEX VOMITORIA `SHILLINGS DWARF` | DWARF YAUPON HOLLY | 3 GAL | 15" X 15" | 24" O.C. | Y | | FULL & THICK |
| MUH | 1,074 | MUHLENBERGIA CAPILLARIS | PINK MUHLY GRASS | 3 GAL | 24" X 24" | 30" O.C. | Y | | FULL &THICK |
| PD | 94 | PODOCARPUS MACROPHYLLUS `DWARF PRINGLES` ~ | DWARF PODOCARPUS | 3 GAL | 15" X 15" | 18" O.C. | | | FULL & THICK |
| RL | 209 | RONDELETIA LEUCOPHYLLA | PANAMA ROSE | 3 GAL | 18" X 18" | 24" O.C. | N | | FULL & THICK |
| TF | 653 | TRIPSACUM FLORIDANA | DWARF FAKAHATCHEE GRASS | 3 GAL | 24" X 24" | 2.5` O.C. | Y | | FULL & THICK |
| | 3,774 SF | LITTORAL PLANTING | | | | | | | |
| EP | 209 | ELEOCHARIS PALUSTRIS | GREAT SPIKE RUSH | 1 GAL | 6" X 6" | 3` OC | N | | FULL & THICK |
| PC | 148 | PONTEDERIA CORDATA | PICKEREL WEED | 1 GAL | 6" HT | 3` OC | Y | | FULL & THICK |
| TG | 145 | THALIA GENICULATA | FIRE FLAG | 1 GAL | 6" HT | 3` OC | Y | | FULL & THICK |
| | 22,311 SF | BIO SWALE PLANTINGS | | | | | | | |
| WIR | 2,300 | ARISTADA STRICTA BEYRICHIANA | WIREGRASS | 1 GAL | 12" X 6" | 18" O.C. | | | FULL |
| BA2 | 3,436 | BORRICHIA ARBORESCENS | SEAOXEYE DAISY | 1 GAL | 6" X 6" | 18" OC | Y | | FULL |
| MUH2 | 1,972 | MUHLENBERGIA CAPILLARIS | PINK MUHLY GRASS | 3 GAL | 24" X 24" | 24" O.C. | Y | | FULL &THICK |
| | 3,774 SF | LITTORAL PLANTING | | | | | | | |
| EP | 209 | ELEOCHARIS PALUSTRIS | GREAT SPIKE RUSH | 1 GAL | 6" X 6" | 3` OC | N | | FULL & THICK |
| PC | 148 | PONTEDERIA CORDATA | PICKEREL WEED | 1 GAL | 6" HT | 3` OC | Y | | FULL & THICK |
| TG | 145 




0' 8' 16'

SCALE:1/16"=16'

# K·I·N·G·S H·I·G·H·W·A·Y

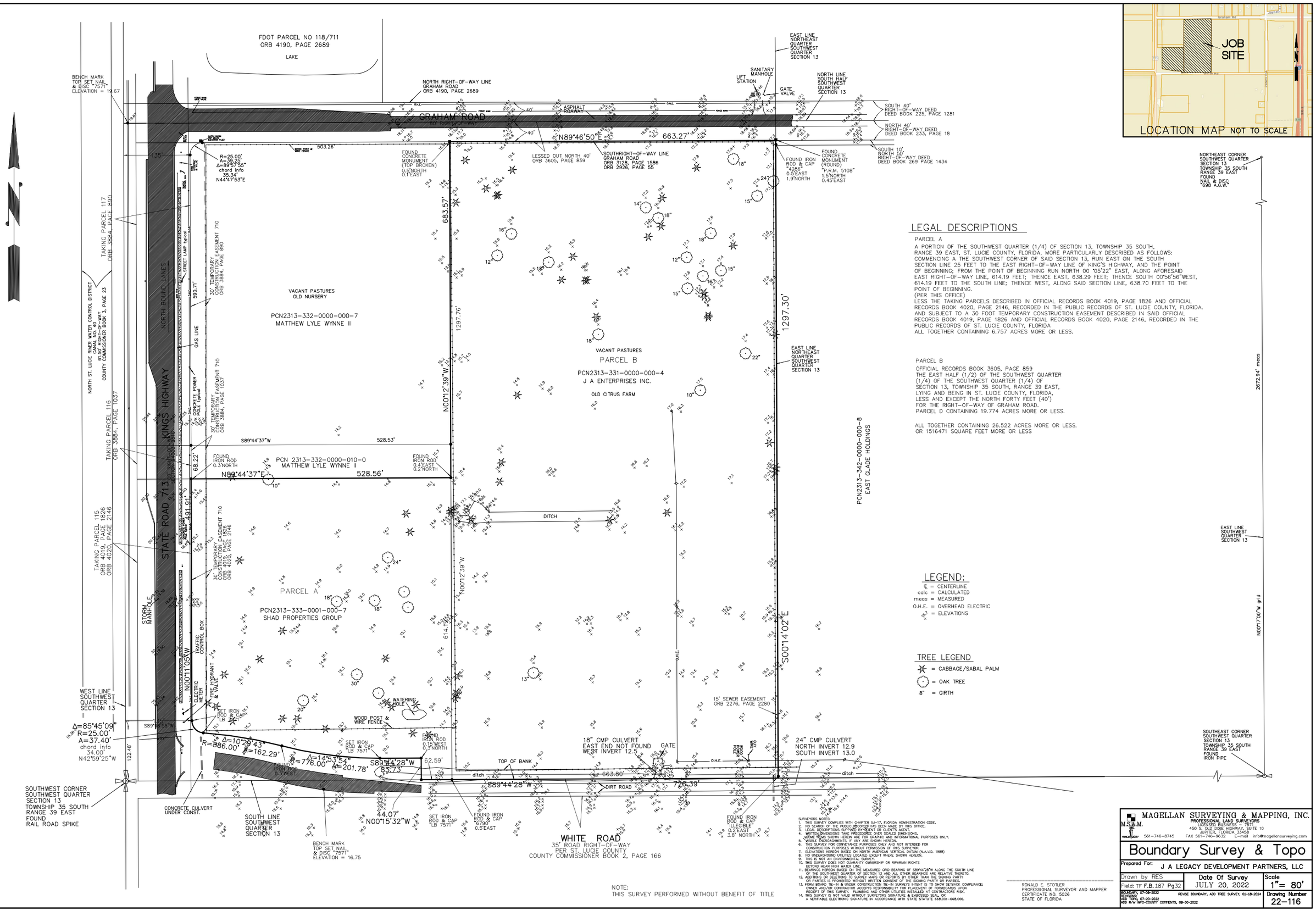
JANUARY 10, 2022

FT. PIERCE, FLORIDA

21384

ARCHITECTURE


LINCOLN BROWN ILLUSTRATION




## LEGAL DESCRIPTIONS

PARCEL A

A PORTION OF THE SOUTHWEST QUARTER (1/4) OF SECTION 13, TOWNSHIP 35 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA, MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCING A THE SOUTHWEST CORNER OF SAID SECTION 13, RUN EAST ON THE SOUTH SECTION LINE 25 FEET TO THE EAST RIGHT-OF-WAY LINE OF KING'S HIGHWAY, AND THE POINT OF BEGINNING; FROM THE POINT OF BEGINNING RUN NORTH 00 °05'22" EAST, ALONG AFORESAID EAST RIGHT-OF-WAY LINE, 614.19 FEET; THENCE EAST, 638.29 FEET; THENCE SOUTH 00°56'56"WEST, 614.19 FEET TO THE SOUTH LINE; THENCE WEST, ALONG SAID SECTION LINE, 638.70 FEET TO THE POINT OF BEGINNING.
(PER THIS OFFICE)
LESS THE TAKING PARCELS DESCRIBED IN OFFICIAL RECORDS BOOK 4019, PAGE 1826 AND OFFICIAL RECORDS BOOK 4020, PAGE 2146, RECORDED IN THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA.
AND SUBJECT TO A 30 FOOT TEMPORARY CONSTRUCTION EASEMENT DESCRIBED IN SAID OFFICIAL RECORDS BOOK 4019, PAGE 1826 AND OFFICIAL RECORDS BOOK 4020, PAGE 2146, RECORDED IN THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA
ALL TOGETHER CONTAINING 6.757 ACRES MORE OR LESS.

PARCEL B

OFFICIAL RECORDS BOOK 3605, PAGE 859
THE EAST HALF (1/2) OF THE SOUTHWEST QUARTER (1/4) OF THE SOUTHWEST QUARTER (1/4) OF SECTION 13, TOWNSHIP 35 SOUTH, RANGE 39 EAST, LYING AND BEING IN ST. LUCIE COUNTY, FLORIDA, LESS AND EXCEPT THE NORTH FORTY FEET (40') FOR THE RIGHT-OF-WAY OF GRAHAM ROAD.
PARCEL D CONTAINING 19.774 ACRES MORE OR LESS.

ALL TOGETHER CONTAINING 26.522 ACRES MORE OR LESS.
OR 1516471 SQUARE FEET MORE OR LESS

NOTE:
THIS SURVEY PERFORMED WITHOUT BENEFIT OF TITLE

SURVEYORS NOTES:
1. THIS SURVEY COMPLIES WITH CHAPTER 5J-17, FLORIDA ADMINISTRATION CODE.
2. NO SEARCH OF THE PUBLIC RECORDS HAS BEEN MADE BY THIS OFFICE.
3. LEGAL DESCRIPTIONS SUPPLIED BY CLIENT OR CLIENTS AGENT.
4. WRITTEN DIMENSIONS TAKE PRECEDENCE OVER SCALED DIMENSIONS, OTHER ITEMS SHOWN HEREIN ARE FOR GRAPHIC AND INFORMATIONAL PURPOSES ONLY.
5. VISIBLE ENCROACHMENTS, IF ANY ARE SHOWN HEREON.
6. THIS SURVEY FOR CONVEYANCE PURPOSES ONLY AND NOT INTENDED FOR CONSTRUCTION PURPOSES WITHOUT PERMISSION OF THIS SURVEYOR.
7. ELEVATIONS HEREON BASED ON NORTH AMERICAN VERTICAL DATUM (N.A.V.D. 1988)
8. NO UNDERGROUND UTILITIES LOCATED EXCEPT WHERE SHOWN HEREON.
9. NO TITLE OPINION OR ABSTRACT IS SURVEY.
10. THIS SURVEY DOES NOT ESTABLISH OWNERSHIP OR RIPARIAN RIGHTS BEYOND MEAN HIGH WATER LINE.
11. BEARINGS HEREON BASED ON THE MEASURED GRID BEARING OF S89°44'28"W ALONG THE SOUTH LINE OF THE SOUTHWEST QUARTER OF SECTION 13 AND ALL OTHER BEARINGS ARE RELATIVE THERETO.
12. 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.
13. FIRM BEARS TIE-IN & UNDER CONSTRUCTION TIE-IN SURVEYS INTENT IS TO SHOW SETBACK COMPLIANCE; OWNER AND/OR CONTRACTOR ACCEPTS RESPONSIBILITY FOR PLACEMENT OF FORWARDARDS UPON RECEIPT OF THIS SURVEY. PLUMBING AND OTHER UTILITIES INSTALLED AT CONTRACTORS RISK.
14. THIS SURVEY IS NOT VALID WITHOUT SURVEYORS SIGNATURE & EMBOSSED SEAL, OR A VERIFIABLE ELECTRONIC SIGNATURE IN ACCORDANCE WITH STATE STATUTE 668.001-668.006.

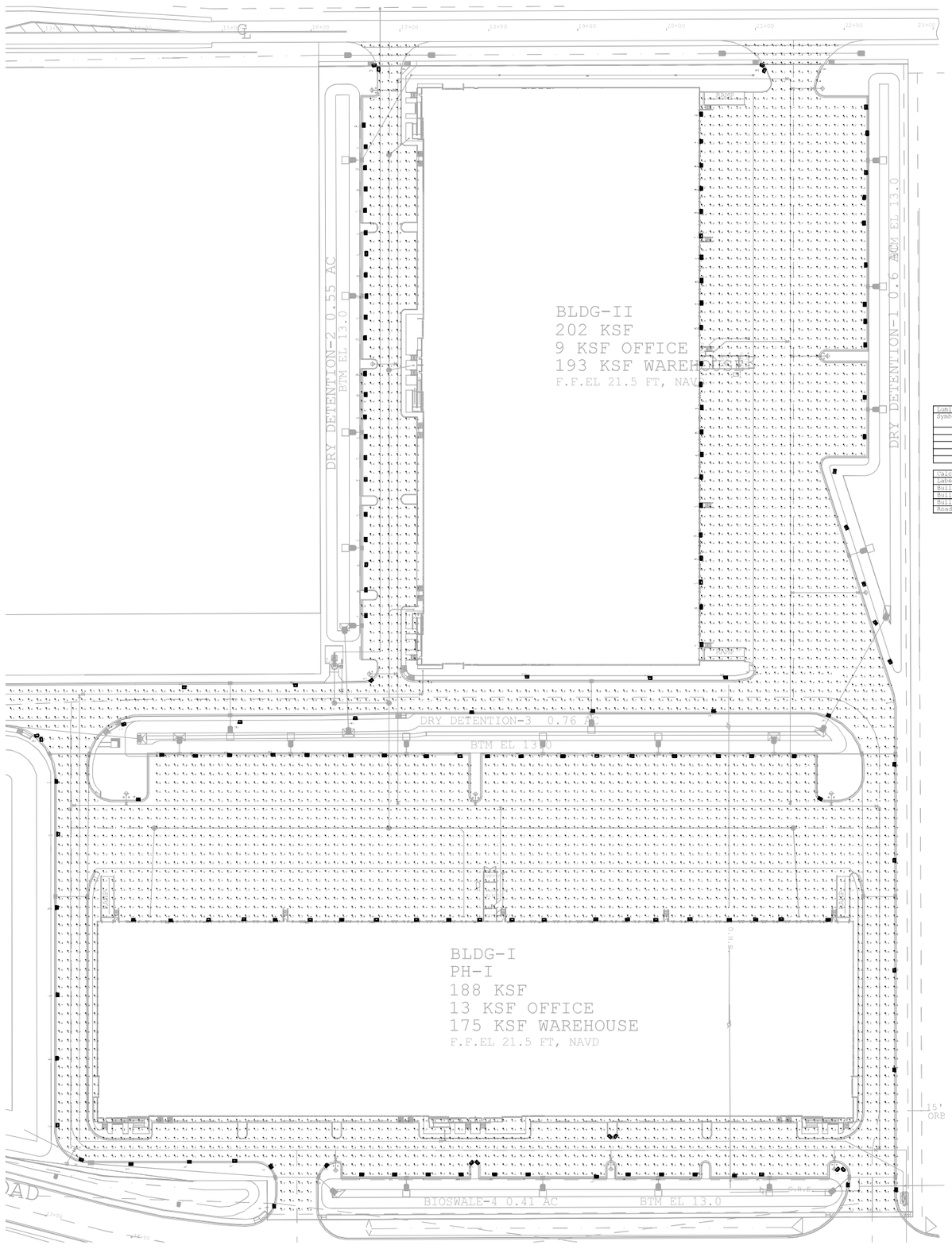
RONALD E. STOTLER
PROFESSIONAL SURVEYOR AND MAPPER
CERTIFICATE NO. 5026
STATE OF FLORIDA

MAGELLAN SURVEYING & MAPPING, INC.
PROFESSIONAL LAND SURVEYORS
LICENSED BUSINESS #7511
450 S. OLD DIXIE HIGHWAY, SUITE 10
JUPITER, FLORIDA 33458
561-746-8745 FAX 561-746-9632 E-mail info@magellansurveying.com

# Boundary Survey & Topo

Prepared For: J A LEGACY DEVELOPMENT PARTNERS, LLC

| Drawn by RES | Date Of Survey JULY 20, 2022 | Scale 1"= 80' |
|---|---|---|
| Field: TF F.B.187 Pg.32 | | |
| BOUNDARY, 07-09-2022 REVISED, ADD TOPO, 07-20-2022 ADD R/W INFO-COUNTY COMMENTS, 08-30-2022 | REVISE BOUNDARY, ADD TREE SURVEY, 01-18-2024 | Drawing Number 22-116 |




1 PHOTOMETRIC PLAN
SCALE: 1/64" = 1'-0"

## ELECTRICAL SHEET INDEX


| | |
|---|---|
| E0.1 | PHOTOMETRIC PLAN |
| E0.2A | ENLARGED PHOTOMETRIC PLAN - BUILDING 2 |
| E0.3A | ENLARGED PHOTOMETRIC PLAN - BUILDING 1 |
| E0.3B | ENLARGED PHOTOMETRIC PLAN - BUILDING 1 |
| E0.4A | ENLARGED PHOTOMETRIC PLAN - ROADWAY |
| E0.4B | ENLARGED PHOTOMETRIC PLAN - ROADWAY |
| E1.1 | DATA SHEETS AND DETAILS |


## PHOTOMETRIC NOTES

1. SEE SHEETS E0.2A THROUGH E0.4B FOR ENLARGED PHOTOMETRIC VIEWS.

Luminaire Schedule

| Symbol | Qty | Label | Arrangement | Description | Tag | LLF | Luminaire Lumens | Luminaire Watts | Total Watts | Mounting Height |
|---|---|---|---|---|---|---|---|---|---|---|
| | 35 | GWC-SA2E-527-U-T4FT | Single | GWC-SA2E-527-U-T4FT | MP2 | 1.000 | 11975 | 128 | 4480 | 18 |
| | 28 | GLEON-SA1B-527-U-SL3 | Single | GLEON-SA1B-527-U-SL3 | SP3 | 1.000 | 16947 | 171 | 4788 | 25 |
| | 6 | GLEON-SA1B-527-U-T4FT_1 | 2 @ 90 degrees | GLEON-SA1B-527-U-T4FT | SP2 | 1.000 | 13902 | 129 | 1548 | 25 |
| | 5 | GWC-SA2E-527-U-T4FT | Single | GWC-SA2E-527-U-T4FT | MP1 | 1.000 | 8820 | 85 | 680 | 18 |
| | 77 | GLEON-SA1B-527-U-T4FT | Single | GLEON-SA1B-527-U-T4FT | SP1 | 1.000 | 13902 | 129 | 9933 | 25 |

Calculation Summary

| Label | CalcType | Units | Avg | Max | Min | Avg/Min | Max/Min |
|---|---|---|---|---|---|---|---|
| Building 1 | Illuminance | Fc | 3.09 | 9.9 | 0.9 | 3.43 | 11.00 |
| Building 2 East | Illuminance | Fc | 3.24 | 10.9 | 0.7 | 4.63 | 15.57 |
| Building 2 West | Illuminance | Fc | 4.69 | 9.6 | 1.3 | 3.76 | 7.38 |
| Roadway | Illuminance | Fc | 3.72 | 9.7 | 0.6 | 6.20 | 16.17 |

LEGACY
DEVELOPMENT PARTNERS


RGD
CONSULTING
ENGINEERS
JUPITER | ORLANDO
561-743-0165 | 407-845-6630
WWW.RGDENGINEERS.COM
2151 ALT A1A #2000, JUPITER, FL 33477
CERT OF AUTH 5454

MEP ENGINEER: RGD CONSULTING ENGINEERS
2151 SOUTH HIGHWAY A1A ALT
SUITE 2000, JUPITER, FL 33477

CLIENT: COTLEUR & HEARING
1934 COMMERCE LANE, SUITE 1,
JUPITER, FL, 33458


DATE 10.16.2023

REVISIONS:

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

KEY PLAN
AREA DESCRIPTION

N

PROJECT ADDRESS:
KING'S HIGHWAY COMMERCE PARK
FORT PIERCE, FLORIDA

PROJECT NAME:
KING'S HIGHWAY
COMMERCE PARK PHASE
I

DATE: 10/16/23

RGD PROJ. NO: 22-1147

SCALE: AS SHOWN

DRAWN:

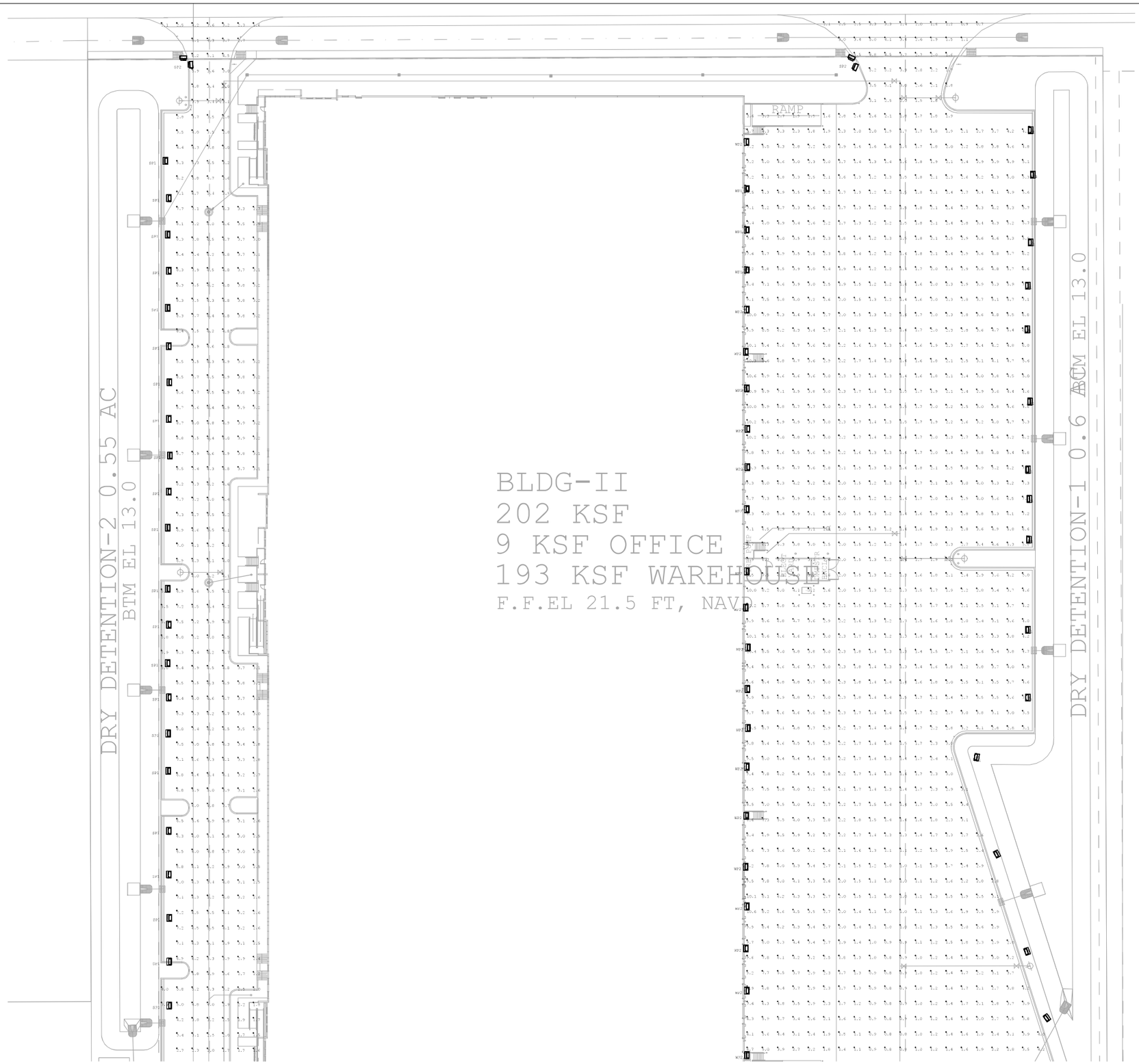
CHECKED:

SHEET NAME:
PHOTOMETRIC PLAN

SHEET NO.
E0.1

PROJECT PHASE:
100% CONSTRUCTION DOCUMENTS


These Drawings are NOT VALID for any purpose which requires the original signature and seal of the engineer unless the original signature and seal are affixed. Drawings not signed and sealed by the engineer shall not be submitted to any authority or used for any purpose where signed and sealed documents are required.




1 ENLARGED PHOTOMETRIC PLAN - BUILDING 2
SCALE: 1/32" = 1'-0"

LEGACY
DEVELOPMENT PARTNERS

RGD
CONSULTING
ENGINEERS
JUPITER | ORLANDO
561-743-0165 | 407-845-6630
WWW.RGDENGINEERS.COM
2151 ALT A1A #2000, JUPITER, FL 33477
CERT OF AUTH 5454

MEP ENGINEER: RGD CONSULTING ENGINEERS
2151 SOUTH HIGHWAY A1A ALT
SUITE 2000, JUPITER, FL 33477

CLIENT: COTLEUR & HEARING
1934 COMMERCE LANE, SUITE 1,
JUPITER, FL, 33458

DATE 10.16.2023

REVISIONS:

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

KEY PLAN
AREA DESCRIPTION

N

PROJECT ADDRESS:
KING'S HIGHWAY COMMERCE PARK
FORT PIERCE, FLORIDA

PROJECT NAME:
KING'S HIGHWAY
COMMERCE PARK PHASE
I

DATE: 10/16/23

RGD PROJ. NO: 22-1147

SCALE: AS SHOWN

DRAWN:

CHECKED:

SHEET NAME:

ENLARGED PHOTOMETRIC PLAN - BUILDING 2

SHEET NO. E0.2A

PROJECT PHASE:
100% CONSTRUCTION DOCUMENTS

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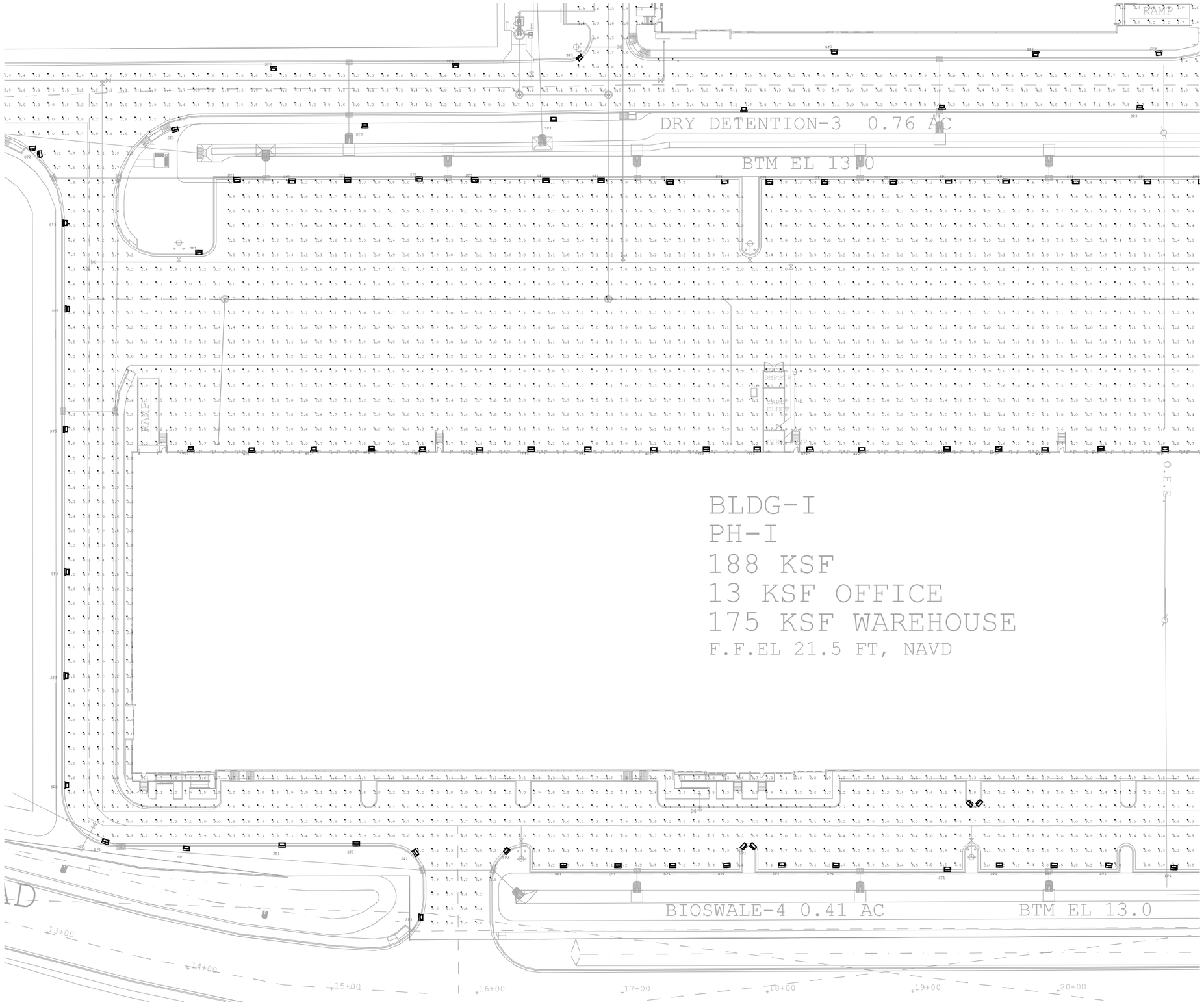


1 ENLARGED PHOTOMETRIC PLAN - BUILDING 1
SCALE: 1/32" = 1'-0"

LEGACY
DEVELOPMENT PARTNERS

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SUITE 2000, JUPITER, FL 33477

CLIENT: COTLEUR & HEARING
1934 COMMERCE LANE, SUITE 1,
JUPITER, FL, 33458

DATE 10.16.2023

REVISIONS:

| NO. | DESCRIPTION | DATE |
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KEY PLAN
AREA DESCRIPTION

PROJECT ADDRESS:
KING'S HIGHWAY COMMERCE PARK
FORT PIERCE, FLORIDA

PROJECT NAME:
KING'S HIGHWAY
COMMERCE PARK PHASE
I

DATE: 10/16/23

RGD PROJ. NO: 22-1147

SCALE: AS SHOWN

DRAWN:

CHECKED:

SHEET NAME:

ENLARGED PHOTOMETRIC PLAN - BUILDING 1

SHEET NO. E0.3A

PROJECT PHASE:
100% CONSTRUCTION DOCUMENTS

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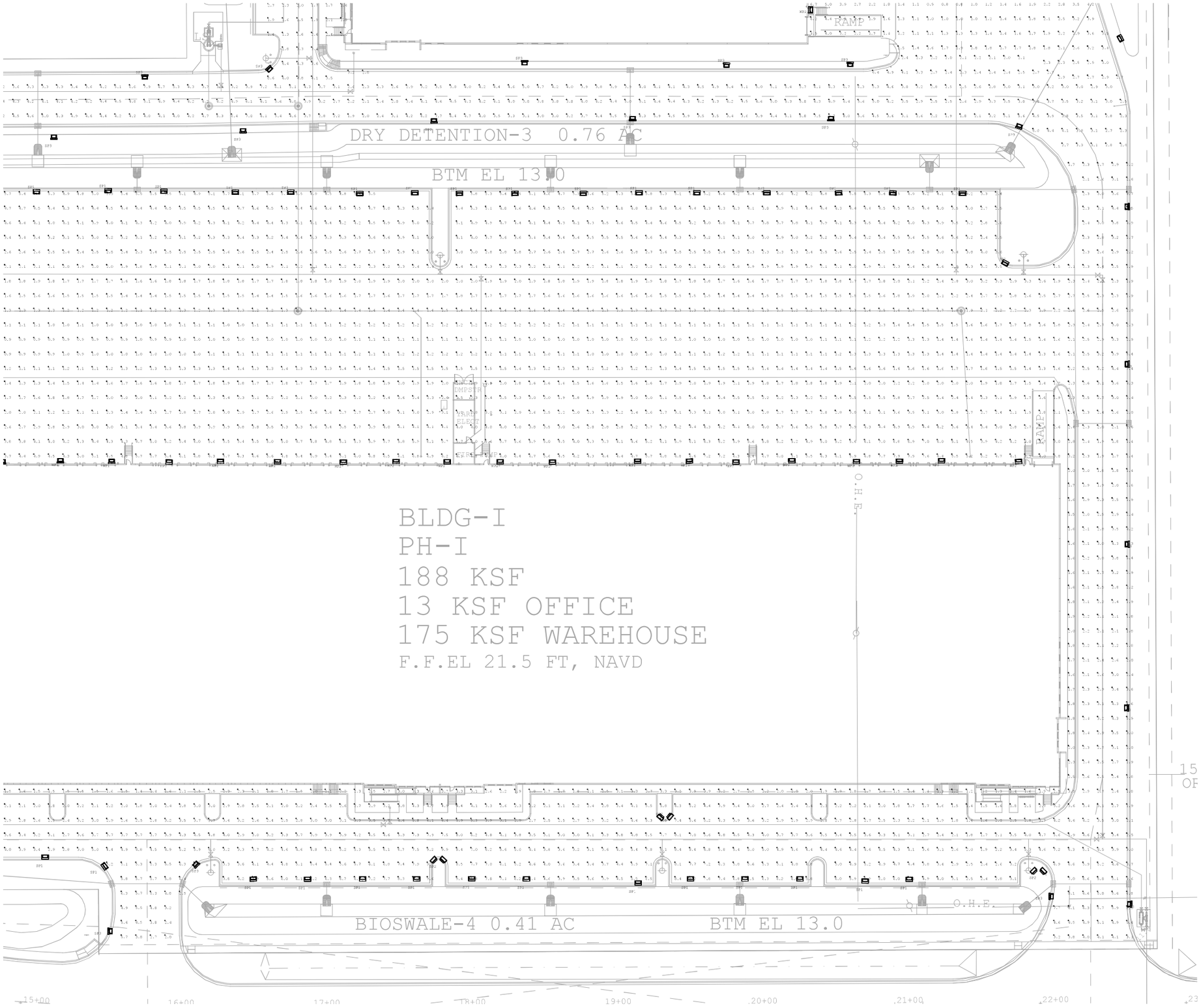


1 ENLARGED PHOTOMETRIC PLAN - BUILDING 1
SCALE: 1/32" = 1'-0"

LEGACY
DEVELOPMENT PARTNERS

RGD
CONSULTING
ENGINEERS
JUPITER | ORLANDO
561-743-0165 | 407-845-6630
WWW.RGDENGINEERS.COM
2151 ALT A1A #2000, JUPITER, FL 33477
CERT OF AUTH 5454

MEP ENGINEER: RGD CONSULTING ENGINEERS
2151 SOUTH HIGHWAY A1A ALT
SUITE 2000, JUPITER, FL 33477

CLIENT: COTLEUR & HEARING
1934 COMMERCE LANE, SUITE 1,
JUPITER, FL, 33458

DATE 10.16.2023

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PROJECT ADDRESS:
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FORT PIERCE, FLORIDA

PROJECT NAME:
KING'S HIGHWAY
COMMERCE PARK PHASE
I

DATE: 10/16/23

RGD PROJ. NO: 22-1147

SCALE: AS SHOWN

DRAWN:

CHECKED:

SHEET NAME:
ENLARGED PHOTOMETRIC PLAN - BUILDING 1

SHEET NO.
E0.3B

PROJECT PHASE:
100% CONSTRUCTION DOCUMENTS

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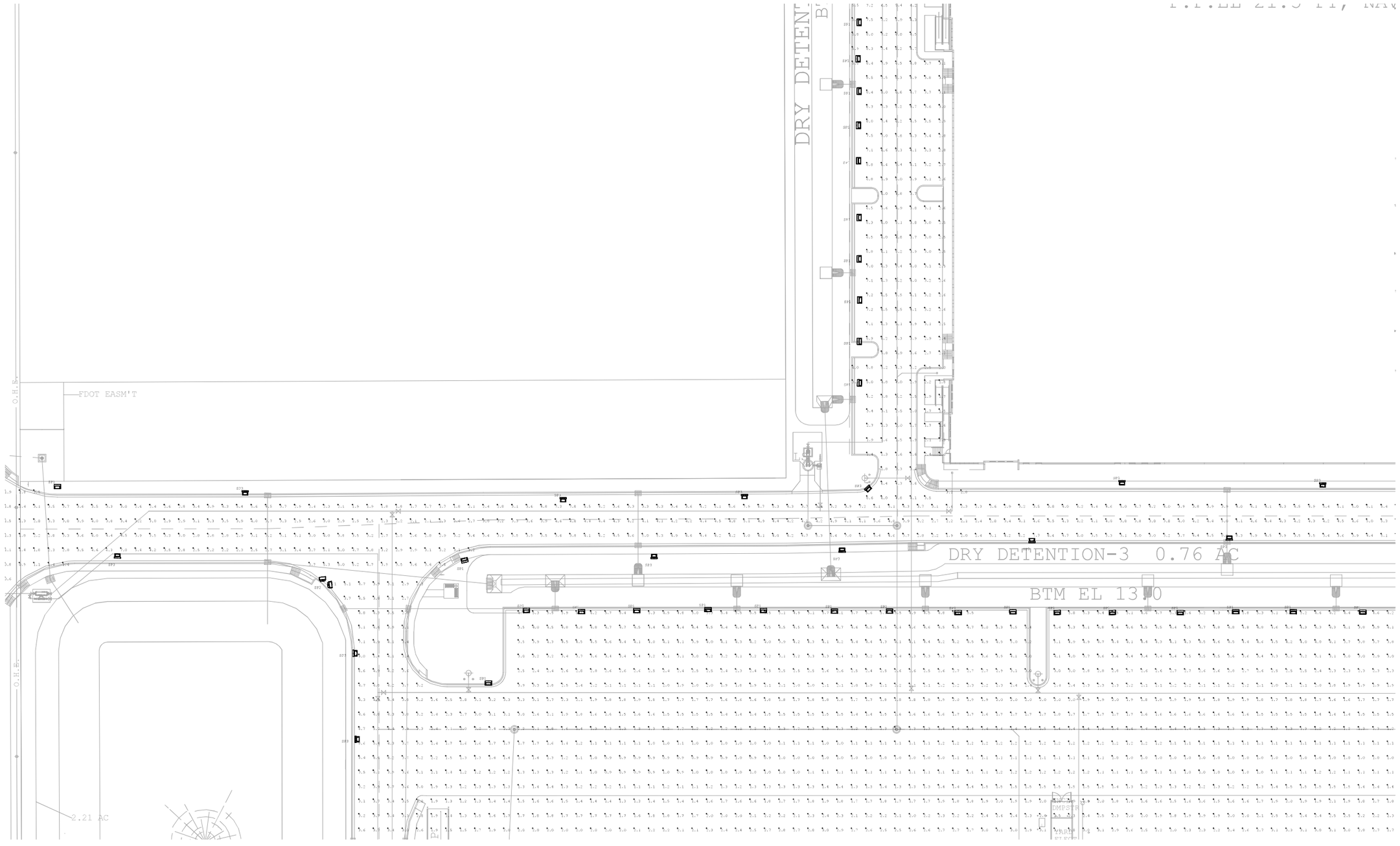


1 ENLARGED PHOTOMETRIC PLAN - ROADWAY

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

LEGACY DEVELOPMENT PARTNERS

RGD
CONSULTING ENGINEERS
JUPITER | ORLANDO
561-743-0165 | 407-845-6630
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KEY PLAN
AREA DESCRIPTION

N

PROJECT ADDRESS:
KING'S HIGHWAY COMMERCE PARK
FORT PIERCE, FLORIDA

PROJECT NAME:
KING'S HIGHWAY
COMMERCE PARK PHASE
I

DATE: 10/16/23

RGD PROJ. NO: 22-1147

SCALE: AS SHOWN

DRAWN:

CHECKED:

SHEET NAME:
ENLARGED PHOTOMETRIC PLAN - ROADWAY

SHEET NO. E0.4A

PROJECT PHASE:
100% CONSTRUCTION DOCUMENTS

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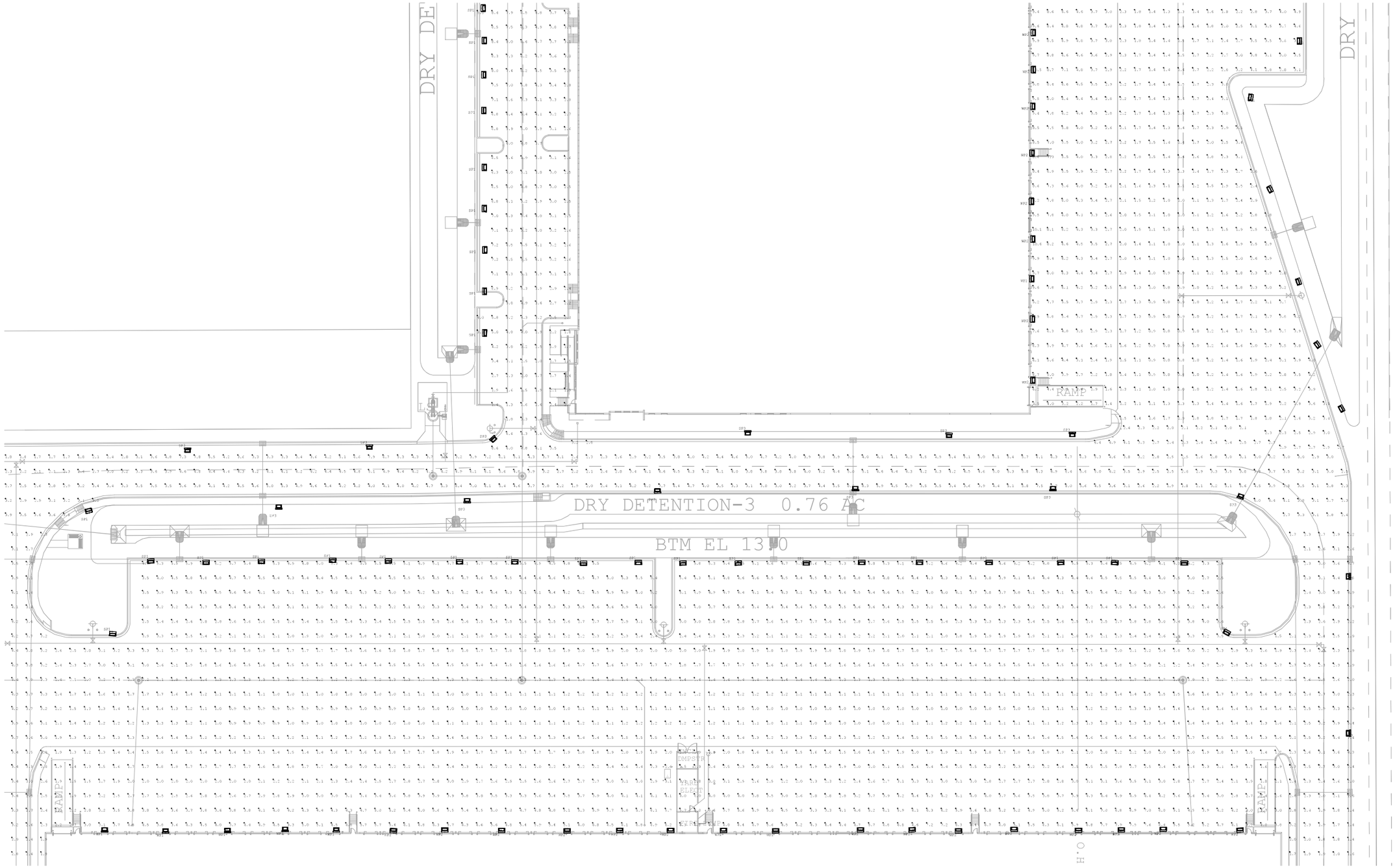


1 ENLARGED PHOTOMETRIC PLAN - ROADWAY
SCALE: 1/32" = 1'-0"

LEGACY
DEVELOPMENT PARTNERS

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KEY PLAN
AREA DESCRIPTION

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FORT PIERCE, FLORIDA

PROJECT NAME:
KING'S HIGHWAY
COMMERCE PARK PHASE
I

DATE: 10/16/23

RGD PROJ. NO: 22-1147

SCALE: AS SHOWN

DRAWN:

CHECKED:

SHEET NAME:
ENLARGED PHOTOMETRIC PLAN - ROADWAY

SHEET NO. E0.4B

PROJECT PHASE:
100% CONSTRUCTION DOCUMENTS

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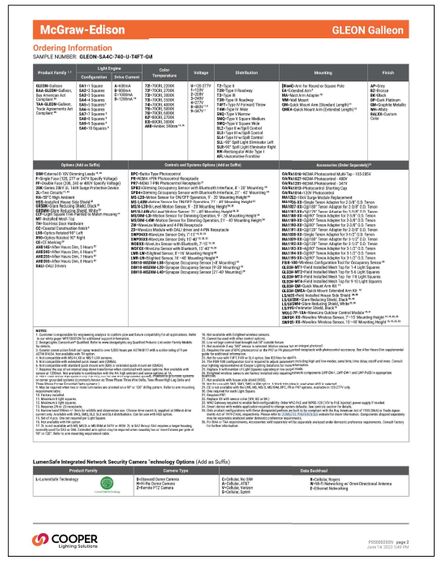
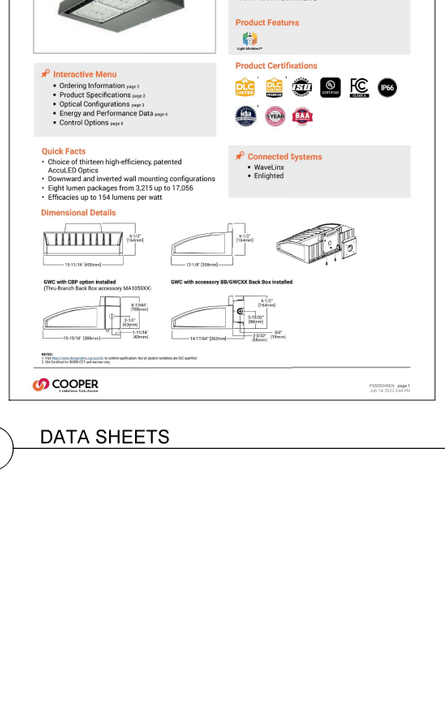
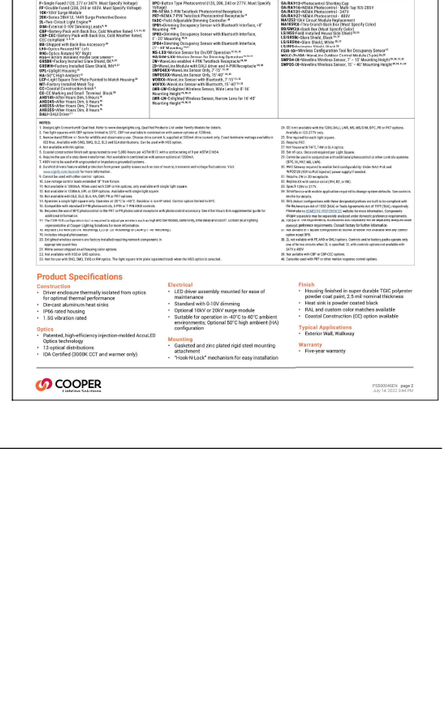
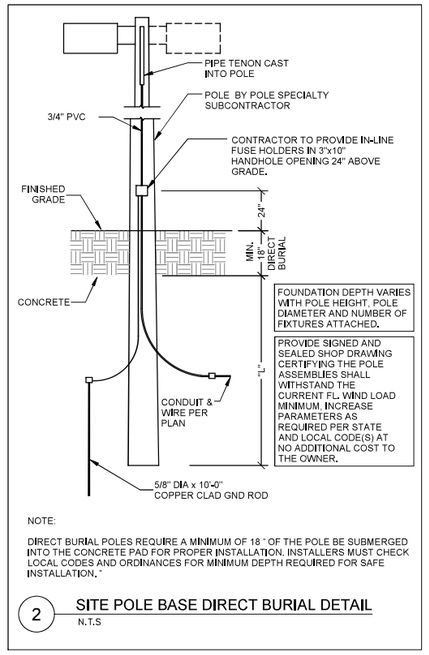



1 DATA SHEETS




NOTE:

DIRECT BURIAL POLES REQUIRE A MINIMUM OF 18 " OF THE POLE BE SUBMERGED INTO THE CONCRETE PAD FOR PROPER INSTALLATION. INSTALLERS MUST CHECK LOCAL CODES AND ORDINANCES FOR MINIMUM DEPTH REQUIRED FOR SAFE INSTALLATION. "

2 SITE POLE BASE DIRECT BURIAL DETAIL
N.T.S

LEGACY DEVELOPMENT PARTNERS

RGD
CONSULTING ENGINEERS
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PROJECT ADDRESS:
KING'S HIGHWAY COMMERCE PARK
FORT PIERCE, FLORIDA

PROJECT NAME:
KING'S HIGHWAY
COMMERCE PARK PHASE
I

DATE: 10/16/23

RGD PROJ. NO: 22-1147

SCALE: AS SHOWN

DRAWN:

CHECKED:

SHEET NAME:

DATA SHEETS AND DETAILS

SHEET NO. E1.1

PROJECT PHASE:

100% CONSTRUCTION DOCUMENTS

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# Stormwater Management Report

## For

# Kings Highway Commerce Center

**Ft. Pierce, Florida**

**06/30/2023**
**01/01/24**

**Prepared By:**


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**Florida Registration # 33155**
**FR # 6986**



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## I. Introduction

The site is located on the north side of White Road 0.1 mile east of Kings Hwy and approximately 1 mile north of Okeechobee Rd (SR-70) and consists of 26.53 ac of land. 0.1 ac is to be dedicated to St. Lucie County for the sidewalk on White Road.
See Exhibit-A.

An industrial development including warehouse, distribution, and related offices with ultimate buildout of 390 ksf of buildings and supporting infrastructure is proposed.

The site historical discharge is to North St. Lucie River Water Control District (NSLRWCD) Canal C-40 along the west side of Kings Hwy via 1-24" RCP and then into the Ten Mile Creek and ultimately into the St. Lucie River North Fork which is considered impaired.

The proposed master drainage system consists of a 1.76 ac wet retention/detention and 5 dry detentions totaling 2.44 ac.

The dry detention area shall provide the pre-treatment requirements.

Discharge to C-40 is through a control structure CS-1 located on the NWC of the Lake-1.

The construction of this project shall be split into two phases:

Phase-I includes the master drainage system, the main drive, & access to Kings Hwy along w/ 2 driveways onto White Rd.

Phase-II includes Building-II along w/ 2 driveways onto Graham Road.

Off-site improvements include a right turn lane on Kings Hwy for the main access.

Section 13, Township 35S, Range 39E, City of Fort Pierce, St. Lucie County, Florida

## II. Site Data

| Item | Total (ac) | Phase-I (ac) | Phase-II (ac) |
|---|---|---|---|
| Parcel Area | 26.53 | 15.97 | 10.56 |
| R/W Dedication | 0.10 | | |
| Project Area | 26.43 | | |
| Bldg | 8.95 | 4.31 | 4.64 |
| Pavt/SW | 10.82 | 6.95 | 3.87 |
| Lake | 1.76 | 1.76 | 0 |
| Impervious Total | 21.53 | 13.02 | 8.51 |
| % Impervious | 81.5% | | |
| Pervious* | 5.0 | 2.95 | 2.05 |
| Dry Detentions | 2.44 | 1.35 | 1.09 |
| Pervious w/o dry det | 2.56 | 1.6 | 0.96 |
| Impervious w/o lakes | 19.77 | 11.27 | 8.51 |

*Includes Dry Detentions

S = 6.8" (Depressional) x (1-0.815) x 0.75 = 0.94 in
**CN = 91.4**

## III. Off-site Discharge

There is off-site discharge. This project has Kings Hwy to the west, Graham Road to the north, Peter's Road to the east & White Rd to the south. There is an agricultural parcel to the east that discharges to a ditch along White Road and to C-37 on the east side of Peters Rd.

## IV. Wetlands

There are no wetlands on this property**.** As per an aerial photograph of the site, the entire site was utilized for agricultural use.

## V. Water Table

Per soil report, the average water table in 09/02/2022 was 10.9 FT, NAVD.
The control elevation in the NSLRWCD C-40 is 8.5 FT, NAVD in wet season & 11.5 in dry season.
HWT of 12.0 FT, NAVD is assumed for this project.

## VI. Design Criteria

Water Quality
Bleeder el is set @ 13.0 to provide 1' of wet retention in the lakes.
Weir el is set @ 14.7 to provide 1.7' of wet detention.
Impaired outfall waters require add'l 50% water quality.
Required water quality is the greater of below in wet detention x 1.5:

a. 2.5" wet detention over impervious area.
b. 1.25" wet retention over impervious area.
c. 1" wet detention over the entire project area.

**V req wet det** =2.5"A/12(A-lake-Bldg-pervious area)/(A-lake-Bldg)
(2.5"x26.43)(26.43-1.76-8.95-5.0)/(26.43-1.76-8.95))/12 = 3.75 A-F
1"(26.43-1.76-2.44) /12 = 1.85 A-F
3.75 x 1.5 = **5.63 A-F**
**V prop wet det** =1.7' (lake area (@ 13.0 + @ 14.7)/2 = 1.7'(1.87+1.95)/2= **3.1 A-F**

**V prop wet ret** = 1' (lake area (@ 12.0 + @ 13)/2 =1'(1.76+1.87)/2= **1.82 A-F**

**V req pre-treat** = (26.43-1.76-2.44) x 0.5"/12 = **0.93 A-F**
Dry detention will be utilized.
1' of dry detention is proposed at all dry detention areas.
**V dry det**= 1'(A@ 13.0 bottom+ A@ 14 weir)/2=1'(0.79+1.3)/2= **1.05 A-F>0.93**

Req'd dry detention volume would be 75% of wet detention.
Req'd retention volume would be 50% of wet detention.

**Water quality prop/req'd** = 3.1/5.63 + 1.05/(0.75 x 5.63) + 1.82/(0.5 x 5.63) = 1**36%**

Nutrient treatment
Wet retention shall be utilized.
**Prop retention** = 1.82a-f x 12/(26.43-1.76 lake-2.44 dry det) = 0.98" ~ 1"

Design Elevations
Min Pavt EL
10yr-24hr storm peak stage 15.88 FT, NAVD
Min Pavt EL 16.00 FT

Perimeter Berm EL

| | | |
|---|---|---|
| 25yr-72 hr storm peak stage | 16.78 FT, NAVD | (City of Ft. Pierce) |
| 10yr-72hr storm peak stage | 16.57 FT | (NSLRWCD) |
| Min perim berm EL | 16.80 FT | |

Min Fin Floor EL
100yr-72hr storm peak stage 17.4 FT, NAVD
Min F.F. EL 17.50 FT



## VII. Allowable Discharge

NSLRWCD allowable discharge is 2" per day for a 10yr-72hr storm. This is a volume-based limitation. There is no limitation on the peak discharge rate.
V allowable (10yr-72hr) = 26.43 ac x 2"/12 = 4.41 A-F /day
V max prop (10yr-72hr) = 4.3 A-F /day < 4.41 66.0-hr to 90.0 hr (see 10yr-72hr storm routing).

## VIII. Bleeder Design

(SFWMD) Bleeder is to discharge 1/2" in 24 hr.
Q SFWMD = 26.43 ac x 1/2" x 43,560/(12 x 3600 x 24) = 0.56 cfs

$Q = 4.8 \times A \times (H)^{0.5}$
H avg = 0.85'
$0.56 = 4.8 \times A \times 0.85^{0.5}$
A = 0.125 sf = 18 sq in
Use 4.7 in circular bleeder

## IX. Utilities

Fort Pierce Utility Authority would be providing water & wastewater services to the proposed development.

## X. Maintenance Entity

The applicant shall be the maintenance entity.

## XI. Irrigation

The lake surface water shall be utilized for irrigation purposes. A water use permit shall be obtained from SFWMD.

## XII. ICPR Flood Routing

See ICPR Node diagram & basin map.
The retention volumes are not included in flood routing calculations to be conservative and due to low soil hydraulic conductivity.

Grading assumption for ICPR Input:
1. Surface el's 16.0-17.5
2. F.F. el 17.5 min



## XIII. Nutrient Removal

St. Lucie River is considered impaired so post development nutrient loading rates, nitrogen (TN) & phosphorus (TP), need to match pre-development.

"Evaluation of Current **S**tormwater **D**esign **C**riteria within **S**tate of **F**lorida "final report (**FSDC**) dated June 2007 is utilized in this section. The referenced portions of FSDC are attached under Appendix. The 2012 South Florida Environmental Report Appendix 10-1 (**SFER**) for land use categories in the St. Lucie River Watershed will be used for the nutrient concentrations. SFWMD Vol IV Manual 2012 reference is shown as **SFWMD.**

The project is in Zone-2 per FSDC Fig 4-3

Per FSDC Fig 6.1, BOD removal in excess of 95% shall be achieved if removal efficiency is provided for both nitrogen & phosphorus.

The proposed development is considered industrial. FSDC 4.1.5.
The site was previously developed as citrus groves from 1968 to mid-1990's & now is used as a pasture. Therefore, unimproved pasture, as defined in Florida Fish & Wildlife "Florida Land Use Classification…, December 2012, is assumed for the pre-development land use.
Existing soil is assumed to be depressional.

**Pre Dev-Nutrient Loading Basin 26.43 ac**
**Post Dev Nutrient Loading Basin** = 26.43-1.76 lake-2.44 dry det = **22.23 ac**

Pre-Development
Type D soil
Pasture in good condition,
**NDCIA CN = 80** SCS TR 55 (SCS) Table 2-2c

Post Development
Open Space in good condition
Pervious area CN = 80 SCS Table 2-2a
NDCIA Imp = 0
NDCIA Total = 2.56 ac Perv w/o dry det Sec II

**NDCIA CN = 80**
DCIA = 19.77 ac Imp w/o lake Sec II
**DCIA %** = (19.77/(22.23) = **88.9%**

Pre Dev Mean Annual C = 0.111 FSDC Appendix C Zone-2
Post Dev Mean Annual C = 0.732



## XIII. Nutrient Removal cont'd

Post-dev vs Pre dev loading
TN 1.27 mg/l vs 1.19 mg/l SFER
Req % removal = ((1.27x0.732x22.23) - (1.19x0.111x26.43)) / (1.27x0.732x22.23) = 83.1%
TP 0.37 mg/l vs 0.25 mg/l SFER
Req % removal = ((0.37x0.732x22.23) - (0.25x0.111x26.43)) / (0.37x0.732x22.23) = 87.8%

Annual rainfall = 53.5" FSDC Appendix A-3
Mean annual runoff = 0.732 x 53.5 = 39.16"
$V_{runoff}$ = 39.16"(22.23ac)/(12x365) = 0.198 A-F /day
$V_{perm\ pool}$ = 16.3 a-f
$T_{wet\ det\ residence}$ = 16.3/0.198 = 83 days

Removal Efficiency (RE)
1" of retention shall be provided
It is proposed to provide 1" of retention & wet detention w/ 83 days residency.

1" retention has 71.48% RE FSDC Appendix-D
detention w/ 83 days residency has 72.45% RE TP FSDC Fig 5-9
41.56% RE TN FSDC Fig 5-10
Overall Removal Efficiency (ORE)
**ORE TN** = 0.715 + (1-0.715) (0.416) = **83.4% > 83.1%** FSDC 6.1.2 Eq-1
**ORE TP** = 0.715 + (1-0.715) (0.725) = 92.2**% > 87.8%**

# Exhibit A


Graham Rd
Graham Rd
Copenhaver Rd
Bar
Market
White Rd
White Rd
White Rd
Snapper Creek - White Rd

==========
==== Basins ====
==========

Name: A-DET 1 Node: A-DET 1 Status: Onsite
Group: BASE Type: SCS Unit Hydrograph CN

Unit Hydrograph: Uh256 Peaking Factor: 256.0
Rainfall File: Storm Duration(hrs): 0.00
Rainfall Amount(in): 0.000 Time of Conc(min): 10.00
Area(ac): 5.840 Time Shift(hrs): 0.00
Curve Number: 91.40 Max Allowable Q(cfs): 999999.000
DCIA(%): 0.00

---

Name: B-DET 2 Node: B-DET 2 Status: Onsite
Group: BASE Type: SCS Unit Hydrograph CN

Unit Hydrograph: Uh256 Peaking Factor: 256.0
Rainfall File: Storm Duration(hrs): 0.00
Rainfall Amount(in): 0.000 Time of Conc(min): 10.00
Area(ac): 4.190 Time Shift(hrs): 0.00
Curve Number: 91.40 Max Allowable Q(cfs): 999999.000
DCIA(%): 0.00

---

Name: C-DET 3 Node: C-DET 3 Status: Onsite
Group: BASE Type: SCS Unit Hydrograph CN

Unit Hydrograph: Uh256 Peaking Factor: 256.0
Rainfall File: Storm Duration(hrs): 0.00
Rainfall Amount(in): 0.000 Time of Conc(min): 10.00
Area(ac): 6.620 Time Shift(hrs): 0.00
Curve Number: 91.40 Max Allowable Q(cfs): 999999.000
DCIA(%): 0.00

---

Name: D-DET 45 Node: D-DET 45 Status: Onsite
Group: BASE Type: SCS Unit Hydrograph CN

Unit Hydrograph: Uh256 Peaking Factor: 256.0
Rainfall File: Storm Duration(hrs): 0.00
Rainfall Amount(in): 0.000 Time of Conc(min): 10.00
Area(ac): 7.100 Time Shift(hrs): 0.00
Curve Number: 91.40 Max Allowable Q(cfs): 999999.000
DCIA(%): 0.00

---

Name: H-PreDev Node: M-PreDev Status: Onsite
Group: BASE Type: SCS Unit Hydrograph CN

Unit Hydrograph: Uh256 Peaking Factor: 256.0
Rainfall File: Flmod Storm Duration(hrs): 0.00
Rainfall Amount(in): 0.000 Time of Conc(min): 46.00
Area(ac): 26.430 Time Shift(hrs): 0.00
Curve Number: 80.00 Max Allowable Q(cfs): 999999.000
DCIA(%): 0.00

---

Name: K-lake 1 Node: K-lake 1 Status: Onsite
Group: BASE Type: SCS Unit Hydrograph CN

Unit Hydrograph: Uh256 Peaking Factor: 256.0
Rainfall File: Storm Duration(hrs): 0.00

Rainfall Amount(in): 0.000 Time of Conc(min): 10.00
Area(ac): 2.780 Time Shift(hrs): 0.00
Curve Number: 91.40 Max Allowable Q(cfs): 999999.000
DCIA(%): 0.00

==========
==== Nodes ==========
==========

Name: A-DET 1 Base Flow(cfs): 0.000 Init Stage(ft): 13.000
Group: BASE Warn Stage(ft): 17.500
Type: Stage/Area

| Stage(ft) | Area(ac) |
|---|---|
| 12.900 | 0.0000 |
| 13.000 | 0.1700 |
| 16.000 | 0.5400 |
| 17.500 | 3.6600 |

---

Name: B-DET 2 Base Flow(cfs): 0.000 Init Stage(ft): 13.000
Group: BASE Warn Stage(ft): 17.500
Type: Stage/Area

| Stage(ft) | Area(ac) |
|---|---|
| 12.900 | 0.0000 |
| 13.000 | 0.2000 |
| 16.000 | 0.5500 |
| 17.500 | 1.7800 |

---

Name: C-DET 3 Base Flow(cfs): 0.000 Init Stage(ft): 13.000
Group: BASE Warn Stage(ft): 17.500
Type: Stage/Area

| Stage(ft) | Area(ac) |
|---|---|
| 12.900 | 0.0000 |
| 13.000 | 0.2400 |
| 16.000 | 0.7600 |
| 17.500 | 4.4600 |

---

Name: D-DET 45 Base Flow(cfs): 0.000 Init Stage(ft): 13.000
Group: BASE Warn Stage(ft): 17.500
Type: Stage/Area

| Stage(ft) | Area(ac) |
|---|---|
| 12.900 | 0.0000 |
| 13.000 | 0.1900 |
| 16.000 | 0.5900 |
| 17.500 | 4.4600 |

---

Name: K-lake 1 Base Flow(cfs): 0.000 Init Stage(ft): 13.700
Group: BASE Warn Stage(ft): 17.500
Type: Stage/Area

| Stage(ft) | Area(ac) |
|---|---|

| | |
|---|---|
| 12.990 | 0.0000 |
| 13.000 | 1.8700 |
| 16.000 | 2.2300 |
| 16.500 | 2.6600 |
| 17.000 | 2.7800 |

---

Name: L-CANAL  Base Flow(cfs): 0.000  Init Stage(ft): 11.500
Group: BASE  Warn Stage(ft): 14.500
Type: Time/Stage

| Time(hrs) | Stage(ft) |
|---|---|
| 0.00 | 11.500 |
| 61.22 | 15.540 |
| 180.00 | 13.720 |

---

Name: M-PreDev  Base Flow(cfs): 0.000  Init Stage(ft): 14.500
Group: BASE  Warn Stage(ft): 18.000
Type: Stage/Area

| Stage(ft) | Area(ac) |
|---|---|
| 14.500 | 0.0000 |
| 16.000 | 26.4300 |

==========
==== Pipes ====
==========

Name: DD 1-3  From Node: A-DET 1  Length(ft): 117.00
Group: BASE  To Node: C-DET 3  Count: 1
Friction Equation: Automatic
Solution Algorithm: Most Restrictive
Flow: Both
Entrance Loss Coef: 0.00
Exit Loss Coef: 1.00
Bend Loss Coef: 0.00
Outlet Ctrl Spec: Use dc or tw
Inlet Ctrl Spec: Use dc
Stabilizer Option: None

| | UPSTREAM | DOWNSTREAM |
|---|---|---|
| Geometry: | Circular | Circular |
| Span(in): | 30.00 | 30.00 |
| Rise(in): | 30.00 | 30.00 |
| Invert(ft): | 12.000 | 12.000 |
| Manning's N: | 0.020000 | 0.020000 |
| Top Clip(in): | 0.000 | 0.000 |
| Bot Clip(in): | 0.000 | 0.000 |

Upstream FHWA Inlet Edge Description:
Circular Concrete: Square edge w/ headwall

Downstream FHWA Inlet Edge Description:
Circular Concrete: Square edge w/ headwall

---

Name: DD 2-3  From Node: B-DET 2  Length(ft): 123.00
Group: BASE  To Node: C-DET 3  Count: 1
Friction Equation: Automatic
Solution Algorithm: Most Restrictive
Flow: Both
Entrance Loss Coef: 0.00
Exit Loss Coef: 1.00
Bend Loss Coef: 0.00
Outlet Ctrl Spec: Use dc or tw
Inlet Ctrl Spec: Use dc
Stabilizer Option: None

| | UPSTREAM | DOWNSTREAM |
|---|---|---|
| Geometry: | Circular | Circular |
| Span(in): | 30.00 | 30.00 |
| Rise(in): | 30.00 | 30.00 |
| Invert(ft): | 12.000 | 12.000 |
| Manning's N: | 0.013000 | 0.013000 |
| Top Clip(in): | 0.000 | 0.000 |
| Bot Clip(in): | 0.000 | 0.000 |

Upstream FHWA Inlet Edge Description:
Circular Concrete: Square edge w/ headwall

Downstream FHWA Inlet Edge Description:
Circular Concrete: Square edge w/ headwall

==========
==== Drop Structures ==========
==========

| | | | | | |
|---|---|---|---|---|---|
| Name: | CS-1 | From Node: | K-lake 1 | Length(ft): | 84.00 |
| Group: | BASE | To Node: | L-CANAL | Count: | 1 |

| | UPSTREAM | DOWNSTREAM | | |
|---|---|---|---|---|
| Geometry: | Circular | Circular | Friction Equation: | Average Conveyance |
| Span(in): | 24.00 | 24.00 | Solution Algorithm: | Most Restrictive |
| Rise(in): | 24.00 | 24.00 | Flow: | None |
| Invert(ft): | 8.500 | 8.000 | Entrance Loss Coef: | 0.000 |
| Manning's N: | 0.013000 | 0.013000 | Exit Loss Coef: | 0.000 |
| Top Clip(in): | 0.000 | 0.000 | Outlet Ctrl Spec: | Use dc or tw |
| Bot Clip(in): | 0.000 | 0.000 | Inlet Ctrl Spec: | Use dn |
| | | | Solution Incs: | 0 |

Upstream FHWA Inlet Edge Description:
Circular Concrete: Square edge w/ headwall

Downstream FHWA Inlet Edge Description:
Circular Concrete: Square edge w/ headwall

*** Weir 1 of 2 for Drop Structure CS-1 ***

| | | | |
|---|---|---|---|
| | | | TABLE |
| Count: | 1 | Bottom Clip(in): | 0.000 |
| Type: | Vertical: Mavis | Top Clip(in): | 0.000 |
| Flow: | Both | Weir Disc Coef: | 3.130 |
| Geometry: | Rectangular | Orifice Disc Coef: | 0.600 |
| Span(in): | 3.00 | Invert(ft): | 14.700 |
| Rise(in): | 30.00 | Control Elev(ft): | 14.700 |

*** Weir 2 of 2 for Drop Structure CS-1 ***

| | | | |
|---|---|---|---|
| | | | TABLE |
| Count: | 1 | Bottom Clip(in): | 0.000 |
| Type: | Vertical: Mavis | Top Clip(in): | 0.000 |
| Flow: | Both | Weir Disc Coef: | 3.130 |
| Geometry: | Circular | Orifice Disc Coef: | 0.600 |
| Span(in): | 4.70 | Invert(ft): | 13.000 |
| Rise(in): | 4.70 | Control Elev(ft): | 13.000 |

---

| | | | | | |
|---|---|---|---|---|---|
| Name: | CS-12 | From Node: | C-DET 3 | Length(ft): | 155.00 |
| Group: | BASE | To Node: | K-lake 1 | Count: | 1 |

| | UPSTREAM | DOWNSTREAM | | |
|---|---|---|---|---|
| Geometry: | Circular | Circular | Friction Equation: | Average Conveyance |
| Span(in): | 36.00 | 36.00 | Solution Algorithm: | Most Restrictive |
| Rise(in): | 36.00 | 36.00 | Flow: | Both |
| Invert(ft): | 9.000 | 7.000 | Entrance Loss Coef: | 0.000 |
| Manning's N: | 0.013000 | 0.013000 | Exit Loss Coef: | 1.000 |
| Top Clip(in): | 0.000 | 0.000 | Outlet Ctrl Spec: | Use dc or tw |
| Bot Clip(in): | 0.000 | 0.000 | Inlet Ctrl Spec: | Use dc |
| | | | Solution Incs: | 10 |

Upstream FHWA Inlet Edge Description:
Circular Concrete: Square edge w/ headwall

Downstream FHWA Inlet Edge Description:
Circular Concrete: Square edge w/ headwall

*** Weir 1 of 2 for Drop Structure CS-12 ***

| | | | |
|---|---|---|---|
| | | | TABLE |
| Count: | 1 | Bottom Clip(in): | 0.000 |
| Type: | Horizontal | Top Clip(in): | 0.000 |

```
                  Flow: Both                    Weir Disc Coef: 3.200
              Geometry: Rectangular           Orifice Disc Coef: 0.600

              Span(in): 70.00                       Invert(ft): 14.000
              Rise(in): 35.00                Control Elev(ft): 14.000

*** Weir 2 of 2 for Drop Structure CS-12 ***
                                                                    TABLE
                 Count: 1                     Bottom Clip(in): 0.000
                  Type: Vertical: Mavis          Top Clip(in): 0.000
                  Flow: Both                   Weir Disc Coef: 3.200
              Geometry: Circular              Orifice Disc Coef: 0.600

              Span(in): 3.00                        Invert(ft): 12.000
              Rise(in): 3.00                 Control Elev(ft): 12.000


-------------------------------------------------------------------------------------------------
         Name: CS-451              From Node: D-DET 45          Length(ft): 77.00
        Group: BASE                  To Node: K-lake 1               Count: 1

               UPSTREAM       DOWNSTREAM                Friction Equation: Average Conveyance
     Geometry: Circular       Circular                 Solution Algorithm: Most Restrictive
     Span(in): 36.00          36.00                                Flow: Both
     Rise(in): 36.00          36.00                   Entrance Loss Coef: 0.000
   Invert(ft): 9.000          6.500                       Exit Loss Coef: 1.000
  Manning's N: 0.020000       0.020000                  Outlet Ctrl Spec: Use dc or tw
 Top Clip(in): 0.000          0.000                      Inlet Ctrl Spec: Use dc
 Bot Clip(in): 0.000          0.000                        Solution Incs: 10

Upstream FHWA Inlet Edge Description:
Circular Concrete: Square edge w/ headwall

Downstream FHWA Inlet Edge Description:
Circular Concrete: Square edge w/ headwall



*** Weir 1 of 2 for Drop Structure CS-451 ***
                                                                    TABLE
                 Count: 1                     Bottom Clip(in): 0.000
                  Type: Horizontal               Top Clip(in): 0.000
                  Flow: Both                   Weir Disc Coef: 3.200
              Geometry: Rectangular           Orifice Disc Coef: 0.600

              Span(in): 70.00                       Invert(ft): 14.000
              Rise(in): 35.00                Control Elev(ft): 14.000

*** Weir 2 of 2 for Drop Structure CS-451 ***
                                                                    TABLE
                 Count: 1                     Bottom Clip(in): 0.000
                  Type: Vertical: Mavis          Top Clip(in): 0.000
                  Flow: Both                   Weir Disc Coef: 3.200
              Geometry: Circular              Orifice Disc Coef: 0.600

              Span(in): 3.00                        Invert(ft): 12.000
              Rise(in): 3.00                 Control Elev(ft): 12.000


===============================================================================================
==== Hydrology Simulations ====================================================================
===============================================================================================

         Name: 100YR-72HR
     Filename: C:\ICPRUSER1\100YR-72HR.R32

      Override Defaults: Yes
    Storm Duration(hrs): 72.00
          Rainfall File: SFWMD72
    Rainfall Amount(in): 12.23

Time(hrs)       Print Inc(min)
--------------- ---------------
48.000          60.00
72.000          15.00
```

---

```
------------------------------------------------------------------------------------------------------
         Name: 10YR-24HR
     Filename: C:\ICPRUSER1\10YR-24HR.R32

      Override Defaults: Yes
    Storm Duration(hrs): 24.00
          Rainfall File: Flmod
    Rainfall Amount(in): 6.00

Time(hrs)       Print Inc(min)
--------------- ---------------
8.000           60.00
16.000          30.00
24.000          60.00

------------------------------------------------------------------------------------------------------
         Name: 10YR-72HR
     Filename: C:\ICPRUSER1\10 yr 72 hr.R32

      Override Defaults: Yes
    Storm Duration(hrs): 72.00
          Rainfall File: SFWMD72
    Rainfall Amount(in): 8.10

Time(hrs)       Print Inc(min)
--------------- ---------------
48.000          60.00
72.000          15.00

------------------------------------------------------------------------------------------------------
         Name: 25yr-72hr
     Filename: C:\ICPRUSER1\25 year 72 hr.R32

      Override Defaults: Yes
    Storm Duration(hrs): 72.00
          Rainfall File: SFWMD72
    Rainfall Amount(in): 9.50

Time(hrs)       Print Inc(min)
--------------- ---------------
48.000          60.00
72.000          15.00

------------------------------------------------------------------------------------------------------
         Name: 5YR-24HR
     Filename: C:\ICPRUSER1\5YR-24HR.R32

      Override Defaults: Yes
    Storm Duration(hrs): 24.00
          Rainfall File: Flmod
    Rainfall Amount(in): 15.00

Time(hrs)       Print Inc(min)
--------------- ---------------
8.000           60.00
16.000          30.00
24.000          60.00

==============================================================================================
==== Routing Simulations ======================================================================
==============================================================================================

         Name: 100YR-72HR          Hydrology Sim: 100YR-72HR
     Filename: C:\ICPRUSER1\100YR-72HR.I32

      Execute: Yes         Restart: No            Patch: No
  Alternative: No

        Max Delta Z(ft): 1.00                    Delta Z Factor: 0.00500
    Time Step Optimizer: 10.000
        Start Time(hrs): 0.000                    End Time(hrs): 72.00
     Min Calc Time(sec): 0.5000               Max Calc Time(sec): 60.0000
        Boundary Stages:                         Boundary Flows:
```

IBP

| Time(hrs) | Print Inc(min) |
|---|---|
| 36.000 | 720.000 |
| 48.000 | 240.000 |
| 60.000 | 60.000 |
| 72.000 | 60.000 |

| Group | Run |
|---|---|
| BASE | Yes |

---

Name: 10YR-24HR Hydrology Sim: 10YR-24HR
Filename: C:\ICPRUSER1\10YR-24HR.I32

Execute: No Restart: No Patch: No
Alternative: No

Max Delta Z(ft): 1.00 Delta Z Factor: 0.00500
Time Step Optimizer: 10.000
Start Time(hrs): 0.000 End Time(hrs): 24.00
Min Calc Time(sec): 0.5000 Max Calc Time(sec): 60.0000
Boundary Stages: Boundary Flows:

| Time(hrs) | Print Inc(min) |
|---|---|
| 4.000 | 240.000 |
| 10.000 | 60.000 |
| 12.000 | 15.000 |
| 24.000 | 120.000 |

| Group | Run |
|---|---|
| BASE | Yes |

---

Name: 10YR-72HR Hydrology Sim: 10YR-72HR
Filename: C:\ICPRUSER1\10YR72HR.I32

Execute: No Restart: No Patch: No
Alternative: No

Max Delta Z(ft): 1.00 Delta Z Factor: 0.00500
Time Step Optimizer: 10.000
Start Time(hrs): 0.000 End Time(hrs): 360.00
Min Calc Time(sec): 0.5000 Max Calc Time(sec): 60.0000
Boundary Stages: Boundary Flows:

IBP

| Time(hrs) | Print Inc(min) |
|---|---|
| 36.000 | 120.000 |
| 48.000 | 120.000 |
| 60.000 | 60.000 |
| 96.000 | 60.000 |
| 360.000 | 120.000 |

| Group | Run |
|---|---|
| BASE | Yes |

---

Name: 25yr-72hr Hydrology Sim: 25yr-72hr

Filename: C:\ICPRUSER1\25YR72HR.I32

Execute: No Restart: No Patch: No
Alternative: No

Max Delta Z(ft): 1.00 Delta Z Factor: 0.00500
Time Step Optimizer: 10.000
Start Time(hrs): 0.000 End Time(hrs): 72.00
Min Calc Time(sec): 0.5000 Max Calc Time(sec): 60.0000
Boundary Stages: Boundary Flows:

IBP

| Time(hrs) | Print Inc(min) |
|---|---|
| 36.000 | 120.000 |
| 48.000 | 120.000 |
| 60.000 | 60.000 |
| 72.000 | 60.000 |
| 360.000 | 360.000 |

| Group | Run |
|---|---|
| BASE | Yes |

---

Name: 5YR-24HR Hydrology Sim: 5YR-24HR
Filename: C:\ICPRUSER1\5YR-24HR.I32

Execute: No Restart: No Patch: No
Alternative: No

Max Delta Z(ft): 1.00 Delta Z Factor: 0.00500
Time Step Optimizer: 10.000
Start Time(hrs): 0.000 End Time(hrs): 24.00
Min Calc Time(sec): 0.5000 Max Calc Time(sec): 60.0000
Boundary Stages: Boundary Flows:

| Time(hrs) | Print Inc(min) |
|---|---|
| 4.000 | 240.000 |
| 10.000 | 60.000 |
| 12.000 | 15.000 |
| 24.000 | 120.000 |

| Group | Run |
|---|---|
| BASE | Yes |

Kings Hwy Commerce Center
01/08/24
Node Max

| Name | Group | Simulation | Max Time Stage hrs | Max Stage ft | Warning Stage ft | Max Delta Stage ft | Max Surf Area ft2 | Max Time Inflow hrs | Max Inflow cfs | Max Time Outflow hrs | Max Outflow cfs |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A-DET 1 | BASE | 100YR-72HR | 72.00 | 17.402 | 17.500 | 0.0050 | 150528 | 60.00 | 31.261 | 60.04 | 3.463 |
| B-DET 2 | BASE | 100YR-72HR | 72.00 | 17.402 | 17.500 | 0.0050 | 74031 | 60.00 | 22.429 | 60.11 | 5.766 |
| C-DET 3 | BASE | 100YR-72HR | 72.00 | 17.402 | 17.500 | 0.0049 | 183729 | 60.00 | 44.303 | 60.03 | 11.050 |
| D-DET 45 | BASE | 100YR-72HR | 72.00 | 17.401 | 17.500 | 0.0049 | 183203 | 60.00 | 38.006 | 60.00 | 8.748 |
| K-lake 1 | BASE | 100YR-72HR | 72.00 | 17.401 | 17.500 | 0.0048 | 125294 | 60.00 | 34.617 | 0.00 | 0.000 |
| L-CANAL | BASE | 100YR-72HR | 61.22 | 15.540 | 14.500 | 0.0011 | 0 | 0.00 | 0.000 | 0.00 | 0.000 |
| M-PreDev | BASE | 100YR-72HR | 72.00 | 16.045 | 18.000 | 0.0028 | 1185582 | 60.25 | 62.857 | 0.00 | 0.000 |
| A-DET 1 | BASE | 10YR-24HR | 22.92 | 15.882 | 17.500 | 0.0050 | 22897 | 12.00 | 19.078 | 12.17 | 8.522 |
| B-DET 2 | BASE | 10YR-24HR | 22.92 | 15.882 | 17.500 | 0.0043 | 23365 | 12.00 | 13.687 | 12.15 | 4.184 |
| C-DET 3 | BASE | 10YR-24HR | 22.94 | 15.882 | 17.500 | 0.0042 | 32232 | 12.00 | 33.350 | 12.10 | 21.127 |
| D-DET 45 | BASE | 10YR-24HR | 22.95 | 15.879 | 17.500 | 0.0041 | 24999 | 12.00 | 23.194 | 12.04 | 14.642 |
| K-lake 1 | BASE | 10YR-24HR | 22.97 | 15.878 | 17.500 | 0.0050 | 96501 | 12.03 | 44.230 | 22.54 | 1.949 |
| L-CANAL | BASE | 10YR-24HR | 24.00 | 13.084 | 14.500 | 0.0011 | 0 | 22.54 | 1.949 | 0.00 | 0.000 |
| M-PreDev | BASE | 10YR-24HR | 24.00 | 15.463 | 18.000 | 0.0022 | 739093 | 12.50 | 32.545 | 0.00 | 0.000 |
| A-DET 1 | BASE | 10YR-72HR | 68.20 | 16.569 | 17.500 | 0.0050 | 75118 | 60.00 | 20.427 | 59.97 | 6.469 |
| B-DET 2 | BASE | 10YR-72HR | 68.20 | 16.569 | 17.500 | 0.0049 | 44288 | 60.00 | 14.656 | 60.17 | 3.710 |
| C-DET 3 | BASE | 10YR-72HR | 68.20 | 16.569 | 17.500 | 0.0049 | 94231 | 60.00 | 32.060 | 60.03 | 15.947 |
| D-DET 45 | BASE | 10YR-72HR | 68.23 | 16.566 | 17.500 | 0.0048 | 89312 | 60.00 | 24.834 | 60.03 | 13.318 |
| K-lake 1 | BASE | 10YR-72HR | 68.25 | 16.565 | 17.500 | 0.0047 | 116546 | 60.01 | 38.634 | 72.00 | 2.364 |
| L-CANAL | BASE | 10YR-72HR | 61.23 | 15.540 | 14.500 | 0.0011 | 0 | 72.00 | 2.364 | 0.00 | 0.000 |
| M-PreDev | BASE | 10YR-72HR | 72.01 | 15.687 | 18.000 | 0.0023 | 911332 | 60.25 | 38.811 | 0.00 | 0.000 |
| A-DET 1 | BASE | 25yr-72hr | 68.21 | 16.783 | 17.500 | 0.0050 | 94503 | 60.00 | 24.084 | 59.82 | 5.641 |
| B-DET 2 | BASE | 25yr-72hr | 68.21 | 16.783 | 17.500 | 0.0048 | 51924 | 60.00 | 17.280 | 60.13 | 4.538 |
| C-DET 3 | BASE | 25yr-72hr | 68.21 | 16.782 | 17.500 | 0.0048 | 117194 | 60.00 | 36.789 | 59.96 | 14.845 |
| D-DET 45 | BASE | 25yr-72hr | 68.22 | 16.779 | 17.500 | 0.0046 | 113261 | 60.00 | 29.281 | 59.90 | 13.017 |
| K-lake 1 | BASE | 25yr-72hr | 68.26 | 16.778 | 17.500 | 0.0043 | 118771 | 60.00 | 38.927 | 71.99 | 2.761 |
| L-CANAL | BASE | 25yr-72hr | 61.22 | 15.540 | 14.500 | 0.0011 | 0 | 71.99 | 2.761 | 0.00 | 0.000 |
| M-PreDev | BASE | 25yr-72hr | 72.01 | 15.818 | 18.000 | 0.0026 | 1011582 | 60.25 | 46.994 | 0.00 | 0.000 |

| Simulation | Node | Group | Time hrs | Stage ft | Warning Stage ft | Surface Area ft2 | Total Inflow cfs | Total Outflow cfs | Total Vol In af | Total Vol Out af |
|---|---|---|---|---|---|---|---|---|---|---|
| 10YR-72HR | A-DET 1 | BASE | 0.00 | 13.000 | 17.500 | 7548 | 0.000 | 0.000 | 0.0 | 0.0 |
| 10YR-72HR | B-DET 2 | BASE | 0.00 | 13.000 | 17.500 | 8863 | 0.000 | 0.000 | 0.0 | 0.0 |
| 10YR-72HR | C-DET 3 | BASE | 0.00 | 13.000 | 17.500 | 10748 | 0.000 | -0.197 | 0.0 | 0.0 |
| 10YR-72HR | D-DET 45 | BASE | 0.00 | 13.000 | 17.500 | 8276 | 0.000 | -0.197 | 0.0 | 0.0 |
| 10YR-72HR | K-lake 1 | BASE | 0.00 | 13.700 | 17.500 | 85116 | -0.395 | 0.412 | 0.0 | 0.0 |
| 10YR-72HR | L-CANAL | BASE | 0.00 | 11.500 | 14.500 | 0 | 0.412 | 0.000 | 0.0 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 0.00 | 14.500 | 18.000 | 113 | 0.000 | 0.000 | 0.0 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 2.02 | 13.050 | 17.500 | 7818 | 0.000 | 0.255 | 0.0 | 0.0 |
| 10YR-72HR | B-DET 2 | BASE | 2.02 | 13.050 | 17.500 | 9119 | 0.000 | 0.354 | 0.0 | 0.0 |
| 10YR-72HR | C-DET 3 | BASE | 2.02 | 13.049 | 17.500 | 11120 | 0.609 | -0.181 | 0.1 | -0.0 |
| 10YR-72HR | D-DET 45 | BASE | 2.02 | 13.151 | 17.500 | 9151 | 0.000 | -0.164 | 0.0 | -0.0 |
| 10YR-72HR | K-lake 1 | BASE | 2.02 | 13.634 | 17.500 | 84773 | -0.345 | 0.384 | -0.1 | 0.1 |
| 10YR-72HR | L-CANAL | BASE | 2.02 | 11.633 | 14.500 | 0 | 0.384 | 0.000 | 0.1 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 2.02 | 14.500 | 18.000 | 113 | 0.000 | 0.000 | 0.0 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 4.02 | 13.094 | 17.500 | 8054 | 0.000 | 0.296 | 0.0 | 0.1 |
| 10YR-72HR | B-DET 2 | BASE | 4.02 | 13.094 | 17.500 | 9341 | 0.000 | 0.407 | 0.0 | 0.1 |
| 10YR-72HR | C-DET 3 | BASE | 4.02 | 13.092 | 17.500 | 11450 | 0.704 | -0.164 | 0.2 | -0.1 |
| 10YR-72HR | D-DET 45 | BASE | 4.02 | 13.263 | 17.500 | 9804 | 0.000 | -0.132 | 0.0 | -0.1 |
| 10YR-72HR | K-lake 1 | BASE | 4.02 | 13.576 | 17.500 | 84466 | -0.296 | 0.357 | -0.1 | 0.1 |
| 10YR-72HR | L-CANAL | BASE | 4.02 | 11.765 | 14.500 | 0 | 0.357 | 0.000 | 0.1 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 4.02 | 14.500 | 18.000 | 113 | 0.000 | 0.000 | 0.0 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 6.02 | 13.134 | 17.500 | 8269 | 0.009 | 0.338 | 0.0 | 0.1 |
| 10YR-72HR | B-DET 2 | BASE | 6.02 | 13.134 | 17.500 | 9545 | 0.006 | 0.456 | 0.0 | 0.2 |
| 10YR-72HR | C-DET 3 | BASE | 6.02 | 13.132 | 17.500 | 11752 | 0.804 | -0.148 | 0.3 | -0.1 |
| 10YR-72HR | D-DET 45 | BASE | 6.02 | 13.348 | 17.500 | 10297 | 0.011 | -0.099 | 0.0 | -0.1 |
| 10YR-72HR | K-lake 1 | BASE | 6.02 | 13.523 | 17.500 | 84192 | -0.242 | 0.332 | -0.2 | 0.2 |
| 10YR-72HR | L-CANAL | BASE | 6.02 | 11.897 | 14.500 | 0 | 0.332 | 0.000 | 0.2 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 6.02 | 14.500 | 18.000 | 113 | 0.000 | 0.000 | 0.0 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 8.02 | 13.183 | 17.500 | 8534 | 0.037 | 0.393 | 0.0 | 0.2 |
| 10YR-72HR | B-DET 2 | BASE | 8.02 | 13.183 | 17.500 | 9795 | 0.026 | 0.513 | 0.0 | 0.2 |
| 10YR-72HR | C-DET 3 | BASE | 8.02 | 13.181 | 17.500 | 12122 | 0.947 | -0.129 | 0.4 | -0.1 |
| 10YR-72HR | D-DET 45 | BASE | 8.02 | 13.421 | 17.500 | 10724 | 0.044 | -0.056 | 0.0 | -0.1 |
| 10YR-72HR | K-lake 1 | BASE | 8.02 | 13.478 | 17.500 | 83956 | -0.167 | 0.308 | -0.2 | 0.2 |
| 10YR-72HR | L-CANAL | BASE | 8.02 | 12.029 | 14.500 | 0 | 0.308 | 0.000 | 0.2 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 8.02 | 14.500 | 18.000 | 113 | 0.000 | 0.000 | 0.0 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 10.02 | 13.242 | 17.500 | 8852 | 0.059 | 0.458 | 0.0 | 0.2 |
| 10YR-72HR | B-DET 2 | BASE | 10.02 | 13.242 | 17.500 | 10096 | 0.042 | 0.586 | 0.0 | 0.3 |
| 10YR-72HR | C-DET 3 | BASE | 10.02 | 13.240 | 17.500 | 12568 | 1.111 | -0.107 | 0.6 | -0.1 |
| 10YR-72HR | D-DET 45 | BASE | 10.02 | 13.468 | 17.500 | 10992 | 0.072 | 0.036 | 0.0 | -0.1 |
| 10YR-72HR | K-lake 1 | BASE | 10.02 | 13.444 | 17.500 | 83778 | -0.042 | 0.277 | -0.2 | 0.3 |
| 10YR-72HR | L-CANAL | BASE | 10.02 | 12.161 | 14.500 | 0 | 0.277 | 0.000 | 0.3 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 10.02 | 14.500 | 18.000 | 113 | 0.000 | 0.000 | 0.0 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 12.02 | 13.307 | 17.500 | 9201 | 0.077 | 0.530 | 0.0 | 0.3 |
| 10YR-72HR | B-DET 2 | BASE | 12.02 | 13.307 | 17.500 | 10426 | 0.056 | 0.670 | 0.0 | 0.4 |
| 10YR-72HR | C-DET 3 | BASE | 12.02 | 13.305 | 17.500 | 13055 | 1.288 | -0.080 | 0.8 | -0.1 |
| 10YR-72HR | D-DET 45 | BASE | 12.02 | 13.489 | 17.500 | 11115 | 0.094 | 0.062 | 0.0 | -0.1 |
| 10YR-72HR | K-lake 1 | BASE | 12.02 | 13.420 | 17.500 | 83654 | 0.018 | 0.253 | -0.2 | 0.3 |
| 10YR-72HR | L-CANAL | BASE | 12.02 | 12.293 | 14.500 | 0 | 0.253 | 0.000 | 0.3 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 12.02 | 14.500 | 18.000 | 113 | 0.000 | 0.000 | 0.0 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 14.02 | 13.373 | 17.500 | 9556 | 0.093 | 0.608 | 0.0 | 0.4 |
| 10YR-72HR | B-DET 2 | BASE | 14.02 | 13.373 | 17.500 | 10761 | 0.067 | 0.763 | 0.0 | 0.6 |

| Simulation | Node | Group | Time hrs | Stage ft | Warning Stage ft | Surface Area ft2 | Total Inflow cfs | Total Outflow cfs | Total Vol In af | Total Vol Out af |
|---|---|---|---|---|---|---|---|---|---|---|
| 10YR-72HR | C-DET 3 | BASE | 14.02 | 13.371 | 17.500 | 13552 | 1.476 | -0.043 | 1.0 | -0.2 |
| 10YR-72HR | D-DET 45 | BASE | 14.02 | 13.511 | 17.500 | 11242 | 0.113 | 0.077 | 0.0 | -0.1 |
| 10YR-72HR | K-lake 1 | BASE | 14.02 | 13.403 | 17.500 | 83566 | 0.079 | 0.235 | -0.2 | 0.4 |
| 10YR-72HR | L-CANAL | BASE | 14.02 | 12.425 | 14.500 | 0 | 0.235 | 0.000 | 0.4 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 14.02 | 14.501 | 18.000 | 482 | 0.000 | 0.000 | 0.0 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 16.02 | 13.431 | 17.500 | 9868 | 0.106 | 0.690 | 0.1 | 0.5 |
| 10YR-72HR | B-DET 2 | BASE | 16.02 | 13.431 | 17.500 | 11056 | 0.076 | 0.862 | 0.0 | 0.7 |
| 10YR-72HR | C-DET 3 | BASE | 16.02 | 13.429 | 17.500 | 13987 | 1.673 | 0.043 | 1.3 | -0.2 |
| 10YR-72HR | D-DET 45 | BASE | 16.02 | 13.535 | 17.500 | 11381 | 0.128 | 0.088 | 0.1 | -0.1 |
| 10YR-72HR | K-lake 1 | BASE | 16.02 | 13.395 | 17.500 | 83524 | 0.181 | 0.227 | -0.2 | 0.4 |
| 10YR-72HR | L-CANAL | BASE | 16.02 | 12.557 | 14.500 | 0 | 0.227 | 0.000 | 0.4 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 16.02 | 14.515 | 18.000 | 11839 | 0.030 | 0.000 | 0.0 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 18.02 | 13.484 | 17.500 | 10150 | 0.116 | 0.751 | 0.1 | 0.7 |
| 10YR-72HR | B-DET 2 | BASE | 18.02 | 13.484 | 17.500 | 11323 | 0.084 | 0.936 | 0.1 | 0.8 |
| 10YR-72HR | C-DET 3 | BASE | 18.02 | 13.481 | 17.500 | 14381 | 1.819 | 0.070 | 1.6 | -0.1 |
| 10YR-72HR | D-DET 45 | BASE | 18.02 | 13.561 | 17.500 | 11537 | 0.142 | 0.097 | 0.1 | -0.0 |
| 10YR-72HR | K-lake 1 | BASE | 18.02 | 13.393 | 17.500 | 83514 | 0.222 | 0.225 | -0.1 | 0.4 |
| 10YR-72HR | L-CANAL | BASE | 18.02 | 12.689 | 14.500 | 0 | 0.225 | 0.000 | 0.4 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 18.02 | 14.535 | 18.000 | 27212 | 0.079 | 0.000 | 0.0 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 20.02 | 13.537 | 17.500 | 10432 | 0.126 | 0.810 | 0.1 | 0.8 |
| 10YR-72HR | B-DET 2 | BASE | 20.02 | 13.537 | 17.500 | 11590 | 0.090 | 1.007 | 0.1 | 1.0 |
| 10YR-72HR | C-DET 3 | BASE | 20.02 | 13.534 | 17.500 | 14776 | 1.960 | 0.088 | 1.9 | -0.1 |
| 10YR-72HR | D-DET 45 | BASE | 20.02 | 13.590 | 17.500 | 11705 | 0.153 | 0.104 | 0.1 | -0.0 |
| 10YR-72HR | K-lake 1 | BASE | 20.02 | 13.395 | 17.500 | 83520 | 0.252 | 0.226 | -0.1 | 0.5 |
| 10YR-72HR | L-CANAL | BASE | 20.02 | 12.821 | 14.500 | 0 | 0.226 | 0.000 | 0.5 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 20.02 | 14.556 | 18.000 | 43305 | 0.126 | 0.000 | 0.0 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 22.02 | 13.590 | 17.500 | 10716 | 0.134 | 0.868 | 0.1 | 0.9 |
| 10YR-72HR | B-DET 2 | BASE | 22.02 | 13.590 | 17.500 | 11858 | 0.096 | 1.078 | 0.1 | 1.2 |
| 10YR-72HR | C-DET 3 | BASE | 22.02 | 13.587 | 17.500 | 15172 | 2.097 | 0.103 | 2.2 | -0.1 |
| 10YR-72HR | D-DET 45 | BASE | 22.02 | 13.621 | 17.500 | 11883 | 0.163 | 0.111 | 0.1 | -0.0 |
| 10YR-72HR | K-lake 1 | BASE | 22.02 | 13.398 | 17.500 | 83537 | 0.278 | 0.230 | -0.1 | 0.5 |
| 10YR-72HR | L-CANAL | BASE | 22.02 | 12.953 | 14.500 | 0 | 0.230 | 0.000 | 0.5 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 22.02 | 14.577 | 18.000 | 59269 | 0.170 | 0.000 | 0.1 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 24.02 | 13.643 | 17.500 | 11000 | 0.142 | 0.925 | 0.1 | 1.1 |
| 10YR-72HR | B-DET 2 | BASE | 24.02 | 13.643 | 17.500 | 12126 | 0.102 | 1.148 | 0.1 | 1.4 |
| 10YR-72HR | C-DET 3 | BASE | 24.02 | 13.640 | 17.500 | 15570 | 2.233 | 0.115 | 2.6 | -0.1 |
| 10YR-72HR | D-DET 45 | BASE | 24.02 | 13.652 | 17.500 | 12066 | 0.173 | 0.118 | 0.2 | 0.0 |
| 10YR-72HR | K-lake 1 | BASE | 24.02 | 13.403 | 17.500 | 83563 | 0.300 | 0.229 | -0.0 | 0.6 |
| 10YR-72HR | L-CANAL | BASE | 24.02 | 13.085 | 14.500 | 0 | 0.229 | 0.000 | 0.6 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 24.02 | 14.598 | 18.000 | 74930 | 0.211 | 0.000 | 0.1 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 26.02 | 13.723 | 17.500 | 11423 | 0.217 | 1.017 | 0.2 | 1.2 |
| 10YR-72HR | B-DET 2 | BASE | 26.02 | 13.722 | 17.500 | 12526 | 0.155 | 1.237 | 0.1 | 1.6 |
| 10YR-72HR | C-DET 3 | BASE | 26.02 | 13.719 | 17.500 | 16160 | 2.500 | 0.130 | 3.0 | -0.1 |
| 10YR-72HR | D-DET 45 | BASE | 26.02 | 13.719 | 17.500 | 12454 | 0.263 | 0.131 | 0.2 | 0.0 |
| 10YR-72HR | K-lake 1 | BASE | 26.02 | 13.413 | 17.500 | 83616 | 0.364 | 0.210 | 0.0 | 0.6 |
| 10YR-72HR | L-CANAL | BASE | 26.02 | 13.217 | 14.500 | 0 | 0.210 | 0.000 | 0.6 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 26.02 | 14.622 | 18.000 | 93703 | 0.352 | 0.000 | 0.1 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 28.02 | 13.810 | 17.500 | 11887 | 0.227 | 1.103 | 0.2 | 1.4 |
| 10YR-72HR | B-DET 2 | BASE | 28.02 | 13.810 | 17.500 | 12964 | 0.163 | 1.343 | 0.1 | 1.8 |
| 10YR-72HR | C-DET 3 | BASE | 28.02 | 13.806 | 17.500 | 16808 | 2.703 | 0.145 | 3.4 | -0.1 |
| 10YR-72HR | D-DET 45 | BASE | 28.02 | 13.795 | 17.500 | 12893 | 0.276 | 0.142 | 0.2 | 0.1 |

| Simulation | Node | Group | Time hrs | Stage ft | Warning Stage ft | Surface Area ft2 | Total Inflow cfs | Total Outflow cfs | Total Vol In af | Total Vol Out af |
|---|---|---|---|---|---|---|---|---|---|---|
| 10YR-72HR | K-lake 1 | BASE | 28.02 | 13.430 | 17.500 | 83707 | 0.395 | 0.133 | 0.1 | 0.6 |
| 10YR-72HR | L-CANAL | BASE | 28.02 | 13.349 | 14.500 | 0 | 0.133 | 0.000 | 0.6 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 28.02 | 14.650 | 18.000 | 114771 | 0.438 | 0.000 | 0.2 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 30.02 | 13.896 | 17.500 | 12346 | 0.236 | 1.180 | 0.2 | 1.6 |
| 10YR-72HR | B-DET 2 | BASE | 30.02 | 13.896 | 17.500 | 13398 | 0.169 | 1.441 | 0.2 | 2.0 |
| 10YR-72HR | C-DET 3 | BASE | 30.02 | 13.892 | 17.500 | 17449 | 2.888 | 0.155 | 3.9 | -0.0 |
| 10YR-72HR | D-DET 45 | BASE | 30.02 | 13.869 | 17.500 | 13322 | 0.287 | 0.151 | 0.3 | 0.1 |
| 10YR-72HR | K-lake 1 | BASE | 30.02 | 13.460 | 17.500 | 83862 | 0.418 | -0.083 | 0.2 | 0.6 |
| 10YR-72HR | L-CANAL | BASE | 30.02 | 13.481 | 14.500 | 0 | -0.083 | 0.000 | 0.6 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 30.02 | 14.677 | 18.000 | 135588 | 0.503 | 0.000 | 0.3 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 32.02 | 13.982 | 17.500 | 12801 | 0.243 | 1.248 | 0.3 | 1.8 |
| 10YR-72HR | B-DET 2 | BASE | 32.02 | 13.982 | 17.500 | 13828 | 0.175 | 1.527 | 0.2 | 2.2 |
| 10YR-72HR | C-DET 3 | BASE | 32.02 | 13.978 | 17.500 | 18084 | 3.050 | 0.162 | 4.4 | -0.0 |
| 10YR-72HR | D-DET 45 | BASE | 32.02 | 13.942 | 17.500 | 13749 | 0.296 | 0.155 | 0.3 | 0.1 |
| 10YR-72HR | K-lake 1 | BASE | 32.02 | 13.509 | 17.500 | 84117 | 0.433 | -0.186 | 0.2 | 0.6 |
| 10YR-72HR | L-CANAL | BASE | 32.02 | 13.613 | 14.500 | 0 | -0.186 | 0.000 | 0.6 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 32.02 | 14.703 | 18.000 | 155788 | 0.561 | 0.000 | 0.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 34.02 | 14.041 | 17.500 | 13112 | 0.250 | 1.391 | 0.3 | 2.0 |
| 10YR-72HR | B-DET 2 | BASE | 34.02 | 14.041 | 17.500 | 14121 | 0.179 | 1.702 | 0.2 | 2.5 |
| 10YR-72HR | C-DET 3 | BASE | 34.02 | 14.036 | 17.500 | 18512 | 3.376 | 0.546 | 4.9 | 0.1 |
| 10YR-72HR | D-DET 45 | BASE | 34.02 | 14.012 | 17.500 | 14156 | 0.304 | 0.232 | 0.4 | 0.1 |
| 10YR-72HR | K-lake 1 | BASE | 34.02 | 13.580 | 17.500 | 84488 | 0.898 | -0.234 | 0.3 | 0.6 |
| 10YR-72HR | L-CANAL | BASE | 34.02 | 13.745 | 14.500 | 0 | -0.234 | 0.000 | 0.6 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 34.02 | 14.729 | 18.000 | 175397 | 0.613 | 0.000 | 0.5 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 36.02 | 14.050 | 17.500 | 13157 | 0.255 | 1.421 | 0.4 | 2.2 |
| 10YR-72HR | B-DET 2 | BASE | 36.02 | 14.049 | 17.500 | 14163 | 0.183 | 1.739 | 0.3 | 2.8 |
| 10YR-72HR | C-DET 3 | BASE | 36.02 | 14.045 | 17.500 | 18573 | 3.449 | 0.666 | 5.4 | 0.2 |
| 10YR-72HR | D-DET 45 | BASE | 36.02 | 14.021 | 17.500 | 14206 | 0.310 | 0.305 | 0.4 | 0.2 |
| 10YR-72HR | K-lake 1 | BASE | 36.02 | 13.692 | 17.500 | 85074 | 1.093 | -0.248 | 0.5 | 0.5 |
| 10YR-72HR | L-CANAL | BASE | 36.02 | 13.877 | 14.500 | 0 | -0.248 | 0.000 | 0.5 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 36.02 | 14.753 | 18.000 | 194449 | 0.661 | 0.000 | 0.6 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 38.02 | 14.052 | 17.500 | 13172 | 0.263 | 1.429 | 0.4 | 2.5 |
| 10YR-72HR | B-DET 2 | BASE | 38.02 | 14.052 | 17.500 | 14177 | 0.189 | 1.746 | 0.3 | 3.1 |
| 10YR-72HR | C-DET 3 | BASE | 38.02 | 14.047 | 17.500 | 18593 | 3.473 | 0.692 | 6.0 | 0.3 |
| 10YR-72HR | D-DET 45 | BASE | 38.02 | 14.024 | 17.500 | 14223 | 0.319 | 0.314 | 0.5 | 0.2 |
| 10YR-72HR | K-lake 1 | BASE | 38.02 | 13.811 | 17.500 | 85695 | 1.131 | -0.257 | 0.7 | 0.5 |
| 10YR-72HR | L-CANAL | BASE | 38.02 | 14.009 | 14.500 | 0 | -0.257 | 0.000 | 0.5 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 38.02 | 14.778 | 18.000 | 213069 | 0.711 | 0.000 | 0.7 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 40.02 | 14.055 | 17.500 | 13184 | 0.267 | 1.433 | 0.5 | 2.7 |
| 10YR-72HR | B-DET 2 | BASE | 40.02 | 14.055 | 17.500 | 14189 | 0.192 | 1.750 | 0.3 | 3.4 |
| 10YR-72HR | C-DET 3 | BASE | 40.02 | 14.050 | 17.500 | 18611 | 3.486 | 0.702 | 6.6 | 0.4 |
| 10YR-72HR | D-DET 45 | BASE | 40.02 | 14.027 | 17.500 | 14240 | 0.325 | 0.318 | 0.5 | 0.3 |
| 10YR-72HR | K-lake 1 | BASE | 40.02 | 13.931 | 17.500 | 86326 | 1.147 | -0.264 | 0.9 | 0.4 |
| 10YR-72HR | L-CANAL | BASE | 40.02 | 14.141 | 14.500 | 0 | -0.264 | 0.000 | 0.4 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 40.02 | 14.801 | 18.000 | 231273 | 0.752 | 0.000 | 0.8 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 42.02 | 14.064 | 17.500 | 13230 | 0.271 | 1.408 | 0.5 | 3.0 |
| 10YR-72HR | B-DET 2 | BASE | 42.02 | 14.063 | 17.500 | 14232 | 0.194 | 1.719 | 0.4 | 3.7 |
| 10YR-72HR | C-DET 3 | BASE | 42.02 | 14.059 | 17.500 | 18676 | 3.434 | 0.497 | 7.2 | 0.5 |
| 10YR-72HR | D-DET 45 | BASE | 42.02 | 14.049 | 17.500 | 14369 | 0.329 | 0.151 | 0.6 | 0.3 |
| 10YR-72HR | K-lake 1 | BASE | 42.02 | 14.047 | 17.500 | 86929 | 0.778 | -0.274 | 1.0 | 0.4 |
| 10YR-72HR | L-CANAL | BASE | 42.02 | 14.273 | 14.500 | 0 | -0.274 | 0.000 | 0.4 | 0.0 |

| Simulation | Node | Group | Time hrs | Stage ft | Warning Stage ft | Surface Area ft2 | Total Inflow cfs | Total Outflow cfs | Total Vol In af | Total Vol Out af |
|---|---|---|---|---|---|---|---|---|---|---|
| 10YR-72HR | M-PreDev | BASE | 42.02 | 14.824 | 18.000 | 249020 | 0.789 | 0.000 | 0.9 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 44.01 | 14.129 | 17.500 | 13572 | 0.274 | 1.161 | 0.5 | 3.2 |
| 10YR-72HR | B-DET 2 | BASE | 44.01 | 14.128 | 17.500 | 14555 | 0.197 | 1.403 | 0.4 | 3.9 |
| 10YR-72HR | C-DET 3 | BASE | 44.01 | 14.125 | 17.500 | 19165 | 2.875 | 0.131 | 7.7 | 0.5 |
| 10YR-72HR | D-DET 45 | BASE | 44.01 | 14.126 | 17.500 | 14815 | 0.333 | 0.177 | 0.7 | 0.4 |
| 10YR-72HR | K-lake 1 | BASE | 44.01 | 14.124 | 17.500 | 87334 | 0.438 | -0.305 | 1.1 | 0.4 |
| 10YR-72HR | L-CANAL | BASE | 44.01 | 14.404 | 14.500 | 0 | -0.305 | 0.000 | 0.4 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 44.01 | 14.847 | 18.000 | 266237 | 0.823 | 0.000 | 1.1 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 46.01 | 14.204 | 17.500 | 13968 | 0.277 | 1.474 | 0.6 | 3.4 |
| 10YR-72HR | B-DET 2 | BASE | 46.01 | 14.204 | 17.500 | 14929 | 0.199 | 1.824 | 0.4 | 4.2 |
| 10YR-72HR | C-DET 3 | BASE | 46.01 | 14.199 | 17.500 | 19703 | 3.612 | -0.133 | 8.2 | 0.5 |
| 10YR-72HR | D-DET 45 | BASE | 46.01 | 14.201 | 17.500 | 15252 | 0.337 | 0.165 | 0.7 | 0.4 |
| 10YR-72HR | K-lake 1 | BASE | 46.01 | 14.200 | 17.500 | 87730 | 0.164 | -0.334 | 1.2 | 0.3 |
| 10YR-72HR | L-CANAL | BASE | 46.01 | 14.536 | 14.500 | 0 | -0.334 | 0.000 | 0.3 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 46.01 | 14.869 | 18.000 | 283152 | 0.855 | 0.000 | 1.2 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 48.01 | 14.279 | 17.500 | 14361 | 0.280 | 1.220 | 0.6 | 3.6 |
| 10YR-72HR | B-DET 2 | BASE | 48.01 | 14.279 | 17.500 | 15299 | 0.201 | 1.483 | 0.5 | 4.5 |
| 10YR-72HR | C-DET 3 | BASE | 48.01 | 14.276 | 17.500 | 20260 | 3.020 | -0.018 | 8.8 | 0.5 |
| 10YR-72HR | D-DET 45 | BASE | 48.01 | 14.277 | 17.500 | 15693 | 0.341 | 0.166 | 0.8 | 0.4 |
| 10YR-72HR | K-lake 1 | BASE | 48.01 | 14.276 | 17.500 | 88128 | 0.281 | -0.361 | 1.2 | 0.2 |
| 10YR-72HR | L-CANAL | BASE | 48.01 | 14.668 | 14.500 | 0 | -0.361 | 0.000 | 0.2 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 48.01 | 14.890 | 18.000 | 299643 | 0.884 | 0.000 | 1.3 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 50.01 | 14.362 | 17.500 | 14791 | 0.322 | 1.235 | 0.7 | 3.8 |
| 10YR-72HR | B-DET 2 | BASE | 50.01 | 14.362 | 17.500 | 15705 | 0.231 | 1.496 | 0.5 | 4.7 |
| 10YR-72HR | C-DET 3 | BASE | 50.01 | 14.359 | 17.500 | 20855 | 3.095 | -0.025 | 9.3 | 0.5 |
| 10YR-72HR | D-DET 45 | BASE | 50.01 | 14.360 | 17.500 | 16176 | 0.391 | 0.186 | 0.8 | 0.4 |
| 10YR-72HR | K-lake 1 | BASE | 50.01 | 14.359 | 17.500 | 88563 | 0.314 | -0.406 | 1.3 | 0.2 |
| 10YR-72HR | L-CANAL | BASE | 50.01 | 14.800 | 14.500 | 0 | -0.406 | 0.000 | 0.2 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 50.01 | 14.913 | 18.000 | 316642 | 1.007 | 0.000 | 1.5 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 51.00 | 14.410 | 17.500 | 15035 | 0.380 | 1.242 | 0.7 | 3.9 |
| 10YR-72HR | B-DET 2 | BASE | 51.00 | 14.410 | 17.500 | 15933 | 0.273 | 1.492 | 0.5 | 4.8 |
| 10YR-72HR | C-DET 3 | BASE | 51.00 | 14.407 | 17.500 | 21189 | 3.165 | 0.035 | 9.5 | 0.5 |
| 10YR-72HR | D-DET 45 | BASE | 51.00 | 14.408 | 17.500 | 16452 | 0.462 | 0.224 | 0.9 | 0.5 |
| 10YR-72HR | K-lake 1 | BASE | 51.00 | 14.407 | 17.500 | 88810 | 0.439 | -0.441 | 1.3 | 0.1 |
| 10YR-72HR | L-CANAL | BASE | 51.00 | 14.866 | 14.500 | 0 | -0.441 | 0.000 | 0.1 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 51.00 | 14.924 | 18.000 | 325793 | 1.144 | 0.000 | 1.6 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 52.01 | 14.463 | 17.500 | 15299 | 0.419 | 1.219 | 0.7 | 4.0 |
| 10YR-72HR | B-DET 2 | BASE | 52.01 | 14.462 | 17.500 | 16181 | 0.301 | 1.459 | 0.5 | 4.9 |
| 10YR-72HR | C-DET 3 | BASE | 52.01 | 14.460 | 17.500 | 21549 | 3.153 | 0.062 | 9.8 | 0.5 |
| 10YR-72HR | D-DET 45 | BASE | 52.01 | 14.460 | 17.500 | 16759 | 0.510 | 0.245 | 0.9 | 0.5 |
| 10YR-72HR | K-lake 1 | BASE | 52.01 | 14.459 | 17.500 | 89086 | 0.506 | -0.480 | 1.3 | 0.1 |
| 10YR-72HR | L-CANAL | BASE | 52.01 | 14.932 | 14.500 | 0 | -0.480 | 0.000 | 0.1 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 52.01 | 14.938 | 18.000 | 336025 | 1.289 | 0.000 | 1.7 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 53.00 | 14.526 | 17.500 | 15613 | 0.546 | 1.173 | 0.8 | 4.1 |
| 10YR-72HR | B-DET 2 | BASE | 53.00 | 14.526 | 17.500 | 16475 | 0.392 | 1.380 | 0.6 | 5.1 |
| 10YR-72HR | C-DET 3 | BASE | 53.00 | 14.523 | 17.500 | 21971 | 3.172 | 0.245 | 10.1 | 0.5 |
| 10YR-72HR | D-DET 45 | BASE | 53.00 | 14.524 | 17.500 | 17126 | 0.664 | 0.332 | 1.0 | 0.5 |
| 10YR-72HR | K-lake 1 | BASE | 53.00 | 14.522 | 17.500 | 89415 | 0.837 | -0.520 | 1.4 | 0.1 |
| 10YR-72HR | L-CANAL | BASE | 53.00 | 14.998 | 14.500 | 0 | -0.520 | 0.000 | 0.1 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 53.00 | 14.953 | 18.000 | 347543 | 1.599 | 0.000 | 1.8 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 54.01 | 14.605 | 17.500 | 16035 | 0.680 | 1.434 | 0.8 | 4.2 |

| Simulation | Node | Group | Time hrs | Stage ft | Warning Stage ft | Surface Area ft2 | Total Inflow cfs | Total Outflow cfs | Total Vol In af | Total Vol Out af |
|---|---|---|---|---|---|---|---|---|---|---|
| 10YR-72HR | B-DET 2 | BASE | 54.01 | 14.604 | 17.500 | 16873 | 0.488 | 1.716 | 0.6 | 5.2 |
| 10YR-72HR | C-DET 3 | BASE | 54.01 | 14.600 | 17.500 | 22552 | 3.921 | 0.157 | 10.4 | 0.6 |
| 10YR-72HR | D-DET 45 | BASE | 54.01 | 14.601 | 17.500 | 17577 | 0.827 | 0.408 | 1.0 | 0.5 |
| 10YR-72HR | K-lake 1 | BASE | 54.01 | 14.600 | 17.500 | 89819 | 0.888 | -0.560 | 1.5 | 0.0 |
| 10YR-72HR | L-CANAL | BASE | 54.01 | 15.064 | 14.500 | 0 | -0.560 | 0.000 | 0.0 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 54.01 | 14.971 | 18.000 | 361736 | 2.015 | 0.000 | 2.0 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 55.01 | 14.695 | 17.500 | 16520 | 0.815 | 1.454 | 0.9 | 4.3 |
| 10YR-72HR | B-DET 2 | BASE | 55.01 | 14.694 | 17.500 | 17330 | 0.585 | 1.683 | 0.6 | 5.3 |
| 10YR-72HR | C-DET 3 | BASE | 55.01 | 14.690 | 17.500 | 23232 | 4.061 | 0.388 | 10.7 | 0.6 |
| 10YR-72HR | D-DET 45 | BASE | 55.01 | 14.691 | 17.500 | 18096 | 0.991 | 0.496 | 1.1 | 0.6 |
| 10YR-72HR | K-lake 1 | BASE | 55.01 | 14.689 | 17.500 | 90285 | 1.272 | -0.597 | 1.6 | -0.0 |
| 10YR-72HR | L-CANAL | BASE | 55.01 | 15.130 | 14.500 | 0 | -0.597 | 0.000 | -0.0 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 55.01 | 14.993 | 18.000 | 378435 | 2.492 | 0.000 | 2.1 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 56.01 | 14.798 | 17.500 | 17073 | 0.955 | 1.426 | 1.0 | 4.5 |
| 10YR-72HR | B-DET 2 | BASE | 56.01 | 14.797 | 17.500 | 17853 | 0.685 | 1.634 | 0.7 | 5.5 |
| 10YR-72HR | C-DET 3 | BASE | 56.01 | 14.794 | 17.500 | 24011 | 4.143 | 0.578 | 11.0 | 0.6 |
| 10YR-72HR | D-DET 45 | BASE | 56.01 | 14.794 | 17.500 | 18693 | 1.161 | 0.588 | 1.2 | 0.6 |
| 10YR-72HR | K-lake 1 | BASE | 56.01 | 14.791 | 17.500 | 90822 | 1.620 | -0.623 | 1.7 | -0.1 |
| 10YR-72HR | L-CANAL | BASE | 56.01 | 15.196 | 14.500 | 0 | -0.623 | 0.000 | -0.1 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 56.01 | 15.019 | 18.000 | 398033 | 3.016 | 0.000 | 2.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 57.01 | 14.915 | 17.500 | 17700 | 1.123 | 1.372 | 1.1 | 4.6 |
| 10YR-72HR | B-DET 2 | BASE | 57.01 | 14.914 | 17.500 | 18447 | 0.806 | 1.572 | 0.8 | 5.6 |
| 10YR-72HR | C-DET 3 | BASE | 57.01 | 14.911 | 17.500 | 24895 | 4.218 | 0.811 | 11.4 | 0.7 |
| 10YR-72HR | D-DET 45 | BASE | 57.01 | 14.910 | 17.500 | 19371 | 1.366 | 0.700 | 1.3 | 0.7 |
| 10YR-72HR | K-lake 1 | BASE | 57.01 | 14.908 | 17.500 | 91430 | 2.046 | -0.631 | 1.8 | -0.1 |
| 10YR-72HR | L-CANAL | BASE | 57.01 | 15.262 | 14.500 | 0 | -0.631 | 0.000 | -0.1 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 57.01 | 15.048 | 18.000 | 420437 | 3.625 | 0.000 | 2.6 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 58.01 | 15.051 | 17.500 | 18431 | 1.439 | 1.158 | 1.2 | 4.7 |
| 10YR-72HR | B-DET 2 | BASE | 58.01 | 15.051 | 17.500 | 19142 | 1.032 | 1.440 | 0.8 | 5.7 |
| 10YR-72HR | C-DET 3 | BASE | 58.01 | 15.048 | 17.500 | 25932 | 4.228 | 1.276 | 11.7 | 0.8 |
| 10YR-72HR | D-DET 45 | BASE | 58.01 | 15.046 | 17.500 | 20162 | 1.749 | 0.916 | 1.4 | 0.7 |
| 10YR-72HR | K-lake 1 | BASE | 58.01 | 15.043 | 17.500 | 92138 | 2.877 | -0.616 | 2.0 | -0.2 |
| 10YR-72HR | L-CANAL | BASE | 58.01 | 15.328 | 14.500 | 0 | -0.616 | 0.000 | -0.2 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 58.01 | 15.081 | 18.000 | 446058 | 4.482 | 0.000 | 3.0 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 59.01 | 15.222 | 17.500 | 19351 | 2.100 | 1.178 | 1.3 | 4.8 |
| 10YR-72HR | B-DET 2 | BASE | 59.01 | 15.221 | 17.500 | 20008 | 1.507 | 1.302 | 0.9 | 5.8 |
| 10YR-72HR | C-DET 3 | BASE | 59.01 | 15.219 | 17.500 | 27224 | 4.861 | 2.094 | 12.1 | 0.9 |
| 10YR-72HR | D-DET 45 | BASE | 59.01 | 15.216 | 17.500 | 21144 | 2.554 | 1.365 | 1.6 | 0.8 |
| 10YR-72HR | K-lake 1 | BASE | 59.01 | 15.211 | 17.500 | 93013 | 4.459 | -0.545 | 2.3 | -0.2 |
| 10YR-72HR | L-CANAL | BASE | 59.01 | 15.394 | 14.500 | 0 | -0.545 | 0.000 | -0.2 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 59.01 | 15.121 | 18.000 | 476466 | 5.920 | 0.000 | 3.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 60.00 | 16.096 | 17.500 | 32204 | 20.351 | 6.347 | 2.2 | 5.1 |
| 10YR-72HR | B-DET 2 | BASE | 60.00 | 16.012 | 17.500 | 24408 | 14.601 | 2.551 | 1.6 | 6.0 |
| 10YR-72HR | C-DET 3 | BASE | 60.00 | 16.003 | 17.500 | 33488 | 31.967 | 15.765 | 13.6 | 1.6 |
| 10YR-72HR | D-DET 45 | BASE | 60.00 | 15.954 | 17.500 | 25433 | 24.742 | 13.147 | 2.7 | 1.4 |
| 10YR-72HR | K-lake 1 | BASE | 60.00 | 15.801 | 17.500 | 96100 | 38.599 | 0.972 | 4.1 | -0.2 |
| 10YR-72HR | L-CANAL | BASE | 60.00 | 15.460 | 14.500 | 0 | 0.972 | 0.000 | -0.2 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 60.00 | 15.200 | 18.000 | 537181 | 27.644 | 0.000 | 4.8 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 61.01 | 16.437 | 17.500 | 63116 | 2.953 | 1.923 | 3.2 | 5.4 |
| 10YR-72HR | B-DET 2 | BASE | 61.01 | 16.430 | 17.500 | 39338 | 2.118 | 1.183 | 2.3 | 6.2 |
| 10YR-72HR | C-DET 3 | BASE | 61.01 | 16.428 | 17.500 | 79155 | 6.454 | 4.458 | 15.2 | 2.5 |

| Simulation | Node | Group | Time hrs | Stage ft | Warning Stage ft | Surface Area ft2 | Total Inflow cfs | Total Outflow cfs | Total Vol In af | Total Vol Out af |
|---|---|---|---|---|---|---|---|---|---|---|
| 10YR-72HR | D-DET 45 | BASE | 61.01 | 16.409 | 17.500 | 71636 | 3.590 | 0.666 | 3.9 | 2.0 |
| 10YR-72HR | K-lake 1 | BASE | 61.01 | 16.407 | 17.500 | 112394 | 6.530 | 1.987 | 6.0 | -0.1 |
| 10YR-72HR | L-CANAL | BASE | 61.01 | 15.526 | 14.500 | 0 | 1.987 | 0.000 | -0.1 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 61.01 | 15.402 | 18.000 | 692139 | 27.899 | 0.000 | 7.1 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 62.01 | 16.494 | 17.500 | 68287 | 1.627 | 0.731 | 3.4 | 5.5 |
| 10YR-72HR | B-DET 2 | BASE | 62.01 | 16.493 | 17.500 | 41586 | 1.168 | 0.619 | 2.4 | 6.2 |
| 10YR-72HR | C-DET 3 | BASE | 62.01 | 16.493 | 17.500 | 86067 | 3.195 | 2.054 | 15.6 | 2.7 |
| 10YR-72HR | D-DET 45 | BASE | 62.01 | 16.488 | 17.500 | 80595 | 1.978 | 0.883 | 4.1 | 2.1 |
| 10YR-72HR | K-lake 1 | BASE | 62.01 | 16.486 | 17.500 | 115358 | 3.712 | 2.130 | 6.4 | 0.1 |
| 10YR-72HR | L-CANAL | BASE | 62.01 | 15.528 | 14.500 | 0 | 2.130 | 0.000 | 0.1 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 62.01 | 15.506 | 18.000 | 772251 | 16.000 | 0.000 | 8.9 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 63.01 | 16.525 | 17.500 | 71076 | 1.058 | 0.604 | 3.5 | 5.6 |
| 10YR-72HR | B-DET 2 | BASE | 63.01 | 16.524 | 17.500 | 42692 | 0.759 | 0.486 | 2.5 | 6.3 |
| 10YR-72HR | C-DET 3 | BASE | 63.01 | 16.524 | 17.500 | 89416 | 2.289 | 1.716 | 15.8 | 2.9 |
| 10YR-72HR | D-DET 45 | BASE | 63.01 | 16.521 | 17.500 | 84215 | 1.286 | 0.738 | 4.3 | 2.1 |
| 10YR-72HR | K-lake 1 | BASE | 63.01 | 16.519 | 17.500 | 116068 | 2.958 | 2.202 | 6.7 | 0.3 |
| 10YR-72HR | L-CANAL | BASE | 63.01 | 15.513 | 14.500 | 0 | 2.202 | 0.000 | 0.3 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 63.01 | 15.565 | 18.000 | 817105 | 9.916 | 0.000 | 10.0 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 64.01 | 16.547 | 17.500 | 73079 | 1.026 | 0.600 | 3.6 | 5.6 |
| 10YR-72HR | B-DET 2 | BASE | 64.01 | 16.546 | 17.500 | 43481 | 0.736 | 0.483 | 2.6 | 6.3 |
| 10YR-72HR | C-DET 3 | BASE | 64.01 | 16.546 | 17.500 | 91792 | 2.246 | 1.711 | 16.0 | 3.0 |
| 10YR-72HR | D-DET 45 | BASE | 64.01 | 16.543 | 17.500 | 86704 | 1.247 | 0.743 | 4.4 | 2.2 |
| 10YR-72HR | K-lake 1 | BASE | 64.01 | 16.541 | 17.500 | 116299 | 2.942 | 2.255 | 6.9 | 0.4 |
| 10YR-72HR | L-CANAL | BASE | 64.01 | 15.497 | 14.500 | 0 | 2.255 | 0.000 | 0.4 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 64.01 | 15.598 | 18.000 | 842789 | 6.025 | 0.000 | 10.6 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 65.01 | 16.555 | 17.500 | 73849 | 0.621 | 0.527 | 3.7 | 5.7 |
| 10YR-72HR | B-DET 2 | BASE | 65.01 | 16.555 | 17.500 | 43788 | 0.445 | 0.389 | 2.6 | 6.3 |
| 10YR-72HR | C-DET 3 | BASE | 65.01 | 16.555 | 17.500 | 92726 | 1.620 | 1.501 | 16.2 | 3.2 |
| 10YR-72HR | D-DET 45 | BASE | 65.01 | 16.552 | 17.500 | 87740 | 0.755 | 0.640 | 4.4 | 2.2 |
| 10YR-72HR | K-lake 1 | BASE | 65.01 | 16.551 | 17.500 | 116399 | 2.436 | 2.285 | 7.2 | 0.6 |
| 10YR-72HR | L-CANAL | BASE | 65.01 | 15.482 | 14.500 | 0 | 2.285 | 0.000 | 0.6 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 65.01 | 15.618 | 18.000 | 857999 | 3.691 | 0.000 | 11.1 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 66.01 | 16.560 | 17.500 | 74275 | 0.626 | 0.529 | 3.7 | 5.7 |
| 10YR-72HR | B-DET 2 | BASE | 66.01 | 16.560 | 17.500 | 43956 | 0.449 | 0.392 | 2.7 | 6.4 |
| 10YR-72HR | C-DET 3 | BASE | 66.01 | 16.559 | 17.500 | 93231 | 1.630 | 1.510 | 16.3 | 3.3 |
| 10YR-72HR | D-DET 45 | BASE | 66.01 | 16.557 | 17.500 | 88267 | 0.761 | 0.647 | 4.5 | 2.3 |
| 10YR-72HR | K-lake 1 | BASE | 66.01 | 16.555 | 17.500 | 116448 | 2.455 | 2.305 | 7.4 | 0.8 |
| 10YR-72HR | L-CANAL | BASE | 66.01 | 15.467 | 14.500 | 0 | 2.305 | 0.000 | 0.8 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 66.01 | 15.632 | 18.000 | 868528 | 3.013 | 0.000 | 11.3 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 67.01 | 16.565 | 17.500 | 74689 | 0.626 | 0.533 | 3.8 | 5.8 |
| 10YR-72HR | B-DET 2 | BASE | 67.01 | 16.564 | 17.500 | 44119 | 0.449 | 0.394 | 2.7 | 6.4 |
| 10YR-72HR | C-DET 3 | BASE | 67.01 | 16.564 | 17.500 | 93721 | 1.636 | 1.520 | 16.4 | 3.4 |
| 10YR-72HR | D-DET 45 | BASE | 67.01 | 16.561 | 17.500 | 88777 | 0.761 | 0.651 | 4.6 | 2.4 |
| 10YR-72HR | K-lake 1 | BASE | 67.01 | 16.560 | 17.500 | 116495 | 2.469 | 2.325 | 7.6 | 1.0 |
| 10YR-72HR | L-CANAL | BASE | 67.01 | 15.451 | 14.500 | 0 | 2.325 | 0.000 | 1.0 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 67.01 | 15.643 | 18.000 | 877635 | 2.774 | 0.000 | 11.6 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 68.01 | 16.569 | 17.500 | 75087 | 0.619 | 0.536 | 3.8 | 5.8 |
| 10YR-72HR | B-DET 2 | BASE | 68.01 | 16.569 | 17.500 | 44275 | 0.444 | 0.395 | 2.7 | 6.4 |
| 10YR-72HR | C-DET 3 | BASE | 68.01 | 16.568 | 17.500 | 94191 | 1.633 | 1.529 | 16.6 | 3.5 |
| 10YR-72HR | D-DET 45 | BASE | 68.01 | 16.566 | 17.500 | 89266 | 0.753 | 0.654 | 4.6 | 2.4 |
| 10YR-72HR | K-lake 1 | BASE | 68.01 | 16.564 | 17.500 | 116540 | 2.478 | 2.344 | 7.8 | 1.2 |

| Simulation | Node | Group | Time hrs | Stage ft | Warning Stage ft | Surface Area ft2 | Total Inflow cfs | Total Outflow cfs | Total Vol In af | Total Vol Out af |
|---|---|---|---|---|---|---|---|---|---|---|
| 10YR-72HR | L-CANAL | BASE | 68.01 | 15.436 | 14.500 | 0 | 2.344 | 0.000 | 1.2 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 68.01 | 15.655 | 18.000 | 886166 | 2.687 | 0.000 | 11.8 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 69.01 | 16.567 | 17.500 | 74890 | 0.414 | 0.499 | 3.8 | 5.9 |
| 10YR-72HR | B-DET 2 | BASE | 69.01 | 16.566 | 17.500 | 44199 | 0.297 | 0.347 | 2.8 | 6.5 |
| 10YR-72HR | C-DET 3 | BASE | 69.01 | 16.566 | 17.500 | 93968 | 1.316 | 1.422 | 16.7 | 3.7 |
| 10YR-72HR | D-DET 45 | BASE | 69.01 | 16.564 | 17.500 | 89061 | 0.504 | 0.603 | 4.7 | 2.5 |
| 10YR-72HR | K-lake 1 | BASE | 69.01 | 16.562 | 17.500 | 116523 | 2.222 | 2.353 | 8.0 | 1.4 |
| 10YR-72HR | L-CANAL | BASE | 69.01 | 15.421 | 14.500 | 0 | 2.353 | 0.000 | 1.4 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 69.01 | 15.665 | 18.000 | 893805 | 2.191 | 0.000 | 12.0 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 70.01 | 16.563 | 17.500 | 74522 | 0.414 | 0.499 | 3.9 | 5.9 |
| 10YR-72HR | B-DET 2 | BASE | 70.01 | 16.562 | 17.500 | 44054 | 0.297 | 0.347 | 2.8 | 6.5 |
| 10YR-72HR | C-DET 3 | BASE | 70.01 | 16.562 | 17.500 | 93530 | 1.316 | 1.422 | 16.8 | 3.8 |
| 10YR-72HR | D-DET 45 | BASE | 70.01 | 16.560 | 17.500 | 88604 | 0.504 | 0.605 | 4.7 | 2.5 |
| 10YR-72HR | K-lake 1 | BASE | 70.01 | 16.558 | 17.500 | 116480 | 2.224 | 2.356 | 8.1 | 1.6 |
| 10YR-72HR | L-CANAL | BASE | 70.01 | 15.405 | 14.500 | 0 | 2.356 | 0.000 | 1.6 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 70.01 | 15.673 | 18.000 | 900111 | 1.942 | 0.000 | 12.2 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 71.01 | 16.559 | 17.500 | 74156 | 0.417 | 0.500 | 3.9 | 5.9 |
| 10YR-72HR | B-DET 2 | BASE | 71.01 | 16.558 | 17.500 | 43910 | 0.299 | 0.348 | 2.8 | 6.5 |
| 10YR-72HR | C-DET 3 | BASE | 71.01 | 16.558 | 17.500 | 93097 | 1.321 | 1.425 | 16.9 | 3.9 |
| 10YR-72HR | D-DET 45 | BASE | 71.01 | 16.556 | 17.500 | 88149 | 0.507 | 0.606 | 4.8 | 2.6 |
| 10YR-72HR | K-lake 1 | BASE | 71.01 | 16.554 | 17.500 | 116438 | 2.229 | 2.360 | 8.3 | 1.8 |
| 10YR-72HR | L-CANAL | BASE | 71.01 | 15.390 | 14.500 | 0 | 2.360 | 0.000 | 1.8 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 71.01 | 15.680 | 18.000 | 905874 | 1.837 | 0.000 | 12.3 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 72.01 | 16.555 | 17.500 | 73773 | 0.000 | 0.496 | 3.9 | 6.0 |
| 10YR-72HR | B-DET 2 | BASE | 72.01 | 16.554 | 17.500 | 43758 | 0.000 | 0.319 | 2.8 | 6.6 |
| 10YR-72HR | C-DET 3 | BASE | 72.01 | 16.554 | 17.500 | 92643 | 0.816 | 1.400 | 17.0 | 4.0 |
| 10YR-72HR | D-DET 45 | BASE | 72.01 | 16.551 | 17.500 | 87674 | 0.000 | 0.565 | 4.8 | 2.6 |
| 10YR-72HR | K-lake 1 | BASE | 72.01 | 16.550 | 17.500 | 116395 | 1.965 | 2.364 | 8.5 | 2.0 |
| 10YR-72HR | L-CANAL | BASE | 72.01 | 15.375 | 14.500 | 0 | 2.364 | 0.000 | 2.0 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 72.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 73.01 | 16.533 | 17.500 | 71862 | 0.000 | 0.414 | 3.9 | 6.0 |
| 10YR-72HR | B-DET 2 | BASE | 73.01 | 16.533 | 17.500 | 43009 | 0.000 | 0.247 | 2.8 | 6.6 |
| 10YR-72HR | C-DET 3 | BASE | 73.01 | 16.533 | 17.500 | 90396 | 0.661 | 1.181 | 17.1 | 4.1 |
| 10YR-72HR | D-DET 45 | BASE | 73.01 | 16.531 | 17.500 | 85388 | 0.000 | 0.490 | 4.8 | 2.6 |
| 10YR-72HR | K-lake 1 | BASE | 73.01 | 16.530 | 17.500 | 116184 | 1.671 | 2.338 | 8.6 | 2.2 |
| 10YR-72HR | L-CANAL | BASE | 73.01 | 15.359 | 14.500 | 0 | 2.338 | 0.000 | 2.2 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 73.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 74.01 | 16.513 | 17.500 | 69979 | 0.000 | 0.406 | 3.9 | 6.1 |
| 10YR-72HR | B-DET 2 | BASE | 74.01 | 16.512 | 17.500 | 42267 | 0.000 | 0.245 | 2.8 | 6.6 |
| 10YR-72HR | C-DET 3 | BASE | 74.01 | 16.512 | 17.500 | 88164 | 0.650 | 1.161 | 17.1 | 4.2 |
| 10YR-72HR | D-DET 45 | BASE | 74.01 | 16.510 | 17.500 | 83057 | 0.000 | 0.480 | 4.8 | 2.7 |
| 10YR-72HR | K-lake 1 | BASE | 74.01 | 16.509 | 17.500 | 115967 | 1.641 | 2.311 | 8.8 | 2.4 |
| 10YR-72HR | L-CANAL | BASE | 74.01 | 15.344 | 14.500 | 0 | 2.311 | 0.000 | 2.4 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 74.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 75.01 | 16.492 | 17.500 | 68081 | 0.000 | 0.398 | 3.9 | 6.1 |
| 10YR-72HR | B-DET 2 | BASE | 75.01 | 16.491 | 17.500 | 41519 | 0.000 | 0.242 | 2.8 | 6.6 |
| 10YR-72HR | C-DET 3 | BASE | 75.01 | 16.491 | 17.500 | 85915 | 0.640 | 1.141 | 17.2 | 4.3 |
| 10YR-72HR | D-DET 45 | BASE | 75.01 | 16.489 | 17.500 | 80709 | 0.000 | 0.470 | 4.8 | 2.7 |
| 10YR-72HR | K-lake 1 | BASE | 75.01 | 16.488 | 17.500 | 115438 | 1.612 | 2.284 | 8.9 | 2.6 |
| 10YR-72HR | L-CANAL | BASE | 75.01 | 15.329 | 14.500 | 0 | 2.284 | 0.000 | 2.6 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 75.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |

| Simulation | Node | Group | Time hrs | Stage ft | Warning Stage ft | Surface Area ft2 | Total Inflow cfs | Total Outflow cfs | Total Vol In af | Total Vol Out af |
|---|---|---|---|---|---|---|---|---|---|---|
| 10YR-72HR | A-DET 1 | BASE | 76.01 | 16.471 | 17.500 | 66168 | 0.000 | 0.390 | 3.9 | 6.1 |
| 10YR-72HR | B-DET 2 | BASE | 76.01 | 16.470 | 17.500 | 40765 | 0.000 | 0.240 | 2.8 | 6.6 |
| 10YR-72HR | C-DET 3 | BASE | 76.01 | 16.470 | 17.500 | 83648 | 0.630 | 1.123 | 17.2 | 4.4 |
| 10YR-72HR | D-DET 45 | BASE | 76.01 | 16.468 | 17.500 | 78341 | 0.000 | 0.461 | 4.8 | 2.8 |
| 10YR-72HR | K-lake 1 | BASE | 76.01 | 16.467 | 17.500 | 114649 | 1.583 | 2.257 | 9.1 | 2.8 |
| 10YR-72HR | L-CANAL | BASE | 76.01 | 15.313 | 14.500 | 0 | 2.257 | 0.000 | 2.8 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 76.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 77.01 | 16.449 | 17.500 | 64237 | 0.000 | 0.382 | 3.9 | 6.2 |
| 10YR-72HR | B-DET 2 | BASE | 77.01 | 16.449 | 17.500 | 40005 | 0.000 | 0.238 | 2.8 | 6.7 |
| 10YR-72HR | C-DET 3 | BASE | 77.01 | 16.449 | 17.500 | 81359 | 0.620 | 1.103 | 17.3 | 4.5 |
| 10YR-72HR | D-DET 45 | BASE | 77.01 | 16.447 | 17.500 | 75951 | 0.000 | 0.451 | 4.8 | 2.8 |
| 10YR-72HR | K-lake 1 | BASE | 77.01 | 16.446 | 17.500 | 113854 | 1.554 | 2.229 | 9.2 | 2.9 |
| 10YR-72HR | L-CANAL | BASE | 77.01 | 15.298 | 14.500 | 0 | 2.229 | 0.000 | 2.9 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 77.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 78.01 | 16.428 | 17.500 | 62288 | 0.000 | 0.374 | 3.9 | 6.2 |
| 10YR-72HR | B-DET 2 | BASE | 78.01 | 16.428 | 17.500 | 39237 | 0.000 | 0.235 | 2.8 | 6.7 |
| 10YR-72HR | C-DET 3 | BASE | 78.01 | 16.427 | 17.500 | 79049 | 0.610 | 1.084 | 17.3 | 4.6 |
| 10YR-72HR | D-DET 45 | BASE | 78.01 | 16.426 | 17.500 | 73539 | 0.000 | 0.441 | 4.8 | 2.8 |
| 10YR-72HR | K-lake 1 | BASE | 78.01 | 16.425 | 17.500 | 113050 | 1.525 | 2.201 | 9.3 | 3.1 |
| 10YR-72HR | L-CANAL | BASE | 78.01 | 15.283 | 14.500 | 0 | 2.201 | 0.000 | 3.1 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 78.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 79.01 | 16.406 | 17.500 | 60319 | 0.000 | 0.366 | 3.9 | 6.2 |
| 10YR-72HR | B-DET 2 | BASE | 79.01 | 16.406 | 17.500 | 38461 | 0.000 | 0.233 | 2.8 | 6.7 |
| 10YR-72HR | C-DET 3 | BASE | 79.01 | 16.406 | 17.500 | 76716 | 0.599 | 1.064 | 17.4 | 4.7 |
| 10YR-72HR | D-DET 45 | BASE | 79.01 | 16.404 | 17.500 | 71102 | 0.000 | 0.430 | 4.8 | 2.9 |
| 10YR-72HR | K-lake 1 | BASE | 79.01 | 16.403 | 17.500 | 112239 | 1.495 | 2.173 | 9.4 | 3.3 |
| 10YR-72HR | L-CANAL | BASE | 79.01 | 15.267 | 14.500 | 0 | 2.173 | 0.000 | 3.3 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 79.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 80.01 | 16.384 | 17.500 | 58330 | 0.000 | 0.358 | 3.9 | 6.2 |
| 10YR-72HR | B-DET 2 | BASE | 80.01 | 16.384 | 17.500 | 37677 | 0.000 | 0.231 | 2.8 | 6.7 |
| 10YR-72HR | C-DET 3 | BASE | 80.01 | 16.384 | 17.500 | 74359 | 0.589 | 1.044 | 17.4 | 4.8 |
| 10YR-72HR | D-DET 45 | BASE | 80.01 | 16.382 | 17.500 | 68640 | 0.000 | 0.420 | 4.8 | 2.9 |
| 10YR-72HR | K-lake 1 | BASE | 80.01 | 16.381 | 17.500 | 111419 | 1.464 | 2.145 | 9.6 | 3.5 |
| 10YR-72HR | L-CANAL | BASE | 80.01 | 15.252 | 14.500 | 0 | 2.145 | 0.000 | 3.5 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 80.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 81.01 | 16.362 | 17.500 | 56319 | 0.000 | 0.346 | 3.9 | 6.3 |
| 10YR-72HR | B-DET 2 | BASE | 81.01 | 16.362 | 17.500 | 36885 | 0.000 | 0.212 | 2.8 | 6.7 |
| 10YR-72HR | C-DET 3 | BASE | 81.01 | 16.362 | 17.500 | 71976 | 0.558 | 1.025 | 17.5 | 4.9 |
| 10YR-72HR | D-DET 45 | BASE | 81.01 | 16.360 | 17.500 | 66151 | 0.000 | 0.409 | 4.8 | 2.9 |
| 10YR-72HR | K-lake 1 | BASE | 81.01 | 16.359 | 17.500 | 110590 | 1.434 | 2.116 | 9.7 | 3.7 |
| 10YR-72HR | L-CANAL | BASE | 81.01 | 15.237 | 14.500 | 0 | 2.116 | 0.000 | 3.7 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 81.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 82.01 | 16.339 | 17.500 | 54283 | 0.000 | 0.259 | 3.9 | 6.3 |
| 10YR-72HR | B-DET 2 | BASE | 82.01 | 16.339 | 17.500 | 36083 | 0.000 | -0.143 | 2.8 | 6.7 |
| 10YR-72HR | C-DET 3 | BASE | 82.01 | 16.339 | 17.500 | 69574 | 0.116 | 1.038 | 17.5 | 4.9 |
| 10YR-72HR | D-DET 45 | BASE | 82.01 | 16.338 | 17.500 | 63632 | 0.000 | 0.401 | 4.8 | 3.0 |
| 10YR-72HR | K-lake 1 | BASE | 82.01 | 16.337 | 17.500 | 109751 | 1.438 | 2.087 | 9.8 | 3.8 |
| 10YR-72HR | L-CANAL | BASE | 82.01 | 15.221 | 14.500 | 0 | 2.087 | 0.000 | 3.8 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 82.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 83.01 | 16.317 | 17.500 | 52224 | 0.000 | 0.234 | 3.9 | 6.3 |
| 10YR-72HR | B-DET 2 | BASE | 83.01 | 16.317 | 17.500 | 35272 | 0.000 | -0.178 | 2.8 | 6.7 |

| Simulation | Node | Group | Time hrs | Stage ft | Warning Stage ft | Surface Area ft2 | Total Inflow cfs | Total Outflow cfs | Total Vol In af | Total Vol Out af |
|---|---|---|---|---|---|---|---|---|---|---|
| 10YR-72HR | C-DET 3 | BASE | 83.01 | 16.317 | 17.500 | 67136 | 0.055 | 1.022 | 17.5 | 5.0 |
| 10YR-72HR | D-DET 45 | BASE | 83.01 | 16.315 | 17.500 | 61083 | 0.000 | 0.390 | 4.8 | 3.0 |
| 10YR-72HR | K-lake 1 | BASE | 83.01 | 16.314 | 17.500 | 108902 | 1.412 | 2.058 | 9.9 | 4.0 |
| 10YR-72HR | L-CANAL | BASE | 83.01 | 15.206 | 14.500 | 0 | 2.058 | 0.000 | 4.0 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 83.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 84.01 | 16.294 | 17.500 | 50139 | 0.000 | 0.204 | 3.9 | 6.3 |
| 10YR-72HR | B-DET 2 | BASE | 84.01 | 16.294 | 17.500 | 34450 | 0.000 | -0.214 | 2.8 | 6.7 |
| 10YR-72HR | C-DET 3 | BASE | 84.01 | 16.294 | 17.500 | 64667 | -0.010 | 1.007 | 17.5 | 5.1 |
| 10YR-72HR | D-DET 45 | BASE | 84.01 | 16.292 | 17.500 | 58502 | 0.000 | 0.379 | 4.8 | 3.0 |
| 10YR-72HR | K-lake 1 | BASE | 84.01 | 16.291 | 17.500 | 108043 | 1.386 | 2.029 | 10.0 | 4.2 |
| 10YR-72HR | L-CANAL | BASE | 84.01 | 15.191 | 14.500 | 0 | 2.029 | 0.000 | 4.2 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 84.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 85.01 | 16.270 | 17.500 | 48026 | 0.000 | 0.170 | 3.9 | 6.4 |
| 10YR-72HR | B-DET 2 | BASE | 85.01 | 16.270 | 17.500 | 33618 | 0.000 | -0.252 | 2.8 | 6.7 |
| 10YR-72HR | C-DET 3 | BASE | 85.01 | 16.270 | 17.500 | 62164 | -0.082 | 0.992 | 17.5 | 5.2 |
| 10YR-72HR | D-DET 45 | BASE | 85.01 | 16.269 | 17.500 | 55886 | 0.000 | 0.368 | 4.8 | 3.1 |
| 10YR-72HR | K-lake 1 | BASE | 85.01 | 16.268 | 17.500 | 107172 | 1.360 | 1.998 | 10.1 | 4.3 |
| 10YR-72HR | L-CANAL | BASE | 85.01 | 15.175 | 14.500 | 0 | 1.998 | 0.000 | 4.3 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 85.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 86.01 | 16.247 | 17.500 | 45884 | 0.000 | 0.126 | 3.9 | 6.4 |
| 10YR-72HR | B-DET 2 | BASE | 86.01 | 16.247 | 17.500 | 32773 | 0.000 | -0.292 | 2.8 | 6.7 |
| 10YR-72HR | C-DET 3 | BASE | 86.01 | 16.247 | 17.500 | 59626 | -0.166 | 0.979 | 17.5 | 5.3 |
| 10YR-72HR | D-DET 45 | BASE | 86.01 | 16.245 | 17.500 | 53233 | 0.000 | 0.356 | 4.8 | 3.1 |
| 10YR-72HR | K-lake 1 | BASE | 86.01 | 16.244 | 17.500 | 106288 | 1.335 | 1.968 | 10.3 | 4.5 |
| 10YR-72HR | L-CANAL | BASE | 86.01 | 15.160 | 14.500 | 0 | 1.968 | 0.000 | 4.5 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 86.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 87.01 | 16.223 | 17.500 | 43709 | 0.000 | 0.070 | 3.9 | 6.4 |
| 10YR-72HR | B-DET 2 | BASE | 87.01 | 16.223 | 17.500 | 31915 | 0.000 | -0.338 | 2.8 | 6.6 |
| 10YR-72HR | C-DET 3 | BASE | 87.01 | 16.223 | 17.500 | 57050 | -0.268 | 0.968 | 17.5 | 5.4 |
| 10YR-72HR | D-DET 45 | BASE | 87.01 | 16.221 | 17.500 | 50538 | 0.000 | 0.345 | 4.8 | 3.1 |
| 10YR-72HR | K-lake 1 | BASE | 87.01 | 16.220 | 17.500 | 105391 | 1.313 | 1.937 | 10.4 | 4.7 |
| 10YR-72HR | L-CANAL | BASE | 87.01 | 15.145 | 14.500 | 0 | 1.937 | 0.000 | 4.7 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 87.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 88.01 | 16.198 | 17.500 | 41504 | 0.000 | 0.116 | 3.9 | 6.4 |
| 10YR-72HR | B-DET 2 | BASE | 88.01 | 16.198 | 17.500 | 31043 | 0.000 | -0.403 | 2.8 | 6.6 |
| 10YR-72HR | C-DET 3 | BASE | 88.01 | 16.198 | 17.500 | 54433 | -0.287 | 0.960 | 17.5 | 5.4 |
| 10YR-72HR | D-DET 45 | BASE | 88.01 | 16.197 | 17.500 | 47800 | 0.000 | 0.335 | 4.8 | 3.2 |
| 10YR-72HR | K-lake 1 | BASE | 88.01 | 16.196 | 17.500 | 104479 | 1.295 | 1.906 | 10.5 | 4.8 |
| 10YR-72HR | L-CANAL | BASE | 88.01 | 15.129 | 14.500 | 0 | 1.906 | 0.000 | 4.8 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 88.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 89.01 | 16.174 | 17.500 | 39256 | 0.000 | 0.000 | 3.9 | 6.4 |
| 10YR-72HR | B-DET 2 | BASE | 89.01 | 16.173 | 17.500 | 30156 | 0.000 | -0.449 | 2.8 | 6.6 |
| 10YR-72HR | C-DET 3 | BASE | 89.01 | 16.174 | 17.500 | 51771 | -0.449 | 0.954 | 17.4 | 5.5 |
| 10YR-72HR | D-DET 45 | BASE | 89.01 | 16.172 | 17.500 | 45014 | 0.000 | 0.322 | 4.8 | 3.2 |
| 10YR-72HR | K-lake 1 | BASE | 89.01 | 16.171 | 17.500 | 103551 | 1.276 | 1.874 | 10.6 | 5.0 |
| 10YR-72HR | L-CANAL | BASE | 89.01 | 15.114 | 14.500 | 0 | 1.874 | 0.000 | 5.0 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 89.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 90.01 | 16.148 | 17.500 | 36967 | 0.000 | -0.153 | 3.9 | 6.4 |
| 10YR-72HR | B-DET 2 | BASE | 90.01 | 16.148 | 17.500 | 29253 | 0.000 | -0.499 | 2.8 | 6.5 |
| 10YR-72HR | C-DET 3 | BASE | 90.01 | 16.148 | 17.500 | 49061 | -0.652 | 0.951 | 17.4 | 5.6 |
| 10YR-72HR | D-DET 45 | BASE | 90.01 | 16.147 | 17.500 | 42176 | 0.000 | 0.309 | 4.8 | 3.2 |

| Simulation | Node | Group | Time hrs | Stage ft | Warning Stage ft | Surface Area ft2 | Total Inflow cfs | Total Outflow cfs | Total Vol In af | Total Vol Out af |
|---|---|---|---|---|---|---|---|---|---|---|
| 10YR-72HR | K-lake 1 | BASE | 90.01 | 16.146 | 17.500 | 102606 | 1.261 | 1.841 | 10.7 | 5.1 |
| 10YR-72HR | L-CANAL | BASE | 90.01 | 15.099 | 14.500 | 0 | 1.841 | 0.000 | 5.1 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 90.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 91.01 | 16.123 | 17.500 | 34631 | 0.000 | -0.222 | 3.9 | 6.4 |
| 10YR-72HR | B-DET 2 | BASE | 91.01 | 16.122 | 17.500 | 28331 | 0.000 | -0.555 | 2.8 | 6.5 |
| 10YR-72HR | C-DET 3 | BASE | 91.01 | 16.123 | 17.500 | 46298 | -0.777 | 0.951 | 17.3 | 5.7 |
| 10YR-72HR | D-DET 45 | BASE | 91.01 | 16.121 | 17.500 | 39282 | 0.000 | 0.298 | 4.8 | 3.2 |
| 10YR-72HR | K-lake 1 | BASE | 91.01 | 16.120 | 17.500 | 101643 | 1.248 | 1.808 | 10.8 | 5.3 |
| 10YR-72HR | L-CANAL | BASE | 91.01 | 15.084 | 14.500 | 0 | 1.808 | 0.000 | 5.3 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 91.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 92.01 | 16.096 | 17.500 | 32244 | 0.000 | -0.293 | 3.9 | 6.3 |
| 10YR-72HR | B-DET 2 | BASE | 92.01 | 16.096 | 17.500 | 27390 | 0.000 | -0.616 | 2.8 | 6.5 |
| 10YR-72HR | C-DET 3 | BASE | 92.01 | 16.096 | 17.500 | 43476 | -0.909 | 0.954 | 17.3 | 5.7 |
| 10YR-72HR | D-DET 45 | BASE | 92.01 | 16.095 | 17.500 | 36326 | 0.000 | 0.286 | 4.8 | 3.3 |
| 10YR-72HR | K-lake 1 | BASE | 92.01 | 16.094 | 17.500 | 100658 | 1.239 | 1.774 | 10.9 | 5.4 |
| 10YR-72HR | L-CANAL | BASE | 92.01 | 15.068 | 14.500 | 0 | 1.774 | 0.000 | 5.4 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 92.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 93.01 | 16.069 | 17.500 | 29800 | 0.000 | -0.370 | 3.9 | 6.3 |
| 10YR-72HR | B-DET 2 | BASE | 93.01 | 16.069 | 17.500 | 26426 | 0.000 | -0.685 | 2.8 | 6.4 |
| 10YR-72HR | C-DET 3 | BASE | 93.01 | 16.070 | 17.500 | 40590 | -1.055 | 0.963 | 17.2 | 5.8 |
| 10YR-72HR | D-DET 45 | BASE | 93.01 | 16.068 | 17.500 | 33300 | 0.000 | 0.273 | 4.8 | 3.3 |
| 10YR-72HR | K-lake 1 | BASE | 93.01 | 16.067 | 17.500 | 99650 | 1.236 | 1.739 | 11.0 | 5.6 |
| 10YR-72HR | L-CANAL | BASE | 93.01 | 15.053 | 14.500 | 0 | 1.739 | 0.000 | 5.6 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 93.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 94.01 | 16.042 | 17.500 | 27292 | 0.000 | -0.455 | 3.9 | 6.3 |
| 10YR-72HR | B-DET 2 | BASE | 94.01 | 16.041 | 17.500 | 25437 | 0.000 | -0.763 | 2.8 | 6.3 |
| 10YR-72HR | C-DET 3 | BASE | 94.01 | 16.042 | 17.500 | 37633 | -1.219 | 0.982 | 17.1 | 5.9 |
| 10YR-72HR | D-DET 45 | BASE | 94.01 | 16.040 | 17.500 | 30196 | 0.000 | 0.262 | 4.8 | 3.3 |
| 10YR-72HR | K-lake 1 | BASE | 94.01 | 16.039 | 17.500 | 98617 | 1.244 | 1.703 | 11.1 | 5.7 |
| 10YR-72HR | L-CANAL | BASE | 94.01 | 15.038 | 14.500 | 0 | 1.703 | 0.000 | 5.7 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 94.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 95.01 | 16.013 | 17.500 | 24711 | 0.000 | -0.554 | 3.9 | 6.2 |
| 10YR-72HR | B-DET 2 | BASE | 95.01 | 16.013 | 17.500 | 24421 | 0.000 | -0.856 | 2.8 | 6.3 |
| 10YR-72HR | C-DET 3 | BASE | 95.01 | 16.014 | 17.500 | 34597 | -1.410 | 1.016 | 17.0 | 6.0 |
| 10YR-72HR | D-DET 45 | BASE | 95.01 | 16.012 | 17.500 | 27004 | 0.000 | 0.251 | 4.8 | 3.3 |
| 10YR-72HR | K-lake 1 | BASE | 95.01 | 16.011 | 17.500 | 97553 | 1.267 | 1.667 | 11.2 | 5.9 |
| 10YR-72HR | L-CANAL | BASE | 95.01 | 15.022 | 14.500 | 0 | 1.667 | 0.000 | 5.9 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 95.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 96.01 | 15.984 | 17.500 | 23443 | 0.000 | -0.616 | 3.9 | 6.2 |
| 10YR-72HR | B-DET 2 | BASE | 96.01 | 15.984 | 17.500 | 23883 | 0.000 | -0.918 | 2.8 | 6.2 |
| 10YR-72HR | C-DET 3 | BASE | 96.01 | 15.985 | 17.500 | 33006 | -1.534 | 1.039 | 16.8 | 6.1 |
| 10YR-72HR | D-DET 45 | BASE | 96.01 | 15.983 | 17.500 | 25599 | 0.000 | 0.246 | 4.8 | 3.4 |
| 10YR-72HR | K-lake 1 | BASE | 96.01 | 15.982 | 17.500 | 97045 | 1.285 | 1.629 | 11.3 | 6.0 |
| 10YR-72HR | L-CANAL | BASE | 96.01 | 15.007 | 14.500 | 0 | 1.629 | 0.000 | 6.0 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 96.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 97.01 | 15.955 | 17.500 | 23289 | 0.000 | -0.629 | 3.9 | 6.1 |
| 10YR-72HR | B-DET 2 | BASE | 97.01 | 15.955 | 17.500 | 23737 | 0.000 | -0.933 | 2.8 | 6.1 |
| 10YR-72HR | C-DET 3 | BASE | 97.01 | 15.956 | 17.500 | 32790 | -1.563 | 1.032 | 16.7 | 6.2 |
| 10YR-72HR | D-DET 45 | BASE | 97.01 | 15.954 | 17.500 | 25433 | 0.000 | 0.242 | 4.8 | 3.4 |
| 10YR-72HR | K-lake 1 | BASE | 97.01 | 15.953 | 17.500 | 96895 | 1.274 | 1.593 | 11.4 | 6.1 |
| 10YR-72HR | L-CANAL | BASE | 97.01 | 14.992 | 14.500 | 0 | 1.593 | 0.000 | 6.1 | 0.0 |

5.1-0.8 = 4.3 a-f

| Simulation | Node | Group | Time hrs | Stage ft | Warning Stage ft | Surface Area ft2 | Total Inflow cfs | Total Outflow cfs | Total Vol In af | Total Vol Out af |
|---|---|---|---|---|---|---|---|---|---|---|
| 10YR-72HR | M-PreDev | BASE | 97.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 99.01 | 15.900 | 17.500 | 22990 | 0.000 | -0.656 | 3.9 | 6.0 |
| 10YR-72HR | B-DET 2 | BASE | 99.01 | 15.899 | 17.500 | 23453 | 0.000 | -0.964 | 2.8 | 6.0 |
| 10YR-72HR | C-DET 3 | BASE | 99.01 | 15.900 | 17.500 | 32369 | -1.619 | 1.018 | 16.5 | 6.3 |
| 10YR-72HR | D-DET 45 | BASE | 99.01 | 15.898 | 17.500 | 25109 | 0.000 | 0.234 | 4.8 | 3.4 |
| 10YR-72HR | K-lake 1 | BASE | 99.01 | 15.898 | 17.500 | 96604 | 1.252 | 1.523 | 11.6 | 6.4 |
| 10YR-72HR | L-CANAL | BASE | 99.01 | 14.961 | 14.500 | 0 | 1.523 | 0.000 | 6.4 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 99.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 101.01 | 15.846 | 17.500 | 22701 | 0.000 | -0.680 | 3.9 | 5.9 |
| 10YR-72HR | B-DET 2 | BASE | 101.01 | 15.845 | 17.500 | 23180 | 0.000 | -0.992 | 2.8 | 5.8 |
| 10YR-72HR | C-DET 3 | BASE | 101.01 | 15.847 | 17.500 | 31964 | -1.673 | 1.006 | 16.2 | 6.5 |
| 10YR-72HR | D-DET 45 | BASE | 101.01 | 15.845 | 17.500 | 24798 | 0.000 | 0.226 | 4.8 | 3.4 |
| 10YR-72HR | K-lake 1 | BASE | 101.01 | 15.844 | 17.500 | 96324 | 1.232 | 1.457 | 11.8 | 6.6 |
| 10YR-72HR | L-CANAL | BASE | 101.01 | 14.930 | 14.500 | 0 | 1.457 | 0.000 | 6.6 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 101.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 103.01 | 15.794 | 17.500 | 22422 | 0.000 | -0.704 | 3.9 | 5.8 |
| 10YR-72HR | B-DET 2 | BASE | 103.01 | 15.794 | 17.500 | 22917 | 0.000 | -1.020 | 2.8 | 5.6 |
| 10YR-72HR | C-DET 3 | BASE | 103.01 | 15.795 | 17.500 | 31573 | -1.724 | 0.995 | 15.9 | 6.7 |
| 10YR-72HR | D-DET 45 | BASE | 103.01 | 15.793 | 17.500 | 24497 | 0.000 | 0.219 | 4.8 | 3.5 |
| 10YR-72HR | K-lake 1 | BASE | 103.01 | 15.792 | 17.500 | 96053 | 1.214 | 1.395 | 12.0 | 6.9 |
| 10YR-72HR | L-CANAL | BASE | 103.01 | 14.900 | 14.500 | 0 | 1.395 | 0.000 | 6.9 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 103.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 105.01 | 15.744 | 17.500 | 22153 | 0.000 | -0.727 | 3.9 | 5.7 |
| 10YR-72HR | B-DET 2 | BASE | 105.01 | 15.744 | 17.500 | 22662 | 0.000 | -1.046 | 2.8 | 5.5 |
| 10YR-72HR | C-DET 3 | BASE | 105.01 | 15.745 | 17.500 | 31196 | -1.773 | 0.985 | 15.6 | 6.8 |
| 10YR-72HR | D-DET 45 | BASE | 105.01 | 15.743 | 17.500 | 24207 | 0.000 | 0.212 | 4.8 | 3.5 |
| 10YR-72HR | K-lake 1 | BASE | 105.01 | 15.742 | 17.500 | 95792 | 1.197 | 1.337 | 12.2 | 7.1 |
| 10YR-72HR | L-CANAL | BASE | 105.01 | 14.869 | 14.500 | 0 | 1.337 | 0.000 | 7.1 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 105.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 107.01 | 15.696 | 17.500 | 21894 | 0.000 | -0.749 | 3.9 | 5.6 |
| 10YR-72HR | B-DET 2 | BASE | 107.01 | 15.695 | 17.500 | 22417 | 0.000 | -1.073 | 2.8 | 5.3 |
| 10YR-72HR | C-DET 3 | BASE | 107.01 | 15.697 | 17.500 | 30831 | -1.822 | 0.979 | 15.3 | 7.0 |
| 10YR-72HR | D-DET 45 | BASE | 107.01 | 15.695 | 17.500 | 23926 | 0.000 | 0.206 | 4.8 | 3.6 |
| 10YR-72HR | K-lake 1 | BASE | 107.01 | 15.694 | 17.500 | 95540 | 1.184 | 1.281 | 12.4 | 7.3 |
| 10YR-72HR | L-CANAL | BASE | 107.01 | 14.838 | 14.500 | 0 | 1.281 | 0.000 | 7.3 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 107.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 109.01 | 15.649 | 17.500 | 21643 | 0.000 | -0.769 | 3.9 | 5.4 |
| 10YR-72HR | B-DET 2 | BASE | 109.01 | 15.649 | 17.500 | 22180 | 0.000 | -1.097 | 2.8 | 5.1 |
| 10YR-72HR | C-DET 3 | BASE | 109.01 | 15.650 | 17.500 | 30480 | -1.866 | 0.968 | 15.0 | 7.2 |
| 10YR-72HR | D-DET 45 | BASE | 109.01 | 15.648 | 17.500 | 23656 | 0.000 | 0.199 | 4.8 | 3.6 |
| 10YR-72HR | K-lake 1 | BASE | 109.01 | 15.647 | 17.500 | 95296 | 1.167 | 1.229 | 12.6 | 7.5 |
| 10YR-72HR | L-CANAL | BASE | 109.01 | 14.808 | 14.500 | 0 | 1.229 | 0.000 | 7.5 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 109.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 111.01 | 15.604 | 17.500 | 21401 | 0.000 | -0.789 | 3.9 | 5.3 |
| 10YR-72HR | B-DET 2 | BASE | 111.01 | 15.603 | 17.500 | 21951 | 0.000 | -1.120 | 2.8 | 4.9 |
| 10YR-72HR | C-DET 3 | BASE | 111.01 | 15.605 | 17.500 | 30140 | -1.909 | 0.961 | 14.7 | 7.3 |
| 10YR-72HR | D-DET 45 | BASE | 111.01 | 15.603 | 17.500 | 23394 | 0.000 | 0.194 | 4.8 | 3.6 |
| 10YR-72HR | K-lake 1 | BASE | 111.01 | 15.602 | 17.500 | 95061 | 1.155 | 1.180 | 12.8 | 7.7 |
| 10YR-72HR | L-CANAL | BASE | 111.01 | 14.777 | 14.500 | 0 | 1.180 | 0.000 | 7.7 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 111.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 113.01 | 15.560 | 17.500 | 21167 | 0.000 | -0.808 | 3.9 | 5.2 |

| Simulation | Node | Group | Time hrs | Stage ft | Warning Stage ft | Surface Area ft2 | Total Inflow cfs | Total Outflow cfs | Total Vol In af | Total Vol Out af |
|---|---|---|---|---|---|---|---|---|---|---|
| 10YR-72HR | B-DET 2 | BASE | 113.01 | 15.560 | 17.500 | 21729 | 0.000 | -1.143 | 2.8 | 4.7 |
| 10YR-72HR | C-DET 3 | BASE | 113.01 | 15.562 | 17.500 | 29811 | -1.950 | 0.953 | 14.4 | 7.5 |
| 10YR-72HR | D-DET 45 | BASE | 113.01 | 15.559 | 17.500 | 23142 | 0.000 | 0.188 | 4.8 | 3.7 |
| 10YR-72HR | K-lake 1 | BASE | 113.01 | 15.559 | 17.500 | 94833 | 1.141 | 1.133 | 13.0 | 7.9 |
| 10YR-72HR | L-CANAL | BASE | 113.01 | 14.746 | 14.500 | 0 | 1.133 | 0.000 | 7.9 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 113.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 115.01 | 15.518 | 17.500 | 20941 | 0.000 | -0.826 | 3.9 | 5.0 |
| 10YR-72HR | B-DET 2 | BASE | 115.01 | 15.518 | 17.500 | 21515 | 0.000 | -1.164 | 2.8 | 4.5 |
| 10YR-72HR | C-DET 3 | BASE | 115.01 | 15.520 | 17.500 | 29494 | -1.990 | 0.945 | 14.1 | 7.6 |
| 10YR-72HR | D-DET 45 | BASE | 115.01 | 15.517 | 17.500 | 22897 | 0.000 | 0.183 | 4.8 | 3.7 |
| 10YR-72HR | K-lake 1 | BASE | 115.01 | 15.517 | 17.500 | 94614 | 1.127 | 1.088 | 13.2 | 8.1 |
| 10YR-72HR | L-CANAL | BASE | 115.01 | 14.716 | 14.500 | 0 | 1.088 | 0.000 | 8.1 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 115.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 117.01 | 15.477 | 17.500 | 20722 | 0.000 | -0.843 | 3.9 | 4.9 |
| 10YR-72HR | B-DET 2 | BASE | 117.01 | 15.477 | 17.500 | 21308 | 0.000 | -1.185 | 2.8 | 4.4 |
| 10YR-72HR | C-DET 3 | BASE | 117.01 | 15.479 | 17.500 | 29187 | -2.028 | 0.936 | 13.7 | 7.8 |
| 10YR-72HR | D-DET 45 | BASE | 117.01 | 15.477 | 17.500 | 22661 | 0.000 | 0.177 | 4.8 | 3.7 |
| 10YR-72HR | K-lake 1 | BASE | 117.01 | 15.476 | 17.500 | 94401 | 1.113 | 1.044 | 13.4 | 8.3 |
| 10YR-72HR | L-CANAL | BASE | 117.01 | 14.685 | 14.500 | 0 | 1.044 | 0.000 | 8.3 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 117.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 119.01 | 15.438 | 17.500 | 20511 | 0.000 | -0.860 | 3.9 | 4.8 |
| 10YR-72HR | B-DET 2 | BASE | 119.01 | 15.438 | 17.500 | 21109 | 0.000 | -1.205 | 2.8 | 4.2 |
| 10YR-72HR | C-DET 3 | BASE | 119.01 | 15.440 | 17.500 | 28891 | -2.065 | 0.928 | 13.4 | 7.9 |
| 10YR-72HR | D-DET 45 | BASE | 119.01 | 15.438 | 17.500 | 22433 | 0.000 | 0.172 | 4.8 | 3.7 |
| 10YR-72HR | K-lake 1 | BASE | 119.01 | 15.437 | 17.500 | 94196 | 1.100 | 1.002 | 13.6 | 8.4 |
| 10YR-72HR | L-CANAL | BASE | 119.01 | 14.654 | 14.500 | 0 | 1.002 | 0.000 | 8.4 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 119.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 121.01 | 15.400 | 17.500 | 20307 | 0.000 | -0.876 | 3.9 | 4.6 |
| 10YR-72HR | B-DET 2 | BASE | 121.01 | 15.400 | 17.500 | 20916 | 0.000 | -1.225 | 2.8 | 4.0 |
| 10YR-72HR | C-DET 3 | BASE | 121.01 | 15.402 | 17.500 | 28605 | -2.100 | 0.920 | 13.0 | 8.1 |
| 10YR-72HR | D-DET 45 | BASE | 121.01 | 15.400 | 17.500 | 22213 | 0.000 | 0.167 | 4.8 | 3.8 |
| 10YR-72HR | K-lake 1 | BASE | 121.01 | 15.399 | 17.500 | 93998 | 1.087 | 0.963 | 13.7 | 8.6 |
| 10YR-72HR | L-CANAL | BASE | 121.01 | 14.624 | 14.500 | 0 | 0.963 | 0.000 | 8.6 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 121.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 123.01 | 15.363 | 17.500 | 20110 | 0.000 | -0.891 | 3.9 | 4.5 |
| 10YR-72HR | B-DET 2 | BASE | 123.01 | 15.363 | 17.500 | 20729 | 0.000 | -1.243 | 2.8 | 3.8 |
| 10YR-72HR | C-DET 3 | BASE | 123.01 | 15.365 | 17.500 | 28328 | -2.134 | 0.912 | 12.7 | 8.2 |
| 10YR-72HR | D-DET 45 | BASE | 123.01 | 15.363 | 17.500 | 22000 | 0.000 | 0.163 | 4.8 | 3.8 |
| 10YR-72HR | K-lake 1 | BASE | 123.01 | 15.363 | 17.500 | 93807 | 1.074 | 0.926 | 13.9 | 8.7 |
| 10YR-72HR | L-CANAL | BASE | 123.01 | 14.593 | 14.500 | 0 | 0.926 | 0.000 | 8.7 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 123.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 125.01 | 15.328 | 17.500 | 19919 | 0.000 | -0.906 | 3.9 | 4.3 |
| 10YR-72HR | B-DET 2 | BASE | 125.01 | 15.328 | 17.500 | 20549 | 0.000 | -1.261 | 2.8 | 3.5 |
| 10YR-72HR | C-DET 3 | BASE | 125.01 | 15.330 | 17.500 | 28061 | -2.167 | 0.904 | 12.3 | 8.4 |
| 10YR-72HR | D-DET 45 | BASE | 125.01 | 15.328 | 17.500 | 21795 | 0.000 | 0.158 | 4.8 | 3.8 |
| 10YR-72HR | K-lake 1 | BASE | 125.01 | 15.327 | 17.500 | 93621 | 1.062 | 0.891 | 14.1 | 8.9 |
| 10YR-72HR | L-CANAL | BASE | 125.01 | 14.563 | 14.500 | 0 | 0.891 | 0.000 | 8.9 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 125.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 127.01 | 15.294 | 17.500 | 19735 | 0.000 | -0.920 | 3.9 | 4.2 |
| 10YR-72HR | B-DET 2 | BASE | 127.01 | 15.293 | 17.500 | 20374 | 0.000 | -1.278 | 2.8 | 3.3 |
| 10YR-72HR | C-DET 3 | BASE | 127.01 | 15.296 | 17.500 | 27802 | -2.198 | 0.897 | 12.0 | 8.5 |

| Simulation | Node | Group | Time hrs | Stage ft | Warning Stage ft | Surface Area ft2 | Total Inflow cfs | Total Outflow cfs | Total Vol In af | Total Vol Out af |
|---|---|---|---|---|---|---|---|---|---|---|
| 10YR-72HR | D-DET 45 | BASE | 127.01 | 15.293 | 17.500 | 21595 | 0.000 | 0.154 | 4.8 | 3.8 |
| 10YR-72HR | K-lake 1 | BASE | 127.01 | 15.293 | 17.500 | 93442 | 1.050 | 0.858 | 14.3 | 9.0 |
| 10YR-72HR | L-CANAL | BASE | 127.01 | 14.532 | 14.500 | 0 | 0.858 | 0.000 | 9.0 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 127.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 129.01 | 15.260 | 17.500 | 19556 | 0.000 | -0.933 | 3.9 | 4.0 |
| 10YR-72HR | B-DET 2 | BASE | 129.01 | 15.260 | 17.500 | 20205 | 0.000 | -1.295 | 2.8 | 3.1 |
| 10YR-72HR | C-DET 3 | BASE | 129.01 | 15.262 | 17.500 | 27550 | -2.228 | 0.889 | 11.6 | 8.7 |
| 10YR-72HR | D-DET 45 | BASE | 129.01 | 15.260 | 17.500 | 21402 | 0.000 | 0.150 | 4.8 | 3.9 |
| 10YR-72HR | K-lake 1 | BASE | 129.01 | 15.260 | 17.500 | 93268 | 1.039 | 0.828 | 14.4 | 9.2 |
| 10YR-72HR | L-CANAL | BASE | 129.01 | 14.501 | 14.500 | 0 | 0.828 | 0.000 | 9.2 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 129.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 131.01 | 15.228 | 17.500 | 19382 | 0.000 | -0.946 | 3.9 | 3.9 |
| 10YR-72HR | B-DET 2 | BASE | 131.01 | 15.228 | 17.500 | 20041 | 0.000 | -1.311 | 2.8 | 2.9 |
| 10YR-72HR | C-DET 3 | BASE | 131.01 | 15.230 | 17.500 | 27307 | -2.257 | 0.882 | 11.2 | 8.8 |
| 10YR-72HR | D-DET 45 | BASE | 131.01 | 15.228 | 17.500 | 21215 | 0.000 | 0.146 | 4.8 | 3.9 |
| 10YR-72HR | K-lake 1 | BASE | 131.01 | 15.227 | 17.500 | 93100 | 1.029 | 0.800 | 14.6 | 9.3 |
| 10YR-72HR | L-CANAL | BASE | 131.01 | 14.471 | 14.500 | 0 | 0.800 | 0.000 | 9.3 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 131.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 133.01 | 15.197 | 17.500 | 19213 | 0.000 | -0.959 | 3.9 | 3.7 |
| 10YR-72HR | B-DET 2 | BASE | 133.01 | 15.196 | 17.500 | 19881 | 0.000 | -1.326 | 2.8 | 2.7 |
| 10YR-72HR | C-DET 3 | BASE | 133.01 | 15.199 | 17.500 | 27070 | -2.285 | 0.876 | 10.9 | 9.0 |
| 10YR-72HR | D-DET 45 | BASE | 133.01 | 15.196 | 17.500 | 21033 | 0.000 | 0.145 | 4.8 | 3.9 |
| 10YR-72HR | K-lake 1 | BASE | 133.01 | 15.196 | 17.500 | 92936 | 1.021 | 0.773 | 14.8 | 9.4 |
| 10YR-72HR | L-CANAL | BASE | 133.01 | 14.440 | 14.500 | 0 | 0.773 | 0.000 | 9.4 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 133.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 135.01 | 15.166 | 17.500 | 19049 | 0.000 | -0.971 | 3.9 | 3.6 |
| 10YR-72HR | B-DET 2 | BASE | 135.01 | 15.166 | 17.500 | 19726 | 0.000 | -1.341 | 2.8 | 2.5 |
| 10YR-72HR | C-DET 3 | BASE | 135.01 | 15.168 | 17.500 | 26840 | -2.311 | 0.870 | 10.5 | 9.1 |
| 10YR-72HR | D-DET 45 | BASE | 135.01 | 15.166 | 17.500 | 20856 | 0.000 | 0.142 | 4.8 | 3.9 |
| 10YR-72HR | K-lake 1 | BASE | 135.01 | 15.165 | 17.500 | 92776 | 1.011 | 0.749 | 14.9 | 9.6 |
| 10YR-72HR | L-CANAL | BASE | 135.01 | 14.409 | 14.500 | 0 | 0.749 | 0.000 | 9.6 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 135.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 137.01 | 15.136 | 17.500 | 18890 | 0.000 | -0.982 | 3.9 | 3.4 |
| 10YR-72HR | B-DET 2 | BASE | 137.01 | 15.136 | 17.500 | 19575 | 0.000 | -1.355 | 2.8 | 2.2 |
| 10YR-72HR | C-DET 3 | BASE | 137.01 | 15.139 | 17.500 | 26616 | -2.337 | 0.864 | 10.1 | 9.3 |
| 10YR-72HR | D-DET 45 | BASE | 137.01 | 15.136 | 17.500 | 20683 | 0.000 | 0.138 | 4.8 | 4.0 |
| 10YR-72HR | K-lake 1 | BASE | 137.01 | 15.136 | 17.500 | 92621 | 1.002 | 0.726 | 15.1 | 9.7 |
| 10YR-72HR | L-CANAL | BASE | 137.01 | 14.379 | 14.500 | 0 | 0.726 | 0.000 | 9.7 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 137.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 139.01 | 15.107 | 17.500 | 18734 | 0.000 | -0.994 | 3.9 | 3.2 |
| 10YR-72HR | B-DET 2 | BASE | 139.01 | 15.107 | 17.500 | 19428 | 0.000 | -1.369 | 2.8 | 2.0 |
| 10YR-72HR | C-DET 3 | BASE | 139.01 | 15.110 | 17.500 | 26398 | -2.363 | 0.858 | 9.7 | 9.4 |
| 10YR-72HR | D-DET 45 | BASE | 139.01 | 15.107 | 17.500 | 20515 | 0.000 | 0.135 | 4.8 | 4.0 |
| 10YR-72HR | K-lake 1 | BASE | 139.01 | 15.107 | 17.500 | 92470 | 0.993 | 0.704 | 15.3 | 9.8 |
| 10YR-72HR | L-CANAL | BASE | 139.01 | 14.348 | 14.500 | 0 | 0.704 | 0.000 | 9.8 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 139.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 141.01 | 15.079 | 17.500 | 18582 | 0.000 | -1.004 | 3.9 | 3.1 |
| 10YR-72HR | B-DET 2 | BASE | 141.01 | 15.079 | 17.500 | 19284 | 0.000 | -1.383 | 2.8 | 1.8 |
| 10YR-72HR | C-DET 3 | BASE | 141.01 | 15.081 | 17.500 | 26185 | -2.387 | 0.853 | 9.3 | 9.5 |
| 10YR-72HR | D-DET 45 | BASE | 141.01 | 15.079 | 17.500 | 20351 | 0.000 | 0.132 | 4.8 | 4.0 |
| 10YR-72HR | K-lake 1 | BASE | 141.01 | 15.079 | 17.500 | 92323 | 0.985 | 0.684 | 15.4 | 9.9 |

| Simulation | Node | Group | Time hrs | Stage ft | Warning Stage ft | Surface Area ft2 | Total Inflow cfs | Total Outflow cfs | Total Vol In af | Total Vol Out af |
|---|---|---|---|---|---|---|---|---|---|---|
| 10YR-72HR | L-CANAL | BASE | 141.01 | 14.317 | 14.500 | 0 | 0.684 | 0.000 | 9.9 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 141.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 143.01 | 15.051 | 17.500 | 18434 | 0.000 | -1.015 | 3.9 | 2.9 |
| 10YR-72HR | B-DET 2 | BASE | 143.01 | 15.051 | 17.500 | 19144 | 0.000 | -1.396 | 2.8 | 1.6 |
| 10YR-72HR | C-DET 3 | BASE | 143.01 | 15.054 | 17.500 | 25977 | -2.411 | 0.848 | 8.9 | 9.7 |
| 10YR-72HR | D-DET 45 | BASE | 143.01 | 15.051 | 17.500 | 20191 | 0.000 | 0.129 | 4.8 | 4.0 |
| 10YR-72HR | K-lake 1 | BASE | 143.01 | 15.051 | 17.500 | 92179 | 0.977 | 0.666 | 15.6 | 10.0 |
| 10YR-72HR | L-CANAL | BASE | 143.01 | 14.287 | 14.500 | 0 | 0.666 | 0.000 | 10.0 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 143.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 145.01 | 15.024 | 17.500 | 18289 | 0.000 | -1.025 | 3.9 | 2.7 |
| 10YR-72HR | B-DET 2 | BASE | 145.01 | 15.024 | 17.500 | 19006 | 0.000 | -1.409 | 2.8 | 1.3 |
| 10YR-72HR | C-DET 3 | BASE | 145.01 | 15.027 | 17.500 | 25773 | -2.434 | 0.843 | 8.5 | 9.8 |
| 10YR-72HR | D-DET 45 | BASE | 145.01 | 15.024 | 17.500 | 20034 | 0.000 | 0.126 | 4.8 | 4.1 |
| 10YR-72HR | K-lake 1 | BASE | 145.01 | 15.024 | 17.500 | 92038 | 0.969 | 0.649 | 15.8 | 10.1 |
| 10YR-72HR | L-CANAL | BASE | 145.01 | 14.256 | 14.500 | 0 | 0.649 | 0.000 | 10.1 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 145.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 147.01 | 14.998 | 17.500 | 18147 | 0.000 | -1.035 | 3.9 | 2.6 |
| 10YR-72HR | B-DET 2 | BASE | 147.01 | 14.998 | 17.500 | 18872 | 0.000 | -1.421 | 2.8 | 1.1 |
| 10YR-72HR | C-DET 3 | BASE | 147.01 | 15.000 | 17.500 | 25574 | -2.457 | 0.838 | 8.1 | 10.0 |
| 10YR-72HR | D-DET 45 | BASE | 147.01 | 14.998 | 17.500 | 19881 | 0.000 | 0.124 | 4.8 | 4.1 |
| 10YR-72HR | K-lake 1 | BASE | 147.01 | 14.998 | 17.500 | 91900 | 0.962 | 0.633 | 15.9 | 10.3 |
| 10YR-72HR | L-CANAL | BASE | 147.01 | 14.225 | 14.500 | 0 | 0.633 | 0.000 | 10.3 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 147.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 149.01 | 14.972 | 17.500 | 18007 | 0.000 | -1.045 | 3.9 | 2.4 |
| 10YR-72HR | B-DET 2 | BASE | 149.01 | 14.972 | 17.500 | 18740 | 0.000 | -1.434 | 2.8 | 0.9 |
| 10YR-72HR | C-DET 3 | BASE | 149.01 | 14.975 | 17.500 | 25379 | -2.479 | 0.834 | 7.7 | 10.1 |
| 10YR-72HR | D-DET 45 | BASE | 149.01 | 14.972 | 17.500 | 19731 | 0.000 | 0.121 | 4.8 | 4.1 |
| 10YR-72HR | K-lake 1 | BASE | 149.01 | 14.972 | 17.500 | 91764 | 0.955 | 0.619 | 16.1 | 10.4 |
| 10YR-72HR | L-CANAL | BASE | 149.01 | 14.195 | 14.500 | 0 | 0.619 | 0.000 | 10.4 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 149.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 151.01 | 14.947 | 17.500 | 17871 | 0.000 | -1.054 | 3.9 | 2.2 |
| 10YR-72HR | B-DET 2 | BASE | 151.01 | 14.946 | 17.500 | 18611 | 0.000 | -1.446 | 2.8 | 0.6 |
| 10YR-72HR | C-DET 3 | BASE | 151.01 | 14.949 | 17.500 | 25187 | -2.500 | 0.830 | 7.3 | 10.2 |
| 10YR-72HR | D-DET 45 | BASE | 151.01 | 14.947 | 17.500 | 19583 | 0.000 | 0.119 | 4.8 | 4.1 |
| 10YR-72HR | K-lake 1 | BASE | 151.01 | 14.946 | 17.500 | 91631 | 0.948 | 0.605 | 16.2 | 10.5 |
| 10YR-72HR | L-CANAL | BASE | 151.01 | 14.164 | 14.500 | 0 | 0.605 | 0.000 | 10.5 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 151.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 153.01 | 14.922 | 17.500 | 17736 | 0.000 | -1.064 | 3.9 | 2.0 |
| 10YR-72HR | B-DET 2 | BASE | 153.01 | 14.921 | 17.500 | 18484 | 0.000 | -1.458 | 2.8 | 0.4 |
| 10YR-72HR | C-DET 3 | BASE | 153.01 | 14.924 | 17.500 | 24998 | -2.521 | 0.825 | 6.9 | 10.4 |
| 10YR-72HR | D-DET 45 | BASE | 153.01 | 14.922 | 17.500 | 19438 | 0.000 | 0.117 | 4.8 | 4.1 |
| 10YR-72HR | K-lake 1 | BASE | 153.01 | 14.921 | 17.500 | 91501 | 0.942 | 0.593 | 16.4 | 10.6 |
| 10YR-72HR | L-CANAL | BASE | 153.01 | 14.134 | 14.500 | 0 | 0.593 | 0.000 | 10.6 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 153.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 155.01 | 14.897 | 17.500 | 17604 | 0.000 | -1.073 | 3.9 | 1.9 |
| 10YR-72HR | B-DET 2 | BASE | 155.01 | 14.897 | 17.500 | 18358 | 0.000 | -1.469 | 2.8 | 0.1 |
| 10YR-72HR | C-DET 3 | BASE | 155.01 | 14.900 | 17.500 | 24812 | -2.542 | 0.822 | 6.5 | 10.5 |
| 10YR-72HR | D-DET 45 | BASE | 155.01 | 14.897 | 17.500 | 19295 | 0.000 | 0.116 | 4.8 | 4.2 |
| 10YR-72HR | K-lake 1 | BASE | 155.01 | 14.897 | 17.500 | 91372 | 0.937 | 0.582 | 16.5 | 10.7 |
| 10YR-72HR | L-CANAL | BASE | 155.01 | 14.103 | 14.500 | 0 | 0.582 | 0.000 | 10.7 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 155.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |

| Simulation | Node | Group | Time hrs | Stage ft | Warning Stage ft | Surface Area ft2 | Total Inflow cfs | Total Outflow cfs | Total Vol In af | Total Vol Out af |
|---|---|---|---|---|---|---|---|---|---|---|
| 10YR-72HR | A-DET 1 | BASE | 157.01 | 14.873 | 17.500 | 17473 | 0.000 | -1.082 | 3.9 | 1.7 |
| 10YR-72HR | B-DET 2 | BASE | 157.01 | 14.872 | 17.500 | 18235 | 0.000 | -1.481 | 2.8 | -0.1 |
| 10YR-72HR | C-DET 3 | BASE | 157.01 | 14.875 | 17.500 | 24629 | -2.562 | 0.818 | 6.0 | 10.7 |
| 10YR-72HR | D-DET 45 | BASE | 157.01 | 14.873 | 17.500 | 19154 | 0.000 | 0.114 | 4.8 | 4.2 |
| 10YR-72HR | K-lake 1 | BASE | 157.01 | 14.872 | 17.500 | 91245 | 0.931 | 0.572 | 16.7 | 10.8 |
| 10YR-72HR | L-CANAL | BASE | 157.01 | 14.072 | 14.500 | 0 | 0.572 | 0.000 | 10.8 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 157.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 159.01 | 14.849 | 17.500 | 17345 | 0.000 | -1.090 | 3.9 | 1.5 |
| 10YR-72HR | B-DET 2 | BASE | 159.01 | 14.848 | 17.500 | 18113 | 0.000 | -1.492 | 2.8 | -0.3 |
| 10YR-72HR | C-DET 3 | BASE | 159.01 | 14.851 | 17.500 | 24448 | -2.582 | 0.814 | 5.6 | 10.8 |
| 10YR-72HR | D-DET 45 | BASE | 159.01 | 14.849 | 17.500 | 19015 | 0.000 | 0.112 | 4.8 | 4.2 |
| 10YR-72HR | K-lake 1 | BASE | 159.01 | 14.849 | 17.500 | 91120 | 0.926 | 0.563 | 16.9 | 10.8 |
| 10YR-72HR | L-CANAL | BASE | 159.01 | 14.042 | 14.500 | 0 | 0.563 | 0.000 | 10.8 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 159.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 161.01 | 14.825 | 17.500 | 17217 | 0.000 | -1.099 | 3.9 | 1.3 |
| 10YR-72HR | B-DET 2 | BASE | 161.01 | 14.825 | 17.500 | 17993 | 0.000 | -1.503 | 2.8 | -0.6 |
| 10YR-72HR | C-DET 3 | BASE | 161.01 | 14.828 | 17.500 | 24270 | -2.602 | 0.810 | 5.2 | 10.9 |
| 10YR-72HR | D-DET 45 | BASE | 161.01 | 14.825 | 17.500 | 18877 | 0.000 | 0.110 | 4.8 | 4.2 |
| 10YR-72HR | K-lake 1 | BASE | 161.01 | 14.825 | 17.500 | 90996 | 0.920 | 0.555 | 17.0 | 10.9 |
| 10YR-72HR | L-CANAL | BASE | 161.01 | 14.011 | 14.500 | 0 | 0.555 | 0.000 | 10.9 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 161.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 163.01 | 14.801 | 17.500 | 17091 | 0.000 | -1.107 | 3.9 | 1.1 |
| 10YR-72HR | B-DET 2 | BASE | 163.01 | 14.801 | 17.500 | 17873 | 0.000 | -1.514 | 2.8 | -0.8 |
| 10YR-72HR | C-DET 3 | BASE | 163.01 | 14.804 | 17.500 | 24093 | -2.621 | 0.807 | 4.8 | 11.1 |
| 10YR-72HR | D-DET 45 | BASE | 163.01 | 14.802 | 17.500 | 18741 | 0.000 | 0.108 | 4.8 | 4.2 |
| 10YR-72HR | K-lake 1 | BASE | 163.01 | 14.801 | 17.500 | 90873 | 0.915 | 0.548 | 17.2 | 11.0 |
| 10YR-72HR | L-CANAL | BASE | 163.01 | 13.980 | 14.500 | 0 | 0.548 | 0.000 | 11.0 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 163.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 165.01 | 14.778 | 17.500 | 16966 | 0.000 | -1.116 | 3.9 | 1.0 |
| 10YR-72HR | B-DET 2 | BASE | 165.01 | 14.778 | 17.500 | 17755 | 0.000 | -1.524 | 2.8 | -1.1 |
| 10YR-72HR | C-DET 3 | BASE | 165.01 | 14.781 | 17.500 | 23917 | -2.640 | 0.803 | 4.3 | 11.2 |
| 10YR-72HR | D-DET 45 | BASE | 165.01 | 14.778 | 17.500 | 18605 | 0.000 | 0.107 | 4.8 | 4.2 |
| 10YR-72HR | K-lake 1 | BASE | 165.01 | 14.778 | 17.500 | 90751 | 0.910 | 0.542 | 17.3 | 11.1 |
| 10YR-72HR | L-CANAL | BASE | 165.01 | 13.950 | 14.500 | 0 | 0.542 | 0.000 | 11.1 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 165.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 167.01 | 14.755 | 17.500 | 16841 | 0.000 | -1.124 | 3.9 | 0.8 |
| 10YR-72HR | B-DET 2 | BASE | 167.01 | 14.755 | 17.500 | 17637 | 0.000 | -1.535 | 2.8 | -1.3 |
| 10YR-72HR | C-DET 3 | BASE | 167.01 | 14.758 | 17.500 | 23742 | -2.659 | 0.800 | 3.9 | 11.3 |
| 10YR-72HR | D-DET 45 | BASE | 167.01 | 14.755 | 17.500 | 18471 | 0.000 | 0.105 | 4.8 | 4.3 |
| 10YR-72HR | K-lake 1 | BASE | 167.01 | 14.755 | 17.500 | 90630 | 0.905 | 0.537 | 17.5 | 11.2 |
| 10YR-72HR | L-CANAL | BASE | 167.01 | 13.919 | 14.500 | 0 | 0.537 | 0.000 | 11.2 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 167.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 169.01 | 14.732 | 17.500 | 16717 | 0.000 | -1.132 | 3.9 | 0.6 |
| 10YR-72HR | B-DET 2 | BASE | 169.01 | 14.732 | 17.500 | 17519 | 0.000 | -1.545 | 2.8 | -1.6 |
| 10YR-72HR | C-DET 3 | BASE | 169.01 | 14.735 | 17.500 | 23568 | -2.677 | 0.797 | 3.4 | 11.5 |
| 10YR-72HR | D-DET 45 | BASE | 169.01 | 14.732 | 17.500 | 18337 | 0.000 | 0.104 | 4.8 | 4.3 |
| 10YR-72HR | K-lake 1 | BASE | 169.01 | 14.732 | 17.500 | 90510 | 0.900 | 0.534 | 17.6 | 11.3 |
| 10YR-72HR | L-CANAL | BASE | 169.01 | 13.888 | 14.500 | 0 | 0.534 | 0.000 | 11.3 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 169.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 171.01 | 14.709 | 17.500 | 16593 | 0.000 | -1.140 | 3.9 | 0.4 |
| 10YR-72HR | B-DET 2 | BASE | 171.01 | 14.708 | 17.500 | 17402 | 0.000 | -1.555 | 2.8 | -1.9 |

| Simulation | Node | Group | Time hrs | Stage ft | Warning Stage ft | Surface Area ft2 | Total Inflow cfs | Total Outflow cfs | Total Vol In af | Total Vol Out af |
|---|---|---|---|---|---|---|---|---|---|---|
| 10YR-72HR | C-DET 3 | BASE | 171.01 | 14.712 | 17.500 | 23394 | -2.695 | 0.794 | 3.0 | 11.6 |
| 10YR-72HR | D-DET 45 | BASE | 171.01 | 14.709 | 17.500 | 18202 | 0.000 | 0.101 | 4.8 | 4.3 |
| 10YR-72HR | K-lake 1 | BASE | 171.01 | 14.709 | 17.500 | 90389 | 0.895 | 0.533 | 17.8 | 11.4 |
| 10YR-72HR | L-CANAL | BASE | 171.01 | 13.858 | 14.500 | 0 | 0.533 | 0.000 | 11.4 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 171.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 173.01 | 14.686 | 17.500 | 16468 | 0.000 | -1.147 | 3.9 | 0.2 |
| 10YR-72HR | B-DET 2 | BASE | 173.01 | 14.685 | 17.500 | 17284 | 0.000 | -1.565 | 2.8 | -2.1 |
| 10YR-72HR | C-DET 3 | BASE | 173.01 | 14.689 | 17.500 | 23219 | -2.713 | 0.792 | 2.6 | 11.7 |
| 10YR-72HR | D-DET 45 | BASE | 173.01 | 14.686 | 17.500 | 18068 | 0.000 | 0.101 | 4.8 | 4.3 |
| 10YR-72HR | K-lake 1 | BASE | 173.01 | 14.686 | 17.500 | 90268 | 0.892 | 0.534 | 17.9 | 11.5 |
| 10YR-72HR | L-CANAL | BASE | 173.01 | 13.827 | 14.500 | 0 | 0.534 | 0.000 | 11.5 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 173.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 175.01 | 14.662 | 17.500 | 16343 | 0.000 | -1.155 | 3.9 | 0.0 |
| 10YR-72HR | B-DET 2 | BASE | 175.01 | 14.662 | 17.500 | 17165 | 0.000 | -1.575 | 2.8 | -2.4 |
| 10YR-72HR | C-DET 3 | BASE | 175.01 | 14.665 | 17.500 | 23043 | -2.730 | 0.789 | 2.1 | 11.8 |
| 10YR-72HR | D-DET 45 | BASE | 175.01 | 14.662 | 17.500 | 17932 | 0.000 | 0.100 | 4.8 | 4.3 |
| 10YR-72HR | K-lake 1 | BASE | 175.01 | 14.662 | 17.500 | 90146 | 0.889 | 0.537 | 18.1 | 11.6 |
| 10YR-72HR | L-CANAL | BASE | 175.01 | 13.796 | 14.500 | 0 | 0.537 | 0.000 | 11.6 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 175.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 177.01 | 14.639 | 17.500 | 16216 | 0.000 | -1.163 | 3.9 | -0.2 |
| 10YR-72HR | B-DET 2 | BASE | 177.01 | 14.638 | 17.500 | 17045 | 0.000 | -1.586 | 2.8 | -2.6 |
| 10YR-72HR | C-DET 3 | BASE | 177.01 | 14.642 | 17.500 | 22865 | -2.748 | 0.786 | 1.7 | 12.0 |
| 10YR-72HR | D-DET 45 | BASE | 177.01 | 14.639 | 17.500 | 17795 | 0.000 | 0.099 | 4.8 | 4.4 |
| 10YR-72HR | K-lake 1 | BASE | 177.01 | 14.639 | 17.500 | 90022 | 0.885 | 0.539 | 18.2 | 11.6 |
| 10YR-72HR | L-CANAL | BASE | 177.01 | 13.766 | 14.500 | 0 | 0.539 | 0.000 | 11.6 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 177.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 179.01 | 14.615 | 17.500 | 16088 | 0.000 | -1.170 | 3.9 | -0.4 |
| 10YR-72HR | B-DET 2 | BASE | 179.01 | 14.615 | 17.500 | 16925 | 0.000 | -1.596 | 2.8 | -2.9 |
| 10YR-72HR | C-DET 3 | BASE | 179.01 | 14.618 | 17.500 | 22686 | -2.767 | 0.783 | 1.2 | 12.1 |
| 10YR-72HR | D-DET 45 | BASE | 179.01 | 14.615 | 17.500 | 17657 | 0.000 | 0.098 | 4.8 | 4.4 |
| 10YR-72HR | K-lake 1 | BASE | 179.01 | 14.615 | 17.500 | 89898 | 0.881 | 0.541 | 18.3 | 11.7 |
| 10YR-72HR | L-CANAL | BASE | 179.01 | 13.735 | 14.500 | 0 | 0.541 | 0.000 | 11.7 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 179.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 181.01 | 14.591 | 17.500 | 15960 | 0.000 | -1.179 | 3.9 | -0.6 |
| 10YR-72HR | B-DET 2 | BASE | 181.01 | 14.591 | 17.500 | 16803 | 0.000 | -1.607 | 2.8 | -3.2 |
| 10YR-72HR | C-DET 3 | BASE | 181.01 | 14.594 | 17.500 | 22506 | -2.786 | 0.778 | 0.7 | 12.2 |
| 10YR-72HR | D-DET 45 | BASE | 181.01 | 14.591 | 17.500 | 17518 | 0.000 | 0.096 | 4.8 | 4.4 |
| 10YR-72HR | K-lake 1 | BASE | 181.01 | 14.591 | 17.500 | 89773 | 0.874 | 0.538 | 18.5 | 11.8 |
| 10YR-72HR | L-CANAL | BASE | 181.01 | 13.720 | 14.500 | 0 | 0.538 | 0.000 | 11.8 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 181.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 183.01 | 14.567 | 17.500 | 15832 | 0.000 | -1.188 | 3.9 | -0.8 |
| 10YR-72HR | B-DET 2 | BASE | 183.01 | 14.567 | 17.500 | 16682 | 0.000 | -1.619 | 2.8 | -3.4 |
| 10YR-72HR | C-DET 3 | BASE | 183.01 | 14.570 | 17.500 | 22327 | -2.807 | 0.771 | 0.3 | 12.4 |
| 10YR-72HR | D-DET 45 | BASE | 183.01 | 14.568 | 17.500 | 17381 | 0.000 | 0.094 | 4.8 | 4.4 |
| 10YR-72HR | K-lake 1 | BASE | 183.01 | 14.567 | 17.500 | 89649 | 0.865 | 0.531 | 18.6 | 11.9 |
| 10YR-72HR | L-CANAL | BASE | 183.01 | 13.720 | 14.500 | 0 | 0.531 | 0.000 | 11.9 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 183.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 185.01 | 14.544 | 17.500 | 15706 | 0.000 | -1.197 | 3.9 | -1.0 |
| 10YR-72HR | B-DET 2 | BASE | 185.01 | 14.543 | 17.500 | 16563 | 0.000 | -1.630 | 2.8 | -3.7 |
| 10YR-72HR | C-DET 3 | BASE | 185.01 | 14.547 | 17.500 | 22150 | -2.827 | 0.763 | -0.2 | 12.5 |
| 10YR-72HR | D-DET 45 | BASE | 185.01 | 14.544 | 17.500 | 17244 | 0.000 | 0.092 | 4.8 | 4.4 |

| Simulation | Node | Group | Time hrs | Stage ft | Warning Stage ft | Surface Area ft2 | Total Inflow cfs | Total Outflow cfs | Total Vol In af | Total Vol Out af |
|---|---|---|---|---|---|---|---|---|---|---|
| 10YR-72HR | K-lake 1 | BASE | 185.01 | 14.544 | 17.500 | 89526 | 0.855 | 0.523 | 18.8 | 12.0 |
| 10YR-72HR | L-CANAL | BASE | 185.01 | 13.720 | 14.500 | 0 | 0.523 | 0.000 | 12.0 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 185.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 187.01 | 14.520 | 17.500 | 15581 | 0.000 | -1.206 | 3.9 | -1.2 |
| 10YR-72HR | B-DET 2 | BASE | 187.01 | 14.520 | 17.500 | 16445 | 0.000 | -1.642 | 2.8 | -4.0 |
| 10YR-72HR | C-DET 3 | BASE | 187.01 | 14.524 | 17.500 | 21974 | -2.848 | 0.755 | -0.7 | 12.6 |
| 10YR-72HR | D-DET 45 | BASE | 187.01 | 14.521 | 17.500 | 17109 | 0.000 | 0.090 | 4.8 | 4.4 |
| 10YR-72HR | K-lake 1 | BASE | 187.01 | 14.520 | 17.500 | 89405 | 0.845 | 0.516 | 18.9 | 12.1 |
| 10YR-72HR | L-CANAL | BASE | 187.01 | 13.720 | 14.500 | 0 | 0.516 | 0.000 | 12.1 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 187.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 189.01 | 14.497 | 17.500 | 15454 | 0.000 | -1.219 | 3.9 | -1.4 |
| 10YR-72HR | B-DET 2 | BASE | 189.01 | 14.497 | 17.500 | 16324 | 0.000 | -1.658 | 2.8 | -4.2 |
| 10YR-72HR | C-DET 3 | BASE | 189.01 | 14.501 | 17.500 | 21799 | -2.878 | 0.748 | -1.1 | 12.7 |
| 10YR-72HR | D-DET 45 | BASE | 189.01 | 14.498 | 17.500 | 16975 | 0.000 | 0.088 | 4.8 | 4.4 |
| 10YR-72HR | K-lake 1 | BASE | 189.01 | 14.497 | 17.500 | 89284 | 0.836 | 0.508 | 19.1 | 12.2 |
| 10YR-72HR | L-CANAL | BASE | 189.01 | 13.720 | 14.500 | 0 | 0.508 | 0.000 | 12.2 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 189.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 191.00 | 14.475 | 17.500 | 15358 | 0.000 | -0.997 | 3.9 | -1.5 |
| 10YR-72HR | B-DET 2 | BASE | 191.00 | 14.475 | 17.500 | 16237 | 0.000 | -1.347 | 2.8 | -4.5 |
| 10YR-72HR | C-DET 3 | BASE | 191.00 | 14.477 | 17.500 | 21664 | -2.344 | 0.536 | -1.6 | 12.8 |
| 10YR-72HR | D-DET 45 | BASE | 191.00 | 14.475 | 17.500 | 16844 | 0.000 | 0.068 | 4.8 | 4.5 |
| 10YR-72HR | K-lake 1 | BASE | 191.00 | 14.475 | 17.500 | 89166 | 0.604 | 0.501 | 19.2 | 12.3 |
| 10YR-72HR | L-CANAL | BASE | 191.00 | 13.720 | 14.500 | 0 | 0.501 | 0.000 | 12.3 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 191.00 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 193.00 | 14.452 | 17.500 | 15248 | 0.000 | -1.020 | 3.9 | -1.7 |
| 10YR-72HR | B-DET 2 | BASE | 193.00 | 14.452 | 17.500 | 16134 | 0.000 | -1.372 | 2.8 | -4.7 |
| 10YR-72HR | C-DET 3 | BASE | 193.00 | 14.455 | 17.500 | 21518 | -2.393 | 0.532 | -2.0 | 12.9 |
| 10YR-72HR | D-DET 45 | BASE | 193.00 | 14.453 | 17.500 | 16713 | 0.000 | 0.067 | 4.8 | 4.5 |
| 10YR-72HR | K-lake 1 | BASE | 193.00 | 14.452 | 17.500 | 89049 | 0.598 | 0.493 | 19.3 | 12.3 |
| 10YR-72HR | L-CANAL | BASE | 193.00 | 13.720 | 14.500 | 0 | 0.493 | 0.000 | 12.3 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 193.00 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 195.01 | 14.430 | 17.500 | 15136 | 0.000 | -1.034 | 3.9 | -1.9 |
| 10YR-72HR | B-DET 2 | BASE | 195.01 | 14.430 | 17.500 | 16029 | 0.000 | -1.388 | 2.8 | -4.9 |
| 10YR-72HR | C-DET 3 | BASE | 195.01 | 14.432 | 17.500 | 21367 | -2.422 | 0.526 | -2.4 | 13.0 |
| 10YR-72HR | D-DET 45 | BASE | 195.01 | 14.430 | 17.500 | 16583 | 0.000 | 0.063 | 4.8 | 4.5 |
| 10YR-72HR | K-lake 1 | BASE | 195.01 | 14.430 | 17.500 | 88932 | 0.589 | 0.486 | 19.4 | 12.4 |
| 10YR-72HR | L-CANAL | BASE | 195.01 | 13.720 | 14.500 | 0 | 0.486 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 195.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 197.01 | 14.408 | 17.500 | 15025 | 0.000 | -1.047 | 3.9 | -2.0 |
| 10YR-72HR | B-DET 2 | BASE | 197.01 | 14.408 | 17.500 | 15925 | 0.000 | -1.400 | 2.8 | -5.2 |
| 10YR-72HR | C-DET 3 | BASE | 197.01 | 14.410 | 17.500 | 21215 | -2.446 | 0.518 | -2.8 | 13.1 |
| 10YR-72HR | D-DET 45 | BASE | 197.01 | 14.408 | 17.500 | 16455 | 0.000 | 0.063 | 4.8 | 4.5 |
| 10YR-72HR | K-lake 1 | BASE | 197.01 | 14.408 | 17.500 | 88817 | 0.581 | 0.478 | 19.5 | 12.5 |
| 10YR-72HR | L-CANAL | BASE | 197.01 | 13.720 | 14.500 | 0 | 0.478 | 0.000 | 12.5 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 197.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 199.01 | 14.386 | 17.500 | 14914 | 0.000 | -1.055 | 3.9 | -2.2 |
| 10YR-72HR | B-DET 2 | BASE | 199.01 | 14.386 | 17.500 | 15820 | 0.000 | -1.407 | 2.8 | -5.4 |
| 10YR-72HR | C-DET 3 | BASE | 199.01 | 14.389 | 17.500 | 21064 | -2.462 | 0.509 | -3.2 | 13.2 |
| 10YR-72HR | D-DET 45 | BASE | 199.01 | 14.386 | 17.500 | 16329 | 0.000 | 0.062 | 4.8 | 4.5 |
| 10YR-72HR | K-lake 1 | BASE | 199.01 | 14.386 | 17.500 | 88703 | 0.570 | 0.471 | 19.6 | 12.6 |
| 10YR-72HR | L-CANAL | BASE | 199.01 | 13.720 | 14.500 | 0 | 0.471 | 0.000 | 12.6 | 0.0 |

| Simulation | Node | Group | Time | Stage | Warning Stage | Surface Area | Total Inflow | Total Outflow | Total Vol In | Total Vol Out |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | hrs | ft | ft | ft2 | cfs | cfs | af | af |
| 10YR-72HR | M-PreDev | BASE | 199.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 201.01 | 14.365 | 17.500 | 14804 | 0.000 | -1.061 | 3.9 | -2.4 |
| 10YR-72HR | B-DET 2 | BASE | 201.01 | 14.365 | 17.500 | 15717 | 0.000 | -1.412 | 2.8 | -5.6 |
| 10YR-72HR | C-DET 3 | BASE | 201.01 | 14.367 | 17.500 | 20912 | -2.472 | 0.498 | -3.6 | 13.3 |
| 10YR-72HR | D-DET 45 | BASE | 201.01 | 14.365 | 17.500 | 16204 | 0.000 | 0.060 | 4.8 | 4.5 |
| 10YR-72HR | K-lake 1 | BASE | 201.01 | 14.365 | 17.500 | 88591 | 0.559 | 0.463 | 19.7 | 12.7 |
| 10YR-72HR | L-CANAL | BASE | 201.01 | 13.720 | 14.500 | 0 | 0.463 | 0.000 | 12.7 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 201.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 203.01 | 14.344 | 17.500 | 14695 | 0.000 | -1.062 | 3.9 | -2.6 |
| 10YR-72HR | B-DET 2 | BASE | 203.01 | 14.343 | 17.500 | 15614 | 0.000 | -1.413 | 2.8 | -5.9 |
| 10YR-72HR | C-DET 3 | BASE | 203.01 | 14.346 | 17.500 | 20762 | -2.476 | 0.487 | -4.0 | 13.4 |
| 10YR-72HR | D-DET 45 | BASE | 203.01 | 14.344 | 17.500 | 16081 | 0.000 | 0.057 | 4.8 | 4.5 |
| 10YR-72HR | K-lake 1 | BASE | 203.01 | 14.344 | 17.500 | 88480 | 0.544 | 0.455 | 19.7 | 12.7 |
| 10YR-72HR | L-CANAL | BASE | 203.01 | 13.720 | 14.500 | 0 | 0.455 | 0.000 | 12.7 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 203.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 205.01 | 14.323 | 17.500 | 14586 | 0.000 | -1.065 | 3.9 | -2.7 |
| 10YR-72HR | B-DET 2 | BASE | 205.01 | 14.322 | 17.500 | 15512 | 0.000 | -1.413 | 2.8 | -6.1 |
| 10YR-72HR | C-DET 3 | BASE | 205.01 | 14.325 | 17.500 | 20613 | -2.478 | 0.475 | -4.4 | 13.4 |
| 10YR-72HR | D-DET 45 | BASE | 205.01 | 14.323 | 17.500 | 15959 | 0.000 | 0.057 | 4.8 | 4.5 |
| 10YR-72HR | K-lake 1 | BASE | 205.01 | 14.323 | 17.500 | 88371 | 0.532 | 0.448 | 19.8 | 12.8 |
| 10YR-72HR | L-CANAL | BASE | 205.01 | 13.720 | 14.500 | 0 | 0.448 | 0.000 | 12.8 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 205.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 207.01 | 14.302 | 17.500 | 14479 | 0.000 | -1.065 | 3.9 | -2.9 |
| 10YR-72HR | B-DET 2 | BASE | 207.01 | 14.302 | 17.500 | 15411 | 0.000 | -1.411 | 2.8 | -6.3 |
| 10YR-72HR | C-DET 3 | BASE | 207.01 | 14.304 | 17.500 | 20465 | -2.477 | 0.462 | -4.8 | 13.5 |
| 10YR-72HR | D-DET 45 | BASE | 207.01 | 14.302 | 17.500 | 15840 | 0.000 | 0.055 | 4.8 | 4.5 |
| 10YR-72HR | K-lake 1 | BASE | 207.01 | 14.302 | 17.500 | 88263 | 0.518 | 0.440 | 19.9 | 12.9 |
| 10YR-72HR | L-CANAL | BASE | 207.01 | 13.720 | 14.500 | 0 | 0.440 | 0.000 | 12.9 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 207.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 209.01 | 14.282 | 17.500 | 14373 | 0.000 | -1.064 | 3.9 | -3.1 |
| 10YR-72HR | B-DET 2 | BASE | 209.01 | 14.281 | 17.500 | 15311 | 0.000 | -1.407 | 2.8 | -6.6 |
| 10YR-72HR | C-DET 3 | BASE | 209.01 | 14.284 | 17.500 | 20319 | -2.471 | 0.448 | -5.2 | 13.6 |
| 10YR-72HR | D-DET 45 | BASE | 209.01 | 14.282 | 17.500 | 15721 | 0.000 | 0.054 | 4.8 | 4.5 |
| 10YR-72HR | K-lake 1 | BASE | 209.01 | 14.282 | 17.500 | 88156 | 0.502 | 0.432 | 20.0 | 13.0 |
| 10YR-72HR | L-CANAL | BASE | 209.01 | 13.720 | 14.500 | 0 | 0.432 | 0.000 | 13.0 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 209.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 211.01 | 14.262 | 17.500 | 14269 | 0.000 | -1.059 | 3.9 | -3.3 |
| 10YR-72HR | B-DET 2 | BASE | 211.01 | 14.261 | 17.500 | 15212 | 0.000 | -1.401 | 2.8 | -6.8 |
| 10YR-72HR | C-DET 3 | BASE | 211.01 | 14.264 | 17.500 | 20174 | -2.460 | 0.434 | -5.6 | 13.7 |
| 10YR-72HR | D-DET 45 | BASE | 211.01 | 14.262 | 17.500 | 15604 | 0.000 | 0.051 | 4.8 | 4.6 |
| 10YR-72HR | K-lake 1 | BASE | 211.01 | 14.261 | 17.500 | 88051 | 0.485 | 0.424 | 20.1 | 13.0 |
| 10YR-72HR | L-CANAL | BASE | 211.01 | 13.720 | 14.500 | 0 | 0.424 | 0.000 | 13.0 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 211.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 213.01 | 14.242 | 17.500 | 14166 | 0.000 | -1.057 | 3.9 | -3.4 |
| 10YR-72HR | B-DET 2 | BASE | 213.01 | 14.242 | 17.500 | 15115 | 0.000 | -1.395 | 2.8 | -7.0 |
| 10YR-72HR | C-DET 3 | BASE | 213.01 | 14.244 | 17.500 | 20031 | -2.452 | 0.420 | -6.0 | 13.7 |
| 10YR-72HR | D-DET 45 | BASE | 213.01 | 14.242 | 17.500 | 15490 | 0.000 | 0.050 | 4.8 | 4.6 |
| 10YR-72HR | K-lake 1 | BASE | 213.01 | 14.242 | 17.500 | 87948 | 0.470 | 0.417 | 20.2 | 13.1 |
| 10YR-72HR | L-CANAL | BASE | 213.01 | 13.720 | 14.500 | 0 | 0.417 | 0.000 | 13.1 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 213.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 215.01 | 14.222 | 17.500 | 14064 | 0.000 | -1.052 | 3.9 | -3.6 |

| Simulation | Node | Group | Time hrs | Stage ft | Warning Stage ft | Surface Area ft2 | Total Inflow cfs | Total Outflow cfs | Total Vol In af | Total Vol Out af |
|---|---|---|---|---|---|---|---|---|---|---|
| 10YR-72HR | B-DET 2 | BASE | 215.01 | 14.222 | 17.500 | 15019 | 0.000 | -1.388 | 2.8 | -7.3 |
| 10YR-72HR | C-DET 3 | BASE | 215.01 | 14.225 | 17.500 | 19890 | -2.440 | 0.404 | -6.4 | 13.8 |
| 10YR-72HR | D-DET 45 | BASE | 215.01 | 14.222 | 17.500 | 15376 | 0.000 | 0.049 | 4.8 | 4.6 |
| 10YR-72HR | K-lake 1 | BASE | 215.01 | 14.222 | 17.500 | 87846 | 0.453 | 0.409 | 20.2 | 13.2 |
| 10YR-72HR | L-CANAL | BASE | 215.01 | 13.720 | 14.500 | 0 | 0.409 | 0.000 | 13.2 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 215.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 217.01 | 14.203 | 17.500 | 13964 | 0.000 | -1.046 | 3.9 | -3.8 |
| 10YR-72HR | B-DET 2 | BASE | 217.01 | 14.203 | 17.500 | 14925 | 0.000 | -1.379 | 2.8 | -7.5 |
| 10YR-72HR | C-DET 3 | BASE | 217.01 | 14.206 | 17.500 | 19751 | -2.425 | 0.388 | -6.8 | 13.9 |
| 10YR-72HR | D-DET 45 | BASE | 217.01 | 14.203 | 17.500 | 15265 | 0.000 | 0.047 | 4.8 | 4.6 |
| 10YR-72HR | K-lake 1 | BASE | 217.01 | 14.203 | 17.500 | 87745 | 0.435 | 0.401 | 20.3 | 13.2 |
| 10YR-72HR | L-CANAL | BASE | 217.01 | 13.720 | 14.500 | 0 | 0.401 | 0.000 | 13.2 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 217.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 219.00 | 14.184 | 17.500 | 13863 | 0.000 | -1.326 | 3.9 | -4.0 |
| 10YR-72HR | B-DET 2 | BASE | 219.00 | 14.184 | 17.500 | 14829 | 0.000 | -1.740 | 2.8 | -7.8 |
| 10YR-72HR | C-DET 3 | BASE | 219.00 | 14.188 | 17.500 | 19622 | -3.066 | 0.502 | -7.3 | 13.9 |
| 10YR-72HR | D-DET 45 | BASE | 219.00 | 14.184 | 17.500 | 15156 | 0.000 | 0.053 | 4.8 | 4.6 |
| 10YR-72HR | K-lake 1 | BASE | 219.00 | 14.184 | 17.500 | 87647 | 0.555 | 0.393 | 20.4 | 13.3 |
| 10YR-72HR | L-CANAL | BASE | 219.00 | 13.720 | 14.500 | 0 | 0.393 | 0.000 | 13.3 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 219.00 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 221.00 | 14.166 | 17.500 | 13768 | 0.000 | -1.031 | 3.9 | -4.2 |
| 10YR-72HR | B-DET 2 | BASE | 221.00 | 14.166 | 17.500 | 14740 | 0.000 | -1.358 | 2.8 | -8.0 |
| 10YR-72HR | C-DET 3 | BASE | 221.00 | 14.168 | 17.500 | 19479 | -2.390 | 0.354 | -7.7 | 14.0 |
| 10YR-72HR | D-DET 45 | BASE | 221.00 | 14.166 | 17.500 | 15048 | 0.000 | 0.044 | 4.8 | 4.6 |
| 10YR-72HR | K-lake 1 | BASE | 221.00 | 14.166 | 17.500 | 87550 | 0.398 | 0.385 | 20.5 | 13.4 |
| 10YR-72HR | L-CANAL | BASE | 221.00 | 13.720 | 14.500 | 0 | 0.385 | 0.000 | 13.4 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 221.00 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 223.00 | 14.148 | 17.500 | 13672 | 0.000 | -1.023 | 3.9 | -4.4 |
| 10YR-72HR | B-DET 2 | BASE | 223.00 | 14.147 | 17.500 | 14650 | 0.000 | -1.347 | 2.8 | -8.2 |
| 10YR-72HR | C-DET 3 | BASE | 223.00 | 14.150 | 17.500 | 19346 | -2.370 | 0.336 | -8.1 | 14.1 |
| 10YR-72HR | D-DET 45 | BASE | 223.00 | 14.148 | 17.500 | 14942 | 0.000 | 0.042 | 4.8 | 4.6 |
| 10YR-72HR | K-lake 1 | BASE | 223.00 | 14.147 | 17.500 | 87455 | 0.378 | 0.377 | 20.5 | 13.4 |
| 10YR-72HR | L-CANAL | BASE | 223.00 | 13.720 | 14.500 | 0 | 0.377 | 0.000 | 13.4 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 223.00 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 225.00 | 14.130 | 17.500 | 13578 | 0.000 | -1.014 | 3.9 | -4.5 |
| 10YR-72HR | B-DET 2 | BASE | 225.00 | 14.130 | 17.500 | 14561 | 0.000 | -1.334 | 2.8 | -8.5 |
| 10YR-72HR | C-DET 3 | BASE | 225.00 | 14.132 | 17.500 | 19215 | -2.348 | 0.316 | -8.5 | 14.1 |
| 10YR-72HR | D-DET 45 | BASE | 225.00 | 14.130 | 17.500 | 14838 | 0.000 | 0.041 | 4.8 | 4.6 |
| 10YR-72HR | K-lake 1 | BASE | 225.00 | 14.129 | 17.500 | 87361 | 0.357 | 0.369 | 20.6 | 13.5 |
| 10YR-72HR | L-CANAL | BASE | 225.00 | 13.720 | 14.500 | 0 | 0.369 | 0.000 | 13.5 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 225.00 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 227.01 | 14.112 | 17.500 | 13483 | 0.000 | -1.278 | 3.9 | -4.7 |
| 10YR-72HR | B-DET 2 | BASE | 227.01 | 14.111 | 17.500 | 14471 | 0.000 | -1.675 | 2.8 | -8.7 |
| 10YR-72HR | C-DET 3 | BASE | 227.01 | 14.115 | 17.500 | 19093 | -2.953 | 0.387 | -9.0 | 14.2 |
| 10YR-72HR | D-DET 45 | BASE | 227.01 | 14.112 | 17.500 | 14735 | 0.000 | 0.043 | 4.8 | 4.6 |
| 10YR-72HR | K-lake 1 | BASE | 227.01 | 14.112 | 17.500 | 87269 | 0.431 | 0.361 | 20.7 | 13.5 |
| 10YR-72HR | L-CANAL | BASE | 227.01 | 13.720 | 14.500 | 0 | 0.361 | 0.000 | 13.5 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 227.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 229.01 | 14.095 | 17.500 | 13395 | 0.000 | -0.994 | 3.9 | -4.9 |
| 10YR-72HR | B-DET 2 | BASE | 229.01 | 14.095 | 17.500 | 14389 | 0.000 | -1.307 | 2.8 | -8.9 |
| 10YR-72HR | C-DET 3 | BASE | 229.01 | 14.097 | 17.500 | 18960 | -2.301 | 0.275 | -9.4 | 14.2 |

| Simulation | Node | Group | Time hrs | Stage ft | Warning Stage ft | Surface Area ft2 | Total Inflow cfs | Total Outflow cfs | Total Vol In af | Total Vol Out af |
|---|---|---|---|---|---|---|---|---|---|---|
| 10YR-72HR | D-DET 45 | BASE | 229.01 | 14.095 | 17.500 | 14635 | 0.000 | 0.037 | 4.8 | 4.6 |
| 10YR-72HR | K-lake 1 | BASE | 229.01 | 14.094 | 17.500 | 87178 | 0.313 | 0.353 | 20.7 | 13.6 |
| 10YR-72HR | L-CANAL | BASE | 229.01 | 13.720 | 14.500 | 0 | 0.353 | 0.000 | 13.6 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 229.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 231.01 | 14.078 | 17.500 | 13306 | 0.000 | -0.983 | 3.9 | -5.1 |
| 10YR-72HR | B-DET 2 | BASE | 231.01 | 14.078 | 17.500 | 14305 | 0.000 | -1.292 | 2.8 | -9.2 |
| 10YR-72HR | C-DET 3 | BASE | 231.01 | 14.080 | 17.500 | 18836 | -2.275 | 0.252 | -9.8 | 14.3 |
| 10YR-72HR | D-DET 45 | BASE | 231.01 | 14.078 | 17.500 | 14537 | 0.000 | 0.036 | 4.8 | 4.6 |
| 10YR-72HR | K-lake 1 | BASE | 231.01 | 14.078 | 17.500 | 87090 | 0.288 | 0.345 | 20.8 | 13.7 |
| 10YR-72HR | L-CANAL | BASE | 231.01 | 13.720 | 14.500 | 0 | 0.345 | 0.000 | 13.7 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 231.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 233.01 | 14.062 | 17.500 | 13220 | 0.000 | -0.971 | 3.9 | -5.2 |
| 10YR-72HR | B-DET 2 | BASE | 233.01 | 14.061 | 17.500 | 14223 | 0.000 | -1.276 | 2.8 | -9.4 |
| 10YR-72HR | C-DET 3 | BASE | 233.01 | 14.064 | 17.500 | 18715 | -2.247 | 0.226 | -10.1 | 14.3 |
| 10YR-72HR | D-DET 45 | BASE | 233.01 | 14.061 | 17.500 | 14440 | 0.000 | 0.035 | 4.8 | 4.6 |
| 10YR-72HR | K-lake 1 | BASE | 233.01 | 14.061 | 17.500 | 87003 | 0.260 | 0.337 | 20.8 | 13.7 |
| 10YR-72HR | L-CANAL | BASE | 233.01 | 13.720 | 14.500 | 0 | 0.337 | 0.000 | 13.7 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 233.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 235.01 | 14.045 | 17.500 | 13133 | 0.000 | -1.211 | 3.9 | -5.4 |
| 10YR-72HR | B-DET 2 | BASE | 235.01 | 14.045 | 17.500 | 14140 | 0.000 | -1.588 | 2.8 | -9.6 |
| 10YR-72HR | C-DET 3 | BASE | 235.01 | 14.049 | 17.500 | 18604 | -2.799 | 0.244 | -10.6 | 14.4 |
| 10YR-72HR | D-DET 45 | BASE | 235.01 | 14.045 | 17.500 | 14345 | 0.000 | 0.034 | 4.8 | 4.6 |
| 10YR-72HR | K-lake 1 | BASE | 235.01 | 14.044 | 17.500 | 86917 | 0.278 | 0.328 | 20.9 | 13.8 |
| 10YR-72HR | L-CANAL | BASE | 235.01 | 13.720 | 14.500 | 0 | 0.328 | 0.000 | 13.8 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 235.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 237.01 | 14.030 | 17.500 | 13051 | 0.000 | -1.190 | 3.9 | -5.6 |
| 10YR-72HR | B-DET 2 | BASE | 237.01 | 14.029 | 17.500 | 14063 | 0.000 | -1.560 | 2.8 | -9.9 |
| 10YR-72HR | C-DET 3 | BASE | 237.01 | 14.033 | 17.500 | 18489 | -2.750 | 0.188 | -11.0 | 14.4 |
| 10YR-72HR | D-DET 45 | BASE | 237.01 | 14.029 | 17.500 | 14252 | 0.000 | 0.032 | 4.8 | 4.6 |
| 10YR-72HR | K-lake 1 | BASE | 237.01 | 14.028 | 17.500 | 86833 | 0.221 | 0.320 | 20.9 | 13.8 |
| 10YR-72HR | L-CANAL | BASE | 237.01 | 13.720 | 14.500 | 0 | 0.320 | 0.000 | 13.8 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 237.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 239.01 | 14.015 | 17.500 | 12974 | 0.000 | -1.169 | 3.9 | -5.8 |
| 10YR-72HR | B-DET 2 | BASE | 239.01 | 14.015 | 17.500 | 13990 | 0.000 | -1.534 | 2.8 | -10.1 |
| 10YR-72HR | C-DET 3 | BASE | 239.01 | 14.018 | 17.500 | 18381 | -2.703 | 0.121 | -11.5 | 14.4 |
| 10YR-72HR | D-DET 45 | BASE | 239.01 | 14.013 | 17.500 | 14161 | 0.000 | 0.031 | 4.8 | 4.7 |
| 10YR-72HR | K-lake 1 | BASE | 239.01 | 14.012 | 17.500 | 86749 | 0.151 | 0.312 | 20.9 | 13.9 |
| 10YR-72HR | L-CANAL | BASE | 239.01 | 13.720 | 14.500 | 0 | 0.312 | 0.000 | 13.9 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 239.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 241.01 | 14.004 | 17.500 | 12916 | 0.000 | -1.168 | 3.9 | -6.0 |
| 10YR-72HR | B-DET 2 | BASE | 241.01 | 14.004 | 17.500 | 13936 | 0.000 | -1.530 | 2.8 | -10.4 |
| 10YR-72HR | C-DET 3 | BASE | 241.01 | 14.008 | 17.500 | 18301 | -2.698 | 0.064 | -11.9 | 14.4 |
| 10YR-72HR | D-DET 45 | BASE | 241.01 | 14.000 | 17.500 | 14086 | 0.000 | 0.018 | 4.8 | 4.7 |
| 10YR-72HR | K-lake 1 | BASE | 241.01 | 13.995 | 17.500 | 86656 | 0.082 | 0.302 | 21.0 | 13.9 |
| 10YR-72HR | L-CANAL | BASE | 241.01 | 13.720 | 14.500 | 0 | 0.302 | 0.000 | 13.9 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 241.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 243.01 | 13.998 | 17.500 | 12882 | 0.000 | -1.164 | 3.9 | -6.2 |
| 10YR-72HR | B-DET 2 | BASE | 243.01 | 13.997 | 17.500 | 13904 | 0.000 | -1.523 | 2.8 | -10.6 |
| 10YR-72HR | C-DET 3 | BASE | 243.01 | 14.001 | 17.500 | 18254 | -2.687 | 0.041 | -12.4 | 14.4 |
| 10YR-72HR | D-DET 45 | BASE | 243.01 | 13.988 | 17.500 | 14017 | 0.000 | 0.027 | 4.8 | 4.7 |
| 10YR-72HR | K-lake 1 | BASE | 243.01 | 13.975 | 17.500 | 86555 | 0.068 | 0.291 | 21.0 | 14.0 |

| Simulation | Node | Group | Time hrs | Stage ft | Warning Stage ft | Surface Area ft2 | Total Inflow cfs | Total Outflow cfs | Total Vol In af | Total Vol Out af |
|---|---|---|---|---|---|---|---|---|---|---|
| 10YR-72HR | L-CANAL | BASE | 243.01 | 13.720 | 14.500 | 0 | 0.291 | 0.000 | 14.0 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 243.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 245.01 | 13.991 | 17.500 | 12848 | 0.000 | -1.157 | 3.9 | -6.4 |
| 10YR-72HR | B-DET 2 | BASE | 245.01 | 13.991 | 17.500 | 13872 | 0.000 | -1.515 | 2.8 | -10.9 |
| 10YR-72HR | C-DET 3 | BASE | 245.01 | 13.995 | 17.500 | 18206 | -2.672 | 0.046 | -12.8 | 14.4 |
| 10YR-72HR | D-DET 45 | BASE | 245.01 | 13.973 | 17.500 | 13930 | 0.000 | 0.030 | 4.8 | 4.7 |
| 10YR-72HR | K-lake 1 | BASE | 245.01 | 13.957 | 17.500 | 86461 | 0.076 | 0.281 | 21.0 | 14.0 |
| 10YR-72HR | L-CANAL | BASE | 245.01 | 13.720 | 14.500 | 0 | 0.281 | 0.000 | 14.0 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 245.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 247.01 | 13.984 | 17.500 | 12808 | 0.000 | -1.150 | 3.9 | -6.6 |
| 10YR-72HR | B-DET 2 | BASE | 247.01 | 13.983 | 17.500 | 13834 | 0.000 | -1.506 | 2.8 | -11.1 |
| 10YR-72HR | C-DET 3 | BASE | 247.01 | 13.987 | 17.500 | 18150 | -2.656 | 0.051 | -13.2 | 14.5 |
| 10YR-72HR | D-DET 45 | BASE | 247.01 | 13.958 | 17.500 | 13838 | 0.000 | 0.031 | 4.8 | 4.7 |
| 10YR-72HR | K-lake 1 | BASE | 247.01 | 13.941 | 17.500 | 86374 | 0.082 | 0.271 | 21.0 | 14.1 |
| 10YR-72HR | L-CANAL | BASE | 247.01 | 13.720 | 14.500 | 0 | 0.271 | 0.000 | 14.1 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 247.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 249.01 | 13.975 | 17.500 | 12764 | 0.000 | -1.143 | 3.9 | -6.8 |
| 10YR-72HR | B-DET 2 | BASE | 249.01 | 13.975 | 17.500 | 13792 | 0.000 | -1.497 | 2.8 | -11.4 |
| 10YR-72HR | C-DET 3 | BASE | 249.01 | 13.979 | 17.500 | 18089 | -2.640 | 0.055 | -13.7 | 14.5 |
| 10YR-72HR | D-DET 45 | BASE | 249.01 | 13.942 | 17.500 | 13746 | 0.000 | 0.030 | 4.8 | 4.7 |
| 10YR-72HR | K-lake 1 | BASE | 249.01 | 13.925 | 17.500 | 86294 | 0.085 | 0.261 | 21.0 | 14.1 |
| 10YR-72HR | L-CANAL | BASE | 249.01 | 13.720 | 14.500 | 0 | 0.261 | 0.000 | 14.1 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 249.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 251.01 | 13.966 | 17.500 | 12717 | 0.000 | -1.136 | 3.9 | -6.9 |
| 10YR-72HR | B-DET 2 | BASE | 251.01 | 13.966 | 17.500 | 13748 | 0.000 | -1.488 | 2.8 | -11.6 |
| 10YR-72HR | C-DET 3 | BASE | 251.01 | 13.970 | 17.500 | 18023 | -2.624 | 0.057 | -14.1 | 14.5 |
| 10YR-72HR | D-DET 45 | BASE | 251.01 | 13.926 | 17.500 | 13655 | 0.000 | 0.029 | 4.8 | 4.7 |
| 10YR-72HR | K-lake 1 | BASE | 251.01 | 13.911 | 17.500 | 86219 | 0.086 | 0.252 | 21.0 | 14.2 |
| 10YR-72HR | L-CANAL | BASE | 251.01 | 13.720 | 14.500 | 0 | 0.252 | 0.000 | 14.2 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 251.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 253.01 | 13.957 | 17.500 | 12668 | 0.000 | -1.129 | 3.9 | -7.1 |
| 10YR-72HR | B-DET 2 | BASE | 253.01 | 13.957 | 17.500 | 13702 | 0.000 | -1.478 | 2.8 | -11.9 |
| 10YR-72HR | C-DET 3 | BASE | 253.01 | 13.961 | 17.500 | 17955 | -2.607 | 0.059 | -14.5 | 14.5 |
| 10YR-72HR | D-DET 45 | BASE | 253.01 | 13.911 | 17.500 | 13568 | 0.000 | 0.028 | 4.8 | 4.7 |
| 10YR-72HR | K-lake 1 | BASE | 253.01 | 13.897 | 17.500 | 86148 | 0.087 | 0.243 | 21.0 | 14.2 |
| 10YR-72HR | L-CANAL | BASE | 253.01 | 13.720 | 14.500 | 0 | 0.243 | 0.000 | 14.2 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 253.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 255.01 | 13.948 | 17.500 | 12617 | 0.000 | -1.121 | 3.9 | -7.3 |
| 10YR-72HR | B-DET 2 | BASE | 255.01 | 13.947 | 17.500 | 13654 | 0.000 | -1.469 | 2.8 | -12.1 |
| 10YR-72HR | C-DET 3 | BASE | 255.01 | 13.951 | 17.500 | 17884 | -2.590 | 0.061 | -15.0 | 14.5 |
| 10YR-72HR | D-DET 45 | BASE | 255.01 | 13.897 | 17.500 | 13485 | 0.000 | 0.026 | 4.8 | 4.7 |
| 10YR-72HR | K-lake 1 | BASE | 255.01 | 13.885 | 17.500 | 86082 | 0.087 | 0.234 | 21.1 | 14.2 |
| 10YR-72HR | L-CANAL | BASE | 255.01 | 13.720 | 14.500 | 0 | 0.234 | 0.000 | 14.2 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 255.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 257.01 | 13.938 | 17.500 | 12565 | 0.000 | -1.114 | 3.9 | -7.5 |
| 10YR-72HR | B-DET 2 | BASE | 257.01 | 13.937 | 17.500 | 13604 | 0.000 | -1.459 | 2.8 | -12.4 |
| 10YR-72HR | C-DET 3 | BASE | 257.01 | 13.941 | 17.500 | 17811 | -2.572 | 0.062 | -15.4 | 14.5 |
| 10YR-72HR | D-DET 45 | BASE | 257.01 | 13.883 | 17.500 | 13407 | 0.000 | 0.024 | 4.8 | 4.7 |
| 10YR-72HR | K-lake 1 | BASE | 257.01 | 13.873 | 17.500 | 86019 | 0.086 | 0.225 | 21.1 | 14.3 |
| 10YR-72HR | L-CANAL | BASE | 257.01 | 13.720 | 14.500 | 0 | 0.225 | 0.000 | 14.3 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 257.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |

| Simulation | Node | Group | Time hrs | Stage ft | Warning Stage ft | Surface Area ft2 | Total Inflow cfs | Total Outflow cfs | Total Vol In af | Total Vol Out af |
|---|---|---|---|---|---|---|---|---|---|---|
| 10YR-72HR | A-DET 1 | BASE | 259.01 | 13.928 | 17.500 | 12512 | 0.000 | -1.106 | 3.9 | -7.7 |
| 10YR-72HR | B-DET 2 | BASE | 259.01 | 13.927 | 17.500 | 13554 | 0.000 | -1.448 | 2.8 | -12.6 |
| 10YR-72HR | C-DET 3 | BASE | 259.01 | 13.931 | 17.500 | 17737 | -2.554 | 0.062 | -15.8 | 14.5 |
| 10YR-72HR | D-DET 45 | BASE | 259.01 | 13.871 | 17.500 | 13333 | 0.000 | 0.023 | 4.8 | 4.7 |
| 10YR-72HR | K-lake 1 | BASE | 259.01 | 13.861 | 17.500 | 85959 | 0.085 | 0.217 | 21.1 | 14.3 |
| 10YR-72HR | L-CANAL | BASE | 259.01 | 13.720 | 14.500 | 0 | 0.217 | 0.000 | 14.3 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 259.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 261.01 | 13.918 | 17.500 | 12458 | 0.000 | -1.098 | 3.9 | -7.9 |
| 10YR-72HR | B-DET 2 | BASE | 261.01 | 13.917 | 17.500 | 13504 | 0.000 | -1.438 | 2.8 | -12.8 |
| 10YR-72HR | C-DET 3 | BASE | 261.01 | 13.921 | 17.500 | 17662 | -2.536 | 0.063 | -16.2 | 14.5 |
| 10YR-72HR | D-DET 45 | BASE | 261.01 | 13.859 | 17.500 | 13263 | 0.000 | 0.021 | 4.8 | 4.7 |
| 10YR-72HR | K-lake 1 | BASE | 261.01 | 13.850 | 17.500 | 85903 | 0.084 | 0.208 | 21.1 | 14.3 |
| 10YR-72HR | L-CANAL | BASE | 261.01 | 13.720 | 14.500 | 0 | 0.208 | 0.000 | 14.3 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 261.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 263.01 | 13.907 | 17.500 | 12404 | 0.000 | -1.090 | 3.9 | -8.0 |
| 10YR-72HR | B-DET 2 | BASE | 263.01 | 13.907 | 17.500 | 13453 | 0.000 | -1.428 | 2.8 | -13.1 |
| 10YR-72HR | C-DET 3 | BASE | 263.01 | 13.911 | 17.500 | 17586 | -2.518 | 0.063 | -16.7 | 14.5 |
| 10YR-72HR | D-DET 45 | BASE | 263.01 | 13.847 | 17.500 | 13198 | 0.000 | 0.020 | 4.8 | 4.7 |
| 10YR-72HR | K-lake 1 | BASE | 263.01 | 13.840 | 17.500 | 85849 | 0.083 | 0.200 | 21.1 | 14.4 |
| 10YR-72HR | L-CANAL | BASE | 263.01 | 13.720 | 14.500 | 0 | 0.200 | 0.000 | 14.4 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 263.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 265.01 | 13.897 | 17.500 | 12350 | 0.000 | -1.082 | 3.9 | -8.2 |
| 10YR-72HR | B-DET 2 | BASE | 265.01 | 13.897 | 17.500 | 13401 | 0.000 | -1.417 | 2.8 | -13.3 |
| 10YR-72HR | C-DET 3 | BASE | 265.01 | 13.901 | 17.500 | 17510 | -2.499 | 0.062 | -17.1 | 14.5 |
| 10YR-72HR | D-DET 45 | BASE | 265.01 | 13.837 | 17.500 | 13137 | 0.000 | 0.019 | 4.8 | 4.7 |
| 10YR-72HR | K-lake 1 | BASE | 265.01 | 13.831 | 17.500 | 85799 | 0.081 | 0.192 | 21.1 | 14.4 |
| 10YR-72HR | L-CANAL | BASE | 265.01 | 13.720 | 14.500 | 0 | 0.192 | 0.000 | 14.4 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 265.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 267.01 | 13.887 | 17.500 | 12296 | 0.000 | -1.074 | 3.9 | -8.4 |
| 10YR-72HR | B-DET 2 | BASE | 267.01 | 13.887 | 17.500 | 13350 | 0.000 | -1.407 | 2.8 | -13.5 |
| 10YR-72HR | C-DET 3 | BASE | 267.01 | 13.890 | 17.500 | 17435 | -2.481 | 0.062 | -17.5 | 14.6 |
| 10YR-72HR | D-DET 45 | BASE | 267.01 | 13.827 | 17.500 | 13079 | 0.000 | 0.017 | 4.8 | 4.7 |
| 10YR-72HR | K-lake 1 | BASE | 267.01 | 13.821 | 17.500 | 85751 | 0.079 | 0.184 | 21.1 | 14.4 |
| 10YR-72HR | L-CANAL | BASE | 267.01 | 13.720 | 14.500 | 0 | 0.184 | 0.000 | 14.4 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 267.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 269.01 | 13.877 | 17.500 | 12242 | 0.000 | -1.066 | 3.9 | -8.6 |
| 10YR-72HR | B-DET 2 | BASE | 269.01 | 13.877 | 17.500 | 13300 | 0.000 | -1.396 | 2.8 | -13.8 |
| 10YR-72HR | C-DET 3 | BASE | 269.01 | 13.880 | 17.500 | 17359 | -2.462 | 0.061 | -17.9 | 14.6 |
| 10YR-72HR | D-DET 45 | BASE | 269.01 | 13.818 | 17.500 | 13025 | 0.000 | 0.016 | 4.8 | 4.7 |
| 10YR-72HR | K-lake 1 | BASE | 269.01 | 13.813 | 17.500 | 85706 | 0.077 | 0.176 | 21.2 | 14.5 |
| 10YR-72HR | L-CANAL | BASE | 269.01 | 13.720 | 14.500 | 0 | 0.176 | 0.000 | 14.5 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 269.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 271.01 | 13.867 | 17.500 | 12189 | 0.000 | -1.058 | 3.9 | -8.8 |
| 10YR-72HR | B-DET 2 | BASE | 271.01 | 13.866 | 17.500 | 13249 | 0.000 | -1.386 | 2.8 | -14.0 |
| 10YR-72HR | C-DET 3 | BASE | 271.01 | 13.870 | 17.500 | 17285 | -2.443 | 0.060 | -18.3 | 14.6 |
| 10YR-72HR | D-DET 45 | BASE | 271.01 | 13.809 | 17.500 | 12975 | 0.000 | 0.015 | 4.8 | 4.7 |
| 10YR-72HR | K-lake 1 | BASE | 271.01 | 13.805 | 17.500 | 85664 | 0.076 | 0.168 | 21.2 | 14.5 |
| 10YR-72HR | L-CANAL | BASE | 271.01 | 13.720 | 14.500 | 0 | 0.168 | 0.000 | 14.5 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 271.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 273.01 | 13.857 | 17.500 | 12136 | 0.000 | -1.050 | 3.9 | -8.9 |
| 10YR-72HR | B-DET 2 | BASE | 273.01 | 13.857 | 17.500 | 13199 | 0.000 | -1.375 | 2.8 | -14.2 |

| Simulation | Node | Group | Time hrs | Stage ft | Warning Stage ft | Surface Area ft2 | Total Inflow cfs | Total Outflow cfs | Total Vol In af | Total Vol Out af |
|---|---|---|---|---|---|---|---|---|---|---|
| 10YR-72HR | C-DET 3 | BASE | 273.01 | 13.860 | 17.500 | 17211 | -2.425 | 0.059 | -18.7 | 14.6 |
| 10YR-72HR | D-DET 45 | BASE | 273.01 | 13.801 | 17.500 | 12927 | 0.000 | 0.014 | 4.8 | 4.7 |
| 10YR-72HR | K-lake 1 | BASE | 273.01 | 13.797 | 17.500 | 85624 | 0.073 | 0.160 | 21.2 | 14.5 |
| 10YR-72HR | L-CANAL | BASE | 273.01 | 13.720 | 14.500 | 0 | 0.160 | 0.000 | 14.5 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 273.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 275.01 | 13.847 | 17.500 | 12084 | 0.000 | -1.042 | 3.9 | -9.1 |
| 10YR-72HR | B-DET 2 | BASE | 275.01 | 13.847 | 17.500 | 13150 | 0.000 | -1.365 | 2.8 | -14.5 |
| 10YR-72HR | C-DET 3 | BASE | 275.01 | 13.850 | 17.500 | 17139 | -2.406 | 0.058 | -19.1 | 14.6 |
| 10YR-72HR | D-DET 45 | BASE | 275.01 | 13.793 | 17.500 | 12883 | 0.000 | 0.013 | 4.8 | 4.7 |
| 10YR-72HR | K-lake 1 | BASE | 275.01 | 13.790 | 17.500 | 85587 | 0.071 | 0.153 | 21.2 | 14.6 |
| 10YR-72HR | L-CANAL | BASE | 275.01 | 13.720 | 14.500 | 0 | 0.153 | 0.000 | 14.6 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 275.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 277.01 | 13.838 | 17.500 | 12034 | 0.000 | -1.034 | 3.9 | -9.3 |
| 10YR-72HR | B-DET 2 | BASE | 277.01 | 13.837 | 17.500 | 13102 | 0.000 | -1.354 | 2.8 | -14.7 |
| 10YR-72HR | C-DET 3 | BASE | 277.01 | 13.841 | 17.500 | 17067 | -2.388 | 0.057 | -19.5 | 14.6 |
| 10YR-72HR | D-DET 45 | BASE | 277.01 | 13.786 | 17.500 | 12842 | 0.000 | 0.012 | 4.8 | 4.7 |
| 10YR-72HR | K-lake 1 | BASE | 277.01 | 13.783 | 17.500 | 85552 | 0.069 | 0.145 | 21.2 | 14.6 |
| 10YR-72HR | L-CANAL | BASE | 277.01 | 13.720 | 14.500 | 0 | 0.145 | 0.000 | 14.6 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 277.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 279.01 | 13.828 | 17.500 | 11984 | 0.000 | -1.026 | 3.9 | -9.4 |
| 10YR-72HR | B-DET 2 | BASE | 279.01 | 13.828 | 17.500 | 13056 | 0.000 | -1.344 | 2.8 | -14.9 |
| 10YR-72HR | C-DET 3 | BASE | 279.01 | 13.831 | 17.500 | 16998 | -2.371 | 0.055 | -19.9 | 14.6 |
| 10YR-72HR | D-DET 45 | BASE | 279.01 | 13.779 | 17.500 | 12803 | 0.000 | 0.011 | 4.8 | 4.7 |
| 10YR-72HR | K-lake 1 | BASE | 279.01 | 13.777 | 17.500 | 85519 | 0.067 | 0.138 | 21.2 | 14.6 |
| 10YR-72HR | L-CANAL | BASE | 279.01 | 13.720 | 14.500 | 0 | 0.138 | 0.000 | 14.6 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 279.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 281.01 | 13.819 | 17.500 | 11935 | 0.000 | -1.019 | 3.9 | -9.6 |
| 10YR-72HR | B-DET 2 | BASE | 281.01 | 13.819 | 17.500 | 13010 | 0.000 | -1.335 | 2.8 | -15.1 |
| 10YR-72HR | C-DET 3 | BASE | 281.01 | 13.822 | 17.500 | 16930 | -2.354 | 0.053 | -20.3 | 14.6 |
| 10YR-72HR | D-DET 45 | BASE | 281.01 | 13.773 | 17.500 | 12767 | 0.000 | 0.011 | 4.8 | 4.7 |
| 10YR-72HR | K-lake 1 | BASE | 281.01 | 13.771 | 17.500 | 85488 | 0.064 | 0.130 | 21.2 | 14.6 |
| 10YR-72HR | L-CANAL | BASE | 281.01 | 13.720 | 14.500 | 0 | 0.130 | 0.000 | 14.6 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 281.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 283.01 | 13.810 | 17.500 | 11888 | 0.000 | -1.012 | 3.9 | -9.8 |
| 10YR-72HR | B-DET 2 | BASE | 283.01 | 13.810 | 17.500 | 12965 | 0.000 | -1.325 | 2.8 | -15.3 |
| 10YR-72HR | C-DET 3 | BASE | 283.01 | 13.813 | 17.500 | 16864 | -2.337 | 0.052 | -20.7 | 14.6 |
| 10YR-72HR | D-DET 45 | BASE | 283.01 | 13.767 | 17.500 | 12733 | 0.000 | 0.010 | 4.8 | 4.7 |
| 10YR-72HR | K-lake 1 | BASE | 283.01 | 13.766 | 17.500 | 85459 | 0.061 | 0.123 | 21.2 | 14.6 |
| 10YR-72HR | L-CANAL | BASE | 283.01 | 13.720 | 14.500 | 0 | 0.123 | 0.000 | 14.6 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 283.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 285.01 | 13.802 | 17.500 | 11843 | 0.000 | -1.005 | 3.9 | -10.0 |
| 10YR-72HR | B-DET 2 | BASE | 285.01 | 13.801 | 17.500 | 12922 | 0.000 | -1.316 | 2.8 | -15.6 |
| 10YR-72HR | C-DET 3 | BASE | 285.01 | 13.805 | 17.500 | 16801 | -2.321 | 0.050 | -21.1 | 14.6 |
| 10YR-72HR | D-DET 45 | BASE | 285.01 | 13.762 | 17.500 | 12702 | 0.000 | 0.009 | 4.8 | 4.7 |
| 10YR-72HR | K-lake 1 | BASE | 285.01 | 13.761 | 17.500 | 85433 | 0.059 | 0.116 | 21.2 | 14.7 |
| 10YR-72HR | L-CANAL | BASE | 285.01 | 13.720 | 14.500 | 0 | 0.116 | 0.000 | 14.7 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 285.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 287.01 | 13.793 | 17.500 | 11799 | 0.000 | -0.998 | 3.9 | -10.1 |
| 10YR-72HR | B-DET 2 | BASE | 287.01 | 13.793 | 17.500 | 12881 | 0.000 | -1.307 | 2.8 | -15.8 |
| 10YR-72HR | C-DET 3 | BASE | 287.01 | 13.797 | 17.500 | 16739 | -2.306 | 0.048 | -21.4 | 14.6 |
| 10YR-72HR | D-DET 45 | BASE | 287.01 | 13.757 | 17.500 | 12673 | 0.000 | 0.008 | 4.8 | 4.7 |

| Simulation | Node | Group | Time hrs | Stage ft | Warning Stage ft | Surface Area ft2 | Total Inflow cfs | Total Outflow cfs | Total Vol In af | Total Vol Out af |
|---|---|---|---|---|---|---|---|---|---|---|
| 10YR-72HR | K-lake 1 | BASE | 287.01 | 13.756 | 17.500 | 85408 | 0.056 | 0.109 | 21.3 | 14.7 |
| 10YR-72HR | L-CANAL | BASE | 287.01 | 13.720 | 14.500 | 0 | 0.109 | 0.000 | 14.7 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 287.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 289.01 | 13.785 | 17.500 | 11757 | 0.000 | -0.992 | 3.9 | -10.3 |
| 10YR-72HR | B-DET 2 | BASE | 289.01 | 13.785 | 17.500 | 12841 | 0.000 | -1.299 | 2.8 | -16.0 |
| 10YR-72HR | C-DET 3 | BASE | 289.01 | 13.789 | 17.500 | 16681 | -2.291 | 0.046 | -21.8 | 14.7 |
| 10YR-72HR | D-DET 45 | BASE | 289.01 | 13.752 | 17.500 | 12647 | 0.000 | 0.008 | 4.8 | 4.7 |
| 10YR-72HR | K-lake 1 | BASE | 289.01 | 13.751 | 17.500 | 85385 | 0.053 | 0.102 | 21.3 | 14.7 |
| 10YR-72HR | L-CANAL | BASE | 289.01 | 13.720 | 14.500 | 0 | 0.102 | 0.000 | 14.7 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 289.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 291.01 | 13.778 | 17.500 | 11717 | 0.000 | -0.986 | 3.9 | -10.4 |
| 10YR-72HR | B-DET 2 | BASE | 291.01 | 13.778 | 17.500 | 12803 | 0.000 | -1.291 | 2.8 | -16.2 |
| 10YR-72HR | C-DET 3 | BASE | 291.01 | 13.781 | 17.500 | 16624 | -2.277 | 0.043 | -22.2 | 14.7 |
| 10YR-72HR | D-DET 45 | BASE | 291.01 | 13.748 | 17.500 | 12622 | 0.000 | 0.007 | 4.8 | 4.7 |
| 10YR-72HR | K-lake 1 | BASE | 291.01 | 13.747 | 17.500 | 85364 | 0.051 | 0.095 | 21.3 | 14.7 |
| 10YR-72HR | L-CANAL | BASE | 291.01 | 13.720 | 14.500 | 0 | 0.095 | 0.000 | 14.7 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 291.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 293.01 | 13.771 | 17.500 | 11679 | 0.000 | -0.980 | 3.9 | -10.6 |
| 10YR-72HR | B-DET 2 | BASE | 293.01 | 13.771 | 17.500 | 12767 | 0.000 | -1.283 | 2.8 | -16.4 |
| 10YR-72HR | C-DET 3 | BASE | 293.01 | 13.774 | 17.500 | 16571 | -2.263 | 0.041 | -22.6 | 14.7 |
| 10YR-72HR | D-DET 45 | BASE | 293.01 | 13.744 | 17.500 | 12600 | 0.000 | 0.006 | 4.8 | 4.7 |
| 10YR-72HR | K-lake 1 | BASE | 293.01 | 13.744 | 17.500 | 85344 | 0.048 | 0.089 | 21.3 | 14.7 |
| 10YR-72HR | L-CANAL | BASE | 293.01 | 13.720 | 14.500 | 0 | 0.089 | 0.000 | 14.7 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 293.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 295.01 | 13.764 | 17.500 | 11643 | 0.000 | -0.974 | 3.9 | -10.8 |
| 10YR-72HR | B-DET 2 | BASE | 295.01 | 13.764 | 17.500 | 12733 | 0.000 | -1.276 | 2.8 | -16.6 |
| 10YR-72HR | C-DET 3 | BASE | 295.01 | 13.767 | 17.500 | 16521 | -2.250 | 0.039 | -22.9 | 14.7 |
| 10YR-72HR | D-DET 45 | BASE | 295.01 | 13.741 | 17.500 | 12579 | 0.000 | 0.006 | 4.8 | 4.7 |
| 10YR-72HR | K-lake 1 | BASE | 295.01 | 13.740 | 17.500 | 85326 | 0.045 | 0.082 | 21.3 | 14.7 |
| 10YR-72HR | L-CANAL | BASE | 295.01 | 13.720 | 14.500 | 0 | 0.082 | 0.000 | 14.7 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 295.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 297.01 | 13.758 | 17.500 | 11609 | 0.000 | -0.969 | 3.9 | -10.9 |
| 10YR-72HR | B-DET 2 | BASE | 297.01 | 13.757 | 17.500 | 12701 | 0.000 | -1.269 | 2.8 | -16.8 |
| 10YR-72HR | C-DET 3 | BASE | 297.01 | 13.761 | 17.500 | 16473 | -2.238 | 0.036 | -23.3 | 14.7 |
| 10YR-72HR | D-DET 45 | BASE | 297.01 | 13.738 | 17.500 | 12560 | 0.000 | 0.005 | 4.8 | 4.7 |
| 10YR-72HR | K-lake 1 | BASE | 297.01 | 13.737 | 17.500 | 85310 | 0.042 | 0.075 | 21.3 | 14.8 |
| 10YR-72HR | L-CANAL | BASE | 297.01 | 13.720 | 14.500 | 0 | 0.075 | 0.000 | 14.8 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 297.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 299.01 | 13.752 | 17.500 | 11578 | 0.000 | -0.964 | 3.9 | -11.1 |
| 10YR-72HR | B-DET 2 | BASE | 299.01 | 13.751 | 17.500 | 12672 | 0.000 | -1.263 | 2.8 | -17.1 |
| 10YR-72HR | C-DET 3 | BASE | 299.01 | 13.755 | 17.500 | 16429 | -2.227 | 0.034 | -23.7 | 14.7 |
| 10YR-72HR | D-DET 45 | BASE | 299.01 | 13.735 | 17.500 | 12543 | 0.000 | 0.005 | 4.8 | 4.7 |
| 10YR-72HR | K-lake 1 | BASE | 299.01 | 13.734 | 17.500 | 85295 | 0.039 | 0.069 | 21.3 | 14.8 |
| 10YR-72HR | L-CANAL | BASE | 299.01 | 13.720 | 14.500 | 0 | 0.069 | 0.000 | 14.8 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 299.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 301.01 | 13.746 | 17.500 | 11549 | 0.000 | -0.960 | 3.9 | -11.2 |
| 10YR-72HR | B-DET 2 | BASE | 301.01 | 13.746 | 17.500 | 12644 | 0.000 | -1.257 | 2.8 | -17.3 |
| 10YR-72HR | C-DET 3 | BASE | 301.01 | 13.749 | 17.500 | 16388 | -2.218 | 0.031 | -24.1 | 14.7 |
| 10YR-72HR | D-DET 45 | BASE | 301.01 | 13.732 | 17.500 | 12528 | 0.000 | 0.004 | 4.8 | 4.7 |
| 10YR-72HR | K-lake 1 | BASE | 301.01 | 13.732 | 17.500 | 85282 | 0.036 | 0.062 | 21.3 | 14.8 |
| 10YR-72HR | L-CANAL | BASE | 301.01 | 13.720 | 14.500 | 0 | 0.062 | 0.000 | 14.8 | 0.0 |

| Simulation | Node | Group | Time hrs | Stage ft | Warning Stage ft | Surface Area ft2 | Total Inflow cfs | Total Outflow cfs | Total Vol In af | Total Vol Out af |
|---|---|---|---|---|---|---|---|---|---|---|
| 10YR-72HR | M-PreDev | BASE | 301.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 303.01 | 13.741 | 17.500 | 11522 | 0.000 | -0.956 | 3.9 | -11.4 |
| 10YR-72HR | B-DET 2 | BASE | 303.01 | 13.741 | 17.500 | 12619 | 0.000 | -1.252 | 2.8 | -17.5 |
| 10YR-72HR | C-DET 3 | BASE | 303.01 | 13.744 | 17.500 | 16351 | -2.209 | 0.029 | -24.4 | 14.7 |
| 10YR-72HR | D-DET 45 | BASE | 303.01 | 13.730 | 17.500 | 12514 | 0.000 | 0.004 | 4.8 | 4.7 |
| 10YR-72HR | K-lake 1 | BASE | 303.01 | 13.729 | 17.500 | 85270 | 0.033 | 0.056 | 21.3 | 14.8 |
| 10YR-72HR | L-CANAL | BASE | 303.01 | 13.720 | 14.500 | 0 | 0.056 | 0.000 | 14.8 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 303.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 305.01 | 13.737 | 17.500 | 11498 | 0.000 | -0.953 | 3.9 | -11.6 |
| 10YR-72HR | B-DET 2 | BASE | 305.01 | 13.736 | 17.500 | 12596 | 0.000 | -1.248 | 2.8 | -17.7 |
| 10YR-72HR | C-DET 3 | BASE | 305.01 | 13.740 | 17.500 | 16317 | -2.201 | 0.026 | -24.8 | 14.7 |
| 10YR-72HR | D-DET 45 | BASE | 305.01 | 13.728 | 17.500 | 12502 | 0.000 | 0.003 | 4.8 | 4.7 |
| 10YR-72HR | K-lake 1 | BASE | 305.01 | 13.727 | 17.500 | 85260 | 0.030 | 0.050 | 21.3 | 14.8 |
| 10YR-72HR | L-CANAL | BASE | 305.01 | 13.720 | 14.500 | 0 | 0.050 | 0.000 | 14.8 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 305.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 307.01 | 13.733 | 17.500 | 11476 | 0.000 | -0.950 | 3.9 | -11.7 |
| 10YR-72HR | B-DET 2 | BASE | 307.01 | 13.732 | 17.500 | 12576 | 0.000 | -1.244 | 2.8 | -17.9 |
| 10YR-72HR | C-DET 3 | BASE | 307.01 | 13.736 | 17.500 | 16287 | -2.194 | 0.024 | -25.1 | 14.7 |
| 10YR-72HR | D-DET 45 | BASE | 307.01 | 13.726 | 17.500 | 12492 | 0.000 | 0.003 | 4.8 | 4.7 |
| 10YR-72HR | K-lake 1 | BASE | 307.01 | 13.726 | 17.500 | 85250 | 0.027 | 0.043 | 21.3 | 14.8 |
| 10YR-72HR | L-CANAL | BASE | 307.01 | 13.720 | 14.500 | 0 | 0.043 | 0.000 | 14.8 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 307.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 309.01 | 13.729 | 17.500 | 11457 | 0.000 | -0.948 | 3.9 | -11.9 |
| 10YR-72HR | B-DET 2 | BASE | 309.01 | 13.729 | 17.500 | 12558 | 0.000 | -1.241 | 2.8 | -18.1 |
| 10YR-72HR | C-DET 3 | BASE | 309.01 | 13.732 | 17.500 | 16261 | -2.189 | 0.021 | -25.5 | 14.7 |
| 10YR-72HR | D-DET 45 | BASE | 309.01 | 13.724 | 17.500 | 12483 | 0.000 | 0.002 | 4.8 | 4.7 |
| 10YR-72HR | K-lake 1 | BASE | 309.01 | 13.724 | 17.500 | 85242 | 0.024 | 0.037 | 21.3 | 14.8 |
| 10YR-72HR | L-CANAL | BASE | 309.01 | 13.720 | 14.500 | 0 | 0.037 | 0.000 | 14.8 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 309.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 311.01 | 13.726 | 17.500 | 11441 | 0.000 | -0.946 | 3.9 | -12.0 |
| 10YR-72HR | B-DET 2 | BASE | 311.01 | 13.726 | 17.500 | 12543 | 0.000 | -1.238 | 2.8 | -18.3 |
| 10YR-72HR | C-DET 3 | BASE | 311.01 | 13.729 | 17.500 | 16239 | -2.184 | 0.019 | -25.9 | 14.7 |
| 10YR-72HR | D-DET 45 | BASE | 311.01 | 13.723 | 17.500 | 12475 | 0.000 | 0.002 | 4.8 | 4.7 |
| 10YR-72HR | K-lake 1 | BASE | 311.01 | 13.723 | 17.500 | 85236 | 0.021 | 0.031 | 21.3 | 14.8 |
| 10YR-72HR | L-CANAL | BASE | 311.01 | 13.720 | 14.500 | 0 | 0.031 | 0.000 | 14.8 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 311.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 313.01 | 13.724 | 17.500 | 11428 | 0.000 | -0.945 | 3.9 | -12.2 |
| 10YR-72HR | B-DET 2 | BASE | 313.01 | 13.723 | 17.500 | 12531 | 0.000 | -1.237 | 2.8 | -18.5 |
| 10YR-72HR | C-DET 3 | BASE | 313.01 | 13.727 | 17.500 | 16220 | -2.182 | 0.017 | -26.2 | 14.7 |
| 10YR-72HR | D-DET 45 | BASE | 313.01 | 13.722 | 17.500 | 12469 | 0.000 | 0.002 | 4.8 | 4.7 |
| 10YR-72HR | K-lake 1 | BASE | 313.01 | 13.722 | 17.500 | 85230 | 0.018 | 0.025 | 21.3 | 14.8 |
| 10YR-72HR | L-CANAL | BASE | 313.01 | 13.720 | 14.500 | 0 | 0.025 | 0.000 | 14.8 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 313.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 315.01 | 13.722 | 17.500 | 11418 | 0.000 | -0.945 | 3.9 | -12.3 |
| 10YR-72HR | B-DET 2 | BASE | 315.01 | 13.722 | 17.500 | 12521 | 0.000 | -1.237 | 2.8 | -18.7 |
| 10YR-72HR | C-DET 3 | BASE | 315.01 | 13.725 | 17.500 | 16207 | -2.182 | 0.015 | -26.6 | 14.7 |
| 10YR-72HR | D-DET 45 | BASE | 315.01 | 13.721 | 17.500 | 12464 | 0.000 | 0.001 | 4.8 | 4.7 |
| 10YR-72HR | K-lake 1 | BASE | 315.01 | 13.721 | 17.500 | 85226 | 0.016 | 0.018 | 21.3 | 14.8 |
| 10YR-72HR | L-CANAL | BASE | 315.01 | 13.720 | 14.500 | 0 | 0.018 | 0.000 | 14.8 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 315.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 317.01 | 13.721 | 17.500 | 11413 | 0.000 | -0.946 | 3.9 | -12.5 |

| Simulation | Node | Group | Time hrs | Stage ft | Warning Stage ft | Surface Area ft2 | Total Inflow cfs | Total Outflow cfs | Total Vol In af | Total Vol Out af |
|---|---|---|---|---|---|---|---|---|---|---|
| 10YR-72HR | B-DET 2 | BASE | 317.01 | 13.721 | 17.500 | 12516 | 0.000 | -1.237 | 2.8 | -18.9 |
| 10YR-72HR | C-DET 3 | BASE | 317.01 | 13.724 | 17.500 | 16199 | -2.183 | 0.014 | -27.0 | 14.7 |
| 10YR-72HR | D-DET 45 | BASE | 317.01 | 13.720 | 17.500 | 12460 | 0.000 | 0.001 | 4.8 | 4.7 |
| 10YR-72HR | K-lake 1 | BASE | 317.01 | 13.720 | 17.500 | 85223 | 0.015 | 0.011 | 21.3 | 14.8 |
| 10YR-72HR | L-CANAL | BASE | 317.01 | 13.720 | 14.500 | 0 | 0.011 | 0.000 | 14.8 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 317.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 319.01 | 13.720 | 17.500 | 11409 | 0.000 | -0.946 | 3.9 | -12.7 |
| 10YR-72HR | B-DET 2 | BASE | 319.01 | 13.720 | 17.500 | 12512 | 0.000 | -1.237 | 2.8 | -19.1 |
| 10YR-72HR | C-DET 3 | BASE | 319.01 | 13.723 | 17.500 | 16193 | -2.182 | 0.013 | -27.3 | 14.7 |
| 10YR-72HR | D-DET 45 | BASE | 319.01 | 13.720 | 17.500 | 12459 | 0.000 | 0.000 | 4.8 | 4.7 |
| 10YR-72HR | K-lake 1 | BASE | 319.01 | 13.720 | 17.500 | 85221 | 0.014 | 0.005 | 21.3 | 14.8 |
| 10YR-72HR | L-CANAL | BASE | 319.01 | 13.720 | 14.500 | 0 | 0.005 | 0.000 | 14.8 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 319.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 321.01 | 13.720 | 17.500 | 11407 | 0.000 | -0.945 | 3.9 | -12.8 |
| 10YR-72HR | B-DET 2 | BASE | 321.01 | 13.719 | 17.500 | 12510 | 0.000 | -1.237 | 2.8 | -19.3 |
| 10YR-72HR | C-DET 3 | BASE | 321.01 | 13.723 | 17.500 | 16190 | -2.182 | 0.013 | -27.7 | 14.7 |
| 10YR-72HR | D-DET 45 | BASE | 321.01 | 13.720 | 17.500 | 12458 | 0.000 | 0.000 | 4.8 | 4.7 |
| 10YR-72HR | K-lake 1 | BASE | 321.01 | 13.720 | 17.500 | 85221 | 0.013 | 0.002 | 21.3 | 14.8 |
| 10YR-72HR | L-CANAL | BASE | 321.01 | 13.720 | 14.500 | 0 | 0.002 | 0.000 | 14.8 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 321.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 323.01 | 13.719 | 17.500 | 11405 | 0.000 | -0.945 | 3.9 | -13.0 |
| 10YR-72HR | B-DET 2 | BASE | 323.01 | 13.719 | 17.500 | 12509 | 0.000 | -1.237 | 2.8 | -19.5 |
| 10YR-72HR | C-DET 3 | BASE | 323.01 | 13.723 | 17.500 | 16188 | -2.182 | 0.012 | -28.0 | 14.7 |
| 10YR-72HR | D-DET 45 | BASE | 323.01 | 13.720 | 17.500 | 12458 | 0.000 | 0.000 | 4.8 | 4.7 |
| 10YR-72HR | K-lake 1 | BASE | 323.01 | 13.720 | 17.500 | 85221 | 0.012 | 0.001 | 21.3 | 14.8 |
| 10YR-72HR | L-CANAL | BASE | 323.01 | 13.720 | 14.500 | 0 | 0.001 | 0.000 | 14.8 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 323.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 325.01 | 13.719 | 17.500 | 11404 | 0.000 | -0.945 | 3.9 | -13.1 |
| 10YR-72HR | B-DET 2 | BASE | 325.01 | 13.719 | 17.500 | 12508 | 0.000 | -1.237 | 2.8 | -19.7 |
| 10YR-72HR | C-DET 3 | BASE | 325.01 | 13.722 | 17.500 | 16186 | -2.182 | 0.011 | -28.4 | 14.7 |
| 10YR-72HR | D-DET 45 | BASE | 325.01 | 13.720 | 17.500 | 12458 | 0.000 | 0.000 | 4.8 | 4.7 |
| 10YR-72HR | K-lake 1 | BASE | 325.01 | 13.720 | 17.500 | 85221 | 0.011 | 0.001 | 21.3 | 14.8 |
| 10YR-72HR | L-CANAL | BASE | 325.01 | 13.720 | 14.500 | 0 | 0.001 | 0.000 | 14.8 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 325.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 327.01 | 13.719 | 17.500 | 11403 | 0.000 | -0.945 | 3.9 | -13.3 |
| 10YR-72HR | B-DET 2 | BASE | 327.01 | 13.719 | 17.500 | 12507 | 0.000 | -1.237 | 2.8 | -19.9 |
| 10YR-72HR | C-DET 3 | BASE | 327.01 | 13.722 | 17.500 | 16185 | -2.182 | 0.011 | -28.8 | 14.7 |
| 10YR-72HR | D-DET 45 | BASE | 327.01 | 13.720 | 17.500 | 12458 | 0.000 | 0.000 | 4.8 | 4.7 |
| 10YR-72HR | K-lake 1 | BASE | 327.01 | 13.720 | 17.500 | 85221 | 0.011 | 0.000 | 21.3 | 14.8 |
| 10YR-72HR | L-CANAL | BASE | 327.01 | 13.720 | 14.500 | 0 | 0.000 | 0.000 | 14.8 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 327.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 329.01 | 13.719 | 17.500 | 11403 | 0.000 | -0.945 | 3.9 | -13.4 |
| 10YR-72HR | B-DET 2 | BASE | 329.01 | 13.719 | 17.500 | 12507 | 0.000 | -1.237 | 2.8 | -20.1 |
| 10YR-72HR | C-DET 3 | BASE | 329.01 | 13.722 | 17.500 | 16185 | -2.182 | 0.011 | -29.1 | 14.7 |
| 10YR-72HR | D-DET 45 | BASE | 329.01 | 13.720 | 17.500 | 12458 | 0.000 | 0.000 | 4.8 | 4.7 |
| 10YR-72HR | K-lake 1 | BASE | 329.01 | 13.720 | 17.500 | 85221 | 0.011 | 0.000 | 21.3 | 14.8 |
| 10YR-72HR | L-CANAL | BASE | 329.01 | 13.720 | 14.500 | 0 | 0.000 | 0.000 | 14.8 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 329.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 331.01 | 13.719 | 17.500 | 11403 | 0.000 | -0.945 | 3.9 | -13.6 |
| 10YR-72HR | B-DET 2 | BASE | 331.01 | 13.719 | 17.500 | 12506 | 0.000 | -1.236 | 2.8 | -20.3 |
| 10YR-72HR | C-DET 3 | BASE | 331.01 | 13.722 | 17.500 | 16185 | -2.182 | 0.011 | -29.5 | 14.7 |

| Simulation | Node | Group | Time hrs | Stage ft | Warning Stage ft | Surface Area ft2 | Total Inflow cfs | Total Outflow cfs | Total Vol In af | Total Vol Out af |
|---|---|---|---|---|---|---|---|---|---|---|
| 10YR-72HR | D-DET 45 | BASE | 331.01 | 13.720 | 17.500 | 12458 | 0.000 | 0.000 | 4.8 | 4.7 |
| 10YR-72HR | K-lake 1 | BASE | 331.01 | 13.720 | 17.500 | 85221 | 0.011 | 0.000 | 21.4 | 14.8 |
| 10YR-72HR | L-CANAL | BASE | 331.01 | 13.720 | 14.500 | 0 | 0.000 | 0.000 | 14.8 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 331.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 333.01 | 13.719 | 17.500 | 11402 | 0.000 | -0.945 | 3.9 | -13.8 |
| 10YR-72HR | B-DET 2 | BASE | 333.01 | 13.719 | 17.500 | 12506 | 0.000 | -1.236 | 2.8 | -20.5 |
| 10YR-72HR | C-DET 3 | BASE | 333.01 | 13.722 | 17.500 | 16184 | -2.182 | 0.011 | -29.8 | 14.7 |
| 10YR-72HR | D-DET 45 | BASE | 333.01 | 13.720 | 17.500 | 12458 | 0.000 | 0.000 | 4.8 | 4.7 |
| 10YR-72HR | K-lake 1 | BASE | 333.01 | 13.720 | 17.500 | 85221 | 0.011 | 0.000 | 21.4 | 14.8 |
| 10YR-72HR | L-CANAL | BASE | 333.01 | 13.720 | 14.500 | 0 | 0.000 | 0.000 | 14.8 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 333.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 335.01 | 13.719 | 17.500 | 11402 | 0.000 | -0.945 | 3.9 | -13.9 |
| 10YR-72HR | B-DET 2 | BASE | 335.01 | 13.719 | 17.500 | 12506 | 0.000 | -1.236 | 2.8 | -20.7 |
| 10YR-72HR | C-DET 3 | BASE | 335.01 | 13.722 | 17.500 | 16184 | -2.182 | 0.011 | -30.2 | 14.7 |
| 10YR-72HR | D-DET 45 | BASE | 335.01 | 13.720 | 17.500 | 12458 | 0.000 | 0.000 | 4.8 | 4.7 |
| 10YR-72HR | K-lake 1 | BASE | 335.01 | 13.720 | 17.500 | 85221 | 0.011 | 0.000 | 21.4 | 14.8 |
| 10YR-72HR | L-CANAL | BASE | 335.01 | 13.720 | 14.500 | 0 | 0.000 | 0.000 | 14.8 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 335.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 337.01 | 13.719 | 17.500 | 11402 | 0.000 | -0.945 | 3.9 | -14.1 |
| 10YR-72HR | B-DET 2 | BASE | 337.01 | 13.719 | 17.500 | 12506 | 0.000 | -1.236 | 2.8 | -21.0 |
| 10YR-72HR | C-DET 3 | BASE | 337.01 | 13.722 | 17.500 | 16184 | -2.182 | 0.011 | -30.6 | 14.7 |
| 10YR-72HR | D-DET 45 | BASE | 337.01 | 13.720 | 17.500 | 12458 | 0.000 | 0.000 | 4.8 | 4.7 |
| 10YR-72HR | K-lake 1 | BASE | 337.01 | 13.720 | 17.500 | 85221 | 0.011 | 0.000 | 21.4 | 14.8 |
| 10YR-72HR | L-CANAL | BASE | 337.01 | 13.720 | 14.500 | 0 | 0.000 | 0.000 | 14.8 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 337.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 339.01 | 13.719 | 17.500 | 11402 | 0.000 | -0.945 | 3.9 | -14.2 |
| 10YR-72HR | B-DET 2 | BASE | 339.01 | 13.719 | 17.500 | 12506 | 0.000 | -1.236 | 2.8 | -21.2 |
| 10YR-72HR | C-DET 3 | BASE | 339.01 | 13.722 | 17.500 | 16184 | -2.182 | 0.011 | -30.9 | 14.7 |
| 10YR-72HR | D-DET 45 | BASE | 339.01 | 13.720 | 17.500 | 12458 | 0.000 | 0.000 | 4.8 | 4.7 |
| 10YR-72HR | K-lake 1 | BASE | 339.01 | 13.720 | 17.500 | 85221 | 0.011 | 0.000 | 21.4 | 14.8 |
| 10YR-72HR | L-CANAL | BASE | 339.01 | 13.720 | 14.500 | 0 | 0.000 | 0.000 | 14.8 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 339.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 341.01 | 13.719 | 17.500 | 11402 | 0.000 | -0.945 | 3.9 | -14.4 |
| 10YR-72HR | B-DET 2 | BASE | 341.01 | 13.719 | 17.500 | 12506 | 0.000 | -1.236 | 2.8 | -21.4 |
| 10YR-72HR | C-DET 3 | BASE | 341.01 | 13.722 | 17.500 | 16184 | -2.182 | 0.011 | -31.3 | 14.7 |
| 10YR-72HR | D-DET 45 | BASE | 341.01 | 13.720 | 17.500 | 12458 | 0.000 | 0.000 | 4.8 | 4.7 |
| 10YR-72HR | K-lake 1 | BASE | 341.01 | 13.720 | 17.500 | 85221 | 0.011 | 0.000 | 21.4 | 14.8 |
| 10YR-72HR | L-CANAL | BASE | 341.01 | 13.720 | 14.500 | 0 | 0.000 | 0.000 | 14.8 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 341.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 343.01 | 13.719 | 17.500 | 11402 | 0.000 | -0.945 | 3.9 | -14.5 |
| 10YR-72HR | B-DET 2 | BASE | 343.01 | 13.719 | 17.500 | 12506 | 0.000 | -1.236 | 2.8 | -21.6 |
| 10YR-72HR | C-DET 3 | BASE | 343.01 | 13.722 | 17.500 | 16184 | -2.182 | 0.011 | -31.6 | 14.7 |
| 10YR-72HR | D-DET 45 | BASE | 343.01 | 13.720 | 17.500 | 12458 | 0.000 | 0.000 | 4.8 | 4.7 |
| 10YR-72HR | K-lake 1 | BASE | 343.01 | 13.720 | 17.500 | 85221 | 0.011 | 0.000 | 21.4 | 14.8 |
| 10YR-72HR | L-CANAL | BASE | 343.01 | 13.720 | 14.500 | 0 | 0.000 | 0.000 | 14.8 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 343.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 345.01 | 13.719 | 17.500 | 11402 | 0.000 | -0.945 | 3.9 | -14.7 |
| 10YR-72HR | B-DET 2 | BASE | 345.01 | 13.719 | 17.500 | 12506 | 0.000 | -1.236 | 2.8 | -21.8 |
| 10YR-72HR | C-DET 3 | BASE | 345.01 | 13.722 | 17.500 | 16184 | -2.182 | 0.011 | -32.0 | 14.7 |
| 10YR-72HR | D-DET 45 | BASE | 345.01 | 13.720 | 17.500 | 12458 | 0.000 | 0.000 | 4.8 | 4.7 |
| 10YR-72HR | K-lake 1 | BASE | 345.01 | 13.720 | 17.500 | 85221 | 0.011 | 0.000 | 21.4 | 14.8 |

| Simulation | Node | Group | Time hrs | Stage ft | Warning Stage ft | Surface Area ft2 | Total Inflow cfs | Total Outflow cfs | Total Vol In af | Total Vol Out af |
|---|---|---|---|---|---|---|---|---|---|---|
| 10YR-72HR | L-CANAL | BASE | 345.01 | 13.720 | 14.500 | 0 | 0.000 | 0.000 | 14.8 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 345.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 347.01 | 13.719 | 17.500 | 11402 | 0.000 | -0.945 | 3.9 | -14.8 |
| 10YR-72HR | B-DET 2 | BASE | 347.01 | 13.719 | 17.500 | 12506 | 0.000 | -1.236 | 2.8 | -22.0 |
| 10YR-72HR | C-DET 3 | BASE | 347.01 | 13.722 | 17.500 | 16184 | -2.182 | 0.011 | -32.4 | 14.7 |
| 10YR-72HR | D-DET 45 | BASE | 347.01 | 13.720 | 17.500 | 12458 | 0.000 | 0.000 | 4.8 | 4.7 |
| 10YR-72HR | K-lake 1 | BASE | 347.01 | 13.720 | 17.500 | 85221 | 0.011 | 0.000 | 21.4 | 14.8 |
| 10YR-72HR | L-CANAL | BASE | 347.01 | 13.720 | 14.500 | 0 | 0.000 | 0.000 | 14.8 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 347.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 349.01 | 13.719 | 17.500 | 11402 | 0.000 | -0.945 | 3.9 | -15.0 |
| 10YR-72HR | B-DET 2 | BASE | 349.01 | 13.719 | 17.500 | 12506 | 0.000 | -1.236 | 2.8 | -22.2 |
| 10YR-72HR | C-DET 3 | BASE | 349.01 | 13.722 | 17.500 | 16184 | -2.182 | 0.011 | -32.7 | 14.8 |
| 10YR-72HR | D-DET 45 | BASE | 349.01 | 13.720 | 17.500 | 12458 | 0.000 | 0.000 | 4.8 | 4.7 |
| 10YR-72HR | K-lake 1 | BASE | 349.01 | 13.720 | 17.500 | 85221 | 0.011 | 0.000 | 21.4 | 14.8 |
| 10YR-72HR | L-CANAL | BASE | 349.01 | 13.720 | 14.500 | 0 | 0.000 | 0.000 | 14.8 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 349.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 351.01 | 13.719 | 17.500 | 11402 | 0.000 | -0.945 | 3.9 | -15.2 |
| 10YR-72HR | B-DET 2 | BASE | 351.01 | 13.719 | 17.500 | 12506 | 0.000 | -1.236 | 2.8 | -22.4 |
| 10YR-72HR | C-DET 3 | BASE | 351.01 | 13.722 | 17.500 | 16184 | -2.182 | 0.011 | -33.1 | 14.8 |
| 10YR-72HR | D-DET 45 | BASE | 351.01 | 13.720 | 17.500 | 12458 | 0.000 | 0.000 | 4.8 | 4.7 |
| 10YR-72HR | K-lake 1 | BASE | 351.01 | 13.720 | 17.500 | 85221 | 0.011 | 0.000 | 21.4 | 14.8 |
| 10YR-72HR | L-CANAL | BASE | 351.01 | 13.720 | 14.500 | 0 | 0.000 | 0.000 | 14.8 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 351.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 353.01 | 13.719 | 17.500 | 11402 | 0.000 | -0.945 | 3.9 | -15.3 |
| 10YR-72HR | B-DET 2 | BASE | 353.01 | 13.719 | 17.500 | 12506 | 0.000 | -1.236 | 2.8 | -22.6 |
| 10YR-72HR | C-DET 3 | BASE | 353.01 | 13.722 | 17.500 | 16184 | -2.182 | 0.011 | -33.4 | 14.8 |
| 10YR-72HR | D-DET 45 | BASE | 353.01 | 13.720 | 17.500 | 12458 | 0.000 | 0.000 | 4.8 | 4.7 |
| 10YR-72HR | K-lake 1 | BASE | 353.01 | 13.720 | 17.500 | 85221 | 0.011 | 0.000 | 21.4 | 14.8 |
| 10YR-72HR | L-CANAL | BASE | 353.01 | 13.720 | 14.500 | 0 | 0.000 | 0.000 | 14.8 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 353.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 355.01 | 13.719 | 17.500 | 11402 | 0.000 | -0.945 | 3.9 | -15.5 |
| 10YR-72HR | B-DET 2 | BASE | 355.01 | 13.719 | 17.500 | 12506 | 0.000 | -1.236 | 2.8 | -22.8 |
| 10YR-72HR | C-DET 3 | BASE | 355.01 | 13.722 | 17.500 | 16184 | -2.182 | 0.011 | -33.8 | 14.8 |
| 10YR-72HR | D-DET 45 | BASE | 355.01 | 13.720 | 17.500 | 12458 | 0.000 | 0.000 | 4.8 | 4.7 |
| 10YR-72HR | K-lake 1 | BASE | 355.01 | 13.720 | 17.500 | 85221 | 0.011 | 0.000 | 21.4 | 14.8 |
| 10YR-72HR | L-CANAL | BASE | 355.01 | 13.720 | 14.500 | 0 | 0.000 | 0.000 | 14.8 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 355.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 357.01 | 13.719 | 17.500 | 11402 | 0.000 | -0.945 | 3.9 | -15.6 |
| 10YR-72HR | B-DET 2 | BASE | 357.01 | 13.719 | 17.500 | 12506 | 0.000 | -1.236 | 2.8 | -23.0 |
| 10YR-72HR | C-DET 3 | BASE | 357.01 | 13.722 | 17.500 | 16184 | -2.182 | 0.011 | -34.2 | 14.8 |
| 10YR-72HR | D-DET 45 | BASE | 357.01 | 13.720 | 17.500 | 12458 | 0.000 | 0.000 | 4.8 | 4.7 |
| 10YR-72HR | K-lake 1 | BASE | 357.01 | 13.720 | 17.500 | 85221 | 0.011 | 0.000 | 21.4 | 14.8 |
| 10YR-72HR | L-CANAL | BASE | 357.01 | 13.720 | 14.500 | 0 | 0.000 | 0.000 | 14.8 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 357.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |
| 10YR-72HR | A-DET 1 | BASE | 359.01 | 13.719 | 17.500 | 11402 | 0.000 | -0.945 | 3.9 | -15.8 |
| 10YR-72HR | B-DET 2 | BASE | 359.01 | 13.719 | 17.500 | 12506 | 0.000 | -1.236 | 2.8 | -23.2 |
| 10YR-72HR | C-DET 3 | BASE | 359.01 | 13.722 | 17.500 | 16184 | -2.182 | 0.011 | -34.5 | 14.8 |
| 10YR-72HR | D-DET 45 | BASE | 359.01 | 13.720 | 17.500 | 12458 | 0.000 | 0.000 | 4.8 | 4.7 |
| 10YR-72HR | K-lake 1 | BASE | 359.01 | 13.720 | 17.500 | 85221 | 0.011 | 0.000 | 21.4 | 14.8 |
| 10YR-72HR | L-CANAL | BASE | 359.01 | 13.720 | 14.500 | 0 | 0.000 | 0.000 | 14.8 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 359.01 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |

| Simulation | Node | Group | Time hrs | Stage ft | Warning Stage ft | Surface Area ft2 | Total Inflow cfs | Total Outflow cfs | Total Vol In af | Total Vol Out af |
|---|---|---|---|---|---|---|---|---|---|---|
| 10YR-72HR | A-DET 1 | BASE | 360.00 | 13.719 | 17.500 | 11402 | 0.000 | -0.945 | 3.9 | -15.9 |
| 10YR-72HR | B-DET 2 | BASE | 360.00 | 13.719 | 17.500 | 12506 | 0.000 | -1.236 | 2.8 | -23.3 |
| 10YR-72HR | C-DET 3 | BASE | 360.00 | 13.722 | 17.500 | 16184 | -2.182 | 0.011 | -34.7 | 14.8 |
| 10YR-72HR | D-DET 45 | BASE | 360.00 | 13.720 | 17.500 | 12458 | 0.000 | 0.000 | 4.8 | 4.7 |
| 10YR-72HR | K-lake 1 | BASE | 360.00 | 13.720 | 17.500 | 85221 | 0.011 | 0.000 | 21.4 | 14.8 |
| 10YR-72HR | L-CANAL | BASE | 360.00 | 13.720 | 14.500 | 0 | 0.000 | 0.000 | 14.8 | 0.0 |
| 10YR-72HR | M-PreDev | BASE | 360.00 | 15.687 | 18.000 | 911332 | 0.000 | 0.000 | 12.4 | 0.0 |

# Appendix

The next step is to compute the project-specific S-value to use for determining the runoff volume which will be discharged from the site. The depth to the water table will be 3 feet (17.0 - 14.0 = 3.0), consequently the total amount of water which can be stored under pervious surfaces will be 4.95 inches. If 15% of the project will be in lakes and 35% will be covered by impervious surfaces, then the remainder, or 50% will be pervious areas and the appropriate weighted S-value will be:

$$4.95" \times (1 - (.15+.35)) = 2.48" = S$$

Figure E-1 is a graphical representation of the cumulative water storage capabilities of the soil profile for the developed and undisturbed conditions versus the depth to the average wet season water table for the typical sandy soils found within the South Florida Water Management District boundaries.

In about April, 1993, the US SCS furnished the District test data for Immokalee and Riviera soils which show less soil storage than the typical soils described above. The following table shows the average values as compared to the typical values (Coastal). Although the lesser storage values result in higher SCS runoff curve numbers, the depressional and flatwoods soils typically are in flat and depressed areas with standing water, thus the areas have low runoff potential.

**SOIL STORAGE**

| Depth to W.T. | Coastal (1) Stor. (In.) | CN | Flatwoods (2) Stor. (In.) | CN | Depressional (3) Stor. (In.) | CN |
|---|---|---|---|---|---|---|
| 1' | 0.6 | 94 | 0.6 | 94 | 0.6 | 94 |
| 2' | 2.5 | 80 | 2.5 | 80 | 2.1 | 83 |
| 3' | 6.6 | 60 | 5.4 | 65 | 4.4 | 69 |
| 4' | 10.9 | 48 | 9.0 | 53 | 6.8 | 60 |

(1) Sandy soils 0 - 40" thick with water tables dropping below 40" - St. Lucie series is representative

(2) Water tables 15" - 40" - Immokalee series is representative

(3) Water tables above ground - 15" - Riviera and Pompano series are representative

Figure E-1 is also a graphical comparison of the cumulative water storage capabilities of the soil profile for flatwoods and depressional storage.

**Table 2-2a** Runoff curve numbers for urban areas [1/]

| Cover description | | Curve numbers for hydrologic soil group | | | |
|---|---|---|---|---|---|
| Cover type and hydrologic condition | Average percent impervious area [2/] | A | B | C | D |
| *Fully developed urban areas (vegetation established)* | | | | | |
| Open space (lawns, parks, golf courses, cemeteries, etc.) [3/]: | | | | | |
| Poor condition (grass cover < 50%) | | 68 | 79 | 86 | 89 |
| Fair condition (grass cover 50% to 75%) | | 49 | 69 | 79 | 84 |
| Good condition (grass cover > 75%) | | 39 | 61 | 74 | 80 |
| Impervious areas: | | | | | |
| Paved parking lots, roofs, driveways, etc. (excluding right-of-way) | | 98 | 98 | 98 | 98 |
| Streets and roads: | | | | | |
| Paved; curbs and storm sewers (excluding right-of-way) | | 98 | 98 | 98 | 98 |
| Paved; open ditches (including right-of-way) | | 83 | 89 | 92 | 93 |
| Gravel (including right-of-way) | | 76 | 85 | 89 | 91 |
| Dirt (including right-of-way) | | 72 | 82 | 87 | 89 |
| Western desert urban areas: | | | | | |
| Natural desert landscaping (pervious areas only) [4/] | | 63 | 77 | 85 | 88 |
| Artificial desert landscaping (impervious weed barrier, desert shrub with 1- to 2-inch sand or gravel mulch and basin borders) | | 96 | 96 | 96 | 96 |
| Urban districts: | | | | | |
| Commercial and business | 85 | 89 | 92 | 94 | 95 |
| Industrial | 72 | 81 | 88 | 91 | 93 |
| Residential districts by average lot size: | | | | | |
| 1/8 acre or less (town houses) | 65 | 77 | 85 | 90 | 92 |
| 1/4 acre | 38 | 61 | 75 | 83 | 87 |
| 1/3 acre | 30 | 57 | 72 | 81 | 86 |
| 1/2 acre | 25 | 54 | 70 | 80 | 85 |
| 1 acre | 20 | 51 | 68 | 79 | 84 |
| 2 acres | 12 | 46 | 65 | 77 | 82 |
| *Developing urban areas* | | | | | |
| Newly graded areas (pervious areas only, no vegetation) [5/] | | 77 | 86 | 91 | 94 |
| Idle lands (CN's are determined using cover types similar to those in table 2-2c). | | | | | |

1 Average runoff condition, and $I_a = 0.2S$.

2 The average percent impervious area shown was used to develop the composite CN's. Other assumptions are as follows: impervious areas are directly connected to the drainage system, impervious areas have a CN of 98, and pervious areas are considered equivalent to open space in good hydrologic condition. CN's for other combinations of conditions may be computed using figure 2-3 or 2-4.

3 CN's shown are equivalent to those of pasture. Composite CN's may be computed for other combinations of open space cover type.

4 Composite CN's for natural desert landscaping should be computed using figures 2-3 or 2-4 based on the impervious area percentage (CN = 98) and the pervious area CN. The pervious area CN's are assumed equivalent to desert shrub in poor hydrologic condition.

5 Composite CN's to use for the design of temporary measures during grading and construction should be computed using figure 2-3 or 2-4 based on the degree of development (impervious area percentage) and the CN's for the newly graded pervious areas.

**Table 2-2b** Runoff curve numbers for cultivated agricultural lands [1/]

| Cover description | | | Curve numbers for hydrologic soil group | | | |
|---|---|---|---|---|---|---|
| Cover type | Treatment [2/] | Hydrologic condition [3/] | A | B | C | D |
| Fallow | Bare soil | — | 77 | 86 | 91 | 94 |
| | Crop residue cover (CR) | Poor | 76 | 85 | 90 | 93 |
| | | Good | 74 | 83 | 88 | 90 |
| Row crops | Straight row (SR) | Poor | 72 | 81 | 88 | 91 |
| | | Good | 67 | 78 | 85 | 89 |
| | SR + CR | Poor | 71 | 80 | 87 | 90 |
| | | Good | 64 | 75 | 82 | 85 |
| | Contoured (C) | Poor | 70 | 79 | 84 | 88 |
| | | Good | 65 | 75 | 82 | 86 |
| | C + CR | Poor | 69 | 78 | 83 | 87 |
| | | Good | 64 | 74 | 81 | 85 |
| | Contoured & terraced (C&T) | Poor | 66 | 74 | 80 | 82 |
| | | Good | 62 | 71 | 78 | 81 |
| | C&T+ CR | Poor | 65 | 73 | 79 | 81 |
| | | Good | 61 | 70 | 77 | 80 |
| Small grain | SR | Poor | 65 | 76 | 84 | 88 |
| | | Good | 63 | 75 | 83 | 87 |
| | SR + CR | Poor | 64 | 75 | 83 | 86 |
| | | Good | 60 | 72 | 80 | 84 |
| | C | Poor | 63 | 74 | 82 | 85 |
| | | Good | 61 | 73 | 81 | 84 |
| | C + CR | Poor | 62 | 73 | 81 | 84 |
| | | Good | 60 | 72 | 80 | 83 |
| | C&T | Poor | 61 | 72 | 79 | 82 |
| | | Good | 59 | 70 | 78 | 81 |
| | C&T+ CR | Poor | 60 | 71 | 78 | 81 |
| | | Good | 58 | 69 | 77 | 80 |
| Close-seeded or broadcast legumes or rotation meadow | SR | Poor | 66 | 77 | 85 | 89 |
| | | Good | 58 | 72 | 81 | 85 |
| | C | Poor | 64 | 75 | 83 | 85 |
| | | Good | 55 | 69 | 78 | 83 |
| | C&T | Poor | 63 | 73 | 80 | 83 |
| | | Good | 51 | 67 | 76 | 80 |

[1] Average runoff condition, and $I_a$=0.2S

[2] Crop residue cover applies only if residue is on at least 5% of the surface throughout the year.

[3] Hydraulic condition is based on combination factors that affect infiltration and runoff, including (a) density and canopy of vegetative areas, (b) amount of year-round cover, (c) amount of grass or close-seeded legumes, (d) percent of residue cover on the land surface (good ≥ 20%), and (e) degree of surface roughness.

Poor: Factors impair infiltration and tend to increase runoff.

Good: Factors encourage average and better than average infiltration and tend to decrease runoff.

**Table 2-2c** Runoff curve numbers for other agricultural lands [1/]

| Cover description | | Curve numbers for hydrologic soil group | | | |
|---|---|---|---|---|---|
| Cover type | Hydrologic condition | A | B | C | D |
| Pasture, grassland, or range—continuous forage for grazing. [2/] | Poor | 68 | 79 | 86 | 89 |
| | Fair | 49 | 69 | 79 | 84 |
| | Good | 39 | 61 | 74 | 80 |
| Meadow—continuous grass, protected from grazing and generally mowed for hay. | — | 30 | 58 | 71 | 78 |
| Brush—brush-weed-grass mixture with brush the major element. [3/] | Poor | 48 | 67 | 77 | 83 |
| | Fair | 35 | 56 | 70 | 77 |
| | Good | 30 [4/] | 48 | 65 | 73 |
| Woods—grass combination (orchard or tree farm). [5/] | Poor | 57 | 73 | 82 | 86 |
| | Fair | 43 | 65 | 76 | 82 |
| | Good | 32 | 58 | 72 | 79 |
| Woods. [6/] | Poor | 45 | 66 | 77 | 83 |
| | Fair | 36 | 60 | 73 | 79 |
| | Good | 30 [4/] | 55 | 70 | 77 |
| Farmsteads—buildings, lanes, driveways, and surrounding lots. | — | 59 | 74 | 82 | 86 |

1 Average runoff condition, and $I_a = 0.2S$.

2 *Poor:* <50%) ground cover or heavily grazed with no mulch.
*Fair:* 50 to 75% ground cover and not heavily grazed.
*Good:* > 75% ground cover and lightly or only occasionally grazed.

3 *Poor*: <50% ground cover.
*Fair:* 50 to 75% ground cover.
*Good:* >75% ground cover.

4 Actual curve number is less than 30; use CN = 30 for runoff computations.

5 CN's shown were computed for areas with 50% woods and 50% grass (pasture) cover. Other combinations of conditions may be computed from the CN's for woods and pasture.

6 *Poor:* Forest litter, small trees, and brush are destroyed by heavy grazing or regular burning.
*Fair:* Woods are grazed but not burned, and some forest litter covers the soil.
*Good:* Woods are protected from grazing, and litter and brush adequately cover the soil.

# Evaluation of Current Stormwater Design Criteria within the State of Florida

## Final Report

Prepared for:




**FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION**

**FDEP Contract No. SO108**

June 2007

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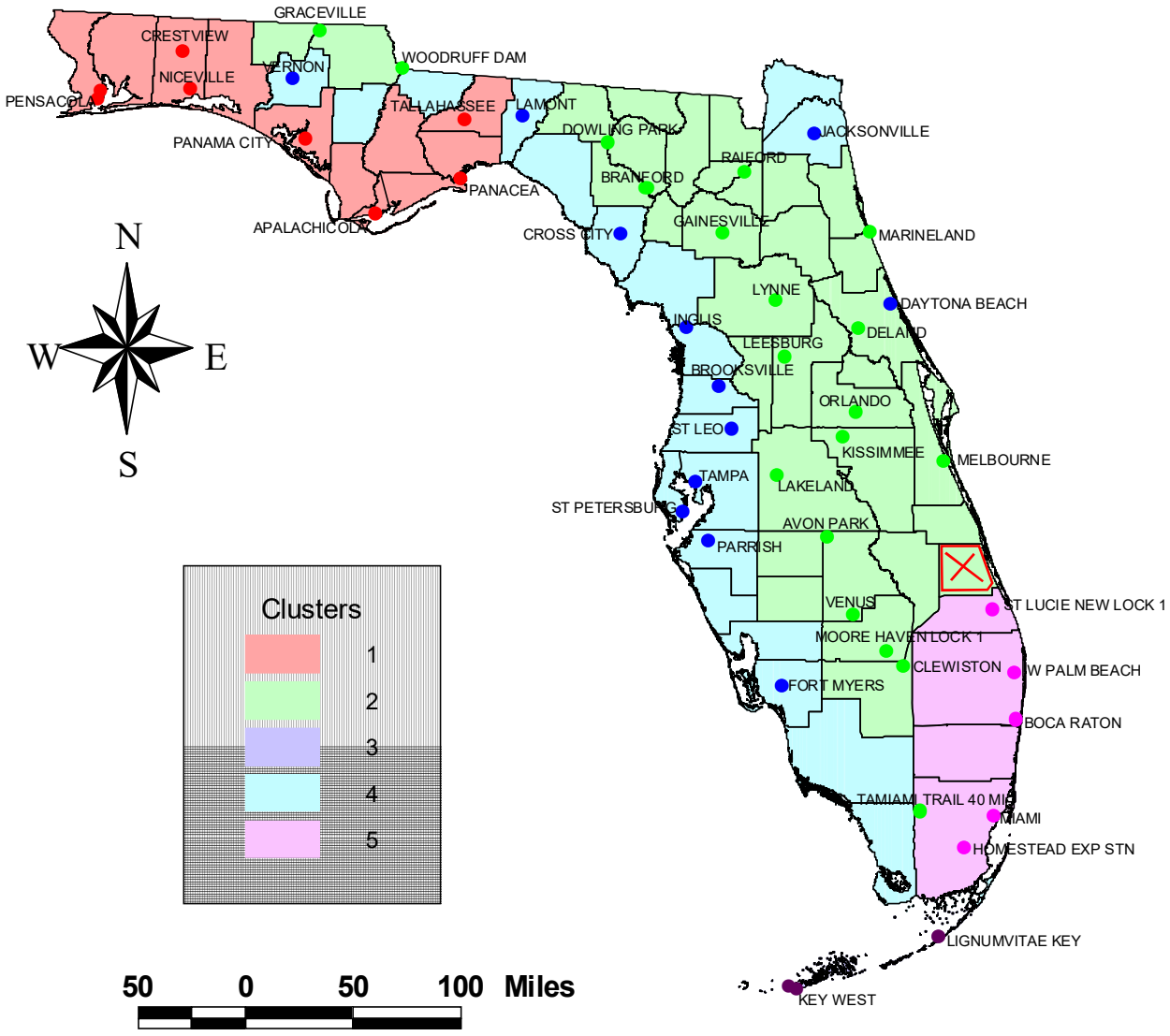



Figure 4-3. Meteorological Zones Identified Using Cluster Analysis.

Unfortunately, not all counties in Florida have long-term meteorological monitoring sites with hourly data. For purposes of designating meteorological zones, counties without a monitoring site were grouped according to the meteorological characteristics of adjacent counties with monitoring sites. The resulting zones appear to be relatively intuitive with respect to meteorological processes. The cluster groupings only have two apparent outliers, Daytona Beach and Tamiami Trail, which appear out of place. However, in a data set containing 45 points, an analysis conducted at a 95% probability level would be expected to have approximately 2-3 outlier values. A listing of counties included in each meteorological zone is given in Table 4-23.

## TABLE 4-23

## COUNTIES INCLUDED IN THE DESIGNATED METEORLOGICAL ZONES

| ZONE | | | | |
|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** |
| Okaloosa | St. Lucie | Monroe | Washington | Martin |
| Liberty | Columbia | | Manatee | Broward |
| Bay | DeSoto | | Levy | Miami-Dade |
| Wakulla | St. Johns | | Pasco | Palm Beach |
| Leon | Seminole | | Pinellas | |
| Santarosa | Sumter | | Lee | |
| Gulf | Flagler | | Hillsborough | |
| Franklin | Suwannee | | Hernando | |
| Escambia | Gadsden | | Sarasota | |
| Walton | Gilchrist | | Duval | |
| | Glades | | Dixie | |
| | Calhoun | | Collier | |
| | Hamilton | | Citrus | |
| | Hardee | | Charlotte | |
| | Hendry | | Taylor | |
| | Union | | Nassau | |
| | Highlands | | Jefferson | |
| | Putnam | | Monroe | |
| | Holmes | | | |
| | Indian River | | | |
| | Jackson | | | |
| | Volusia | | | |
| | Lafayette | | | |
| | Lake | | | |
| | Polk | | | |
| | Brevard | | | |
| | Bradford | | | |
| | Baker | | | |
| | Madison | | | |
| | Osceola | | | |
| | Marion | | | |
| | Orange | | | |
| | Clay | | | |
| | Okeechobee | | | |
| | Alachua | | | |

A summary of mean runoff coefficients for each cluster as a function of land use and hydrologic soil group is given in Table 4-24. The values summarized in this table reflect the mean runoff coefficients for each land use and hydrologic soil group and each meteorological monitoring site included in each of the five clusters. The values summarized in Table 4-24 reflect differences in runoff coefficients as a result of frequency distributions of common rain events only. This analysis does not include variability in rainfall depth throughout the State which must be multiplied times the mean runoff coefficients to obtain an estimate of annual runoff volume.

$$BOD_i = BOD_o \times exp(-K \times t)$$

where:

$BOD_t$ = BOD at time, t (mg/l)

$BOD_o$ = initial BOD (mg/l)

t = time (days)

K = decomposition constant ($time^{-1}$)

BOD decomposition constants (K) in surface waters are temperature-dependent but are typically on the order of 0.1/day. A graphical representation of the theoretical removal of BOD as a function of time, based upon a decomposition constant of 0.1/day, is given in Figure 6-1. This relationship can be used to estimate the time required to achieve a certain BOD removal efficiency within a wet detention pond. A removal efficiency of approximately 80% is achieved for BOD after a residence time of approximately 15 days, with removal efficiencies in excess of 95% after approximately 30-35 days. As a result, the removal of BOD in aquatic systems occurs at a much more rapid rate than removal of total nitrogen or total phosphorus, as indicated in Figures 5-10 and 5-11. Therefore, if a stormwater management system provides the required removal efficiency for both total nitrogen and total phosphorus, the system will also easily provide the same pollutant removal efficiency for BOD.

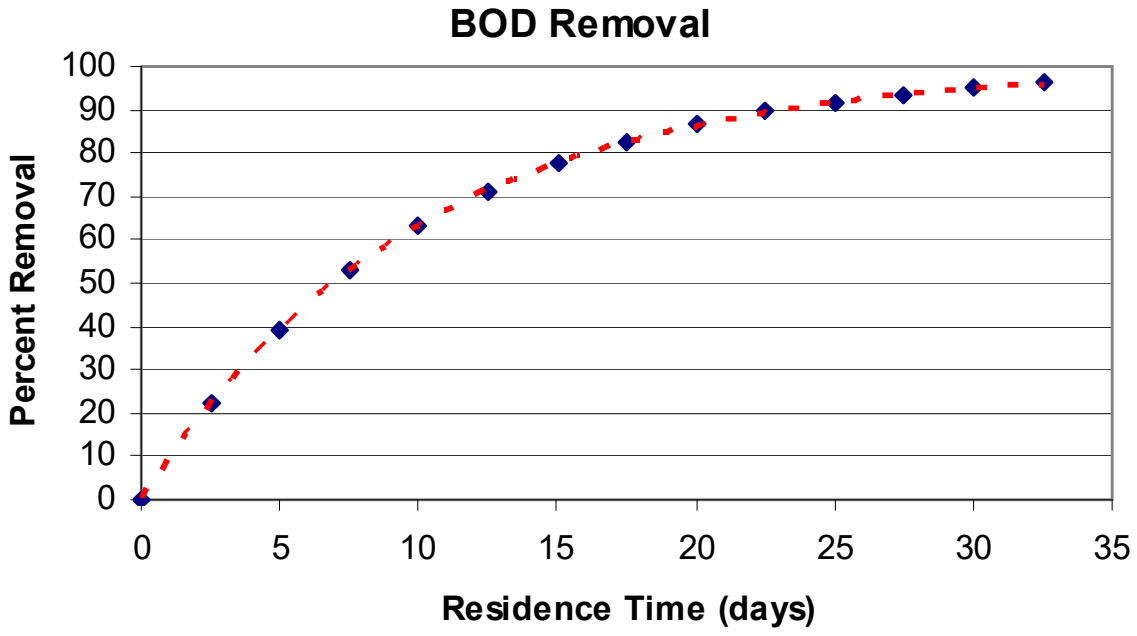



Figure 6-1. Theoretical Removal of BOD as a Function of Residence Time in a Wet Detention Pond.

## 4.1.5 Low-Intensity Commercial Areas

For the purposes of this evaluation, the term intensity refers to the level of use of the commercial area rather than an indication of the type of business or density of development. Low-intensity commercial areas are defined as areas which receive only a moderate amount of traffic volume and where cars may be parked during the day for extended periods of time. Since most commercial activities themselves generate relatively little pollutant loading, the majority of pollutant deposition occurs as a result of automobiles and trucks operating within the commercial area. Low-intensity commercial areas include schools, churches, professional office sites, and small shopping centers. High-intensity commercial areas include downtown business districts and large regional shopping areas.

A summary of hydrologic characteristics from low-intensity commercial stormwater characterization studies is given in Table B.3. Nine separate studies were identified in the available literature, with watershed areas ranging from 2.17-50.70 acres. Percentage imperviousness for the commercial sites range from 60% to approximately 100%. Eight of the nine studies utilize curb and gutter stormsewer systems, with swales utilized for drainage conveyance at the Florida Aquarium site.

A summary of mean stormwater emc values from low-intensity commercial stormwater studies is given in Table 4-7. Characterization data for total nitrogen, total phosphorus, and TSS are provided for each of the nine studies, with eight of the nine studies providing characterization data for BOD. As observed in previous land use categories, characterization data for heavy metals is somewhat limited. In general, low-intensity commercial areas are characterized by relatively low levels of total nitrogen, total phosphorus, and BOD, although TSS concentrations are somewhat elevated. Runoff characteristics reported by Harper and Herr (1993) are not included in calculation of the mean value since the runoff in this study received pre-treatment in a vegetated swale prior to collection.

**TABLE 4-7**

**SUMMARY OF MEAN STORMWATER CHARACTERISTICS FROM LOW-INTENSITY COMMERCIAL STORMWATER STUDIES**

| LOCATION | REFERENCE | MEAN emc VALUE (mg/l) | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | TN | TP | BOD | TSS | Cd | Cr | Cu | Fe | Ni | Pb | Zn |
| Orlando Areawide Study[1] | ECFRPC (1978) | 0.89 | 0.16 | 3.6 | 146 | -- | -- | -- | -- | -- | 0.068[2] | -- |
| Ft. Lauderdale - Coral Ridge Mall | Miller (1979) | 1.10 | 0.10 | 5.4 | 45.0 | -- | -- | 0.015 | -- | -- | 0.387[2] | 0.128 |
| Tampa - Norma Park | U.S. EPA (1983) | 1.19 | 0.15 | 12.0 | 22.0 | -- | -- | -- | -- | -- | 0.046[2] | 0.037 |
| Orlando - International Market Place | Harper (1988) | 1.53 | 0.19 | 11.6 | 111 | 0.008 | 0.013 | 0.031 | 1.10 | 0.028 | 0.136[2] | 0.168 |
| DeBary[3] | Harper and Herr (1993) | 0.761 | 0.260 | 6.9 | 79.1 | 0.0005 | 0.003 | 0.010 | 0.582 | -- | 0.009 | 0.028 |
| Bradfordville | ERD (2000) | 2.14 | 0.160 | 9.0 | 38.3 | -- | -- | -- | -- | -- | -- | -- |
| Tallahassee - Cross Creek Shopping Center | COT and ERD (2002) | 0.925 | 0.15 | 8.0 | 15.0 | -- | -- | 0.008 | -- | -- | 0.002 | 0.045 |
| Sarasota County | ERD (2004) | 0.88 | 0.31 | 4.3 | 39.9 | -- | -- | -- | -- | -- | -- | -- |
| Florida Aquarium - Tampa | Teague, et al. (2005) | 0.761 | 0.215 | -- | 42.4 | 0.003 | -- | 0.019 | 1.17 | -- | 0.008 | 0.090 |
| **Overall Mean Value** | | **1.18** | **0.179** | **7.7** | **57.5** | **0.006** | **0.013** | **0.018** | **1.14** | **0.028** | **0.005** | **0.094** |

1. Average of studies performed on a parking lot, motel complex, and commercial strip development
2. Data not included in calculation of mean value
3. Values excluded from means due to swale pre-treatment

## Zone 2
## Mean Annual Runoff Coefficients (C Values) as a Function of DCIA Percentage and Non-DCIA Curve Number (CN)

82.9%

| NDCIA CN | Percent DCIA | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 5 | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 |
| 30 | 0.002 | 0.043 | 0.083 | 0.123 | 0.164 | 0.204 | 0.244 | 0.285 | 0.325 | 0.366 | 0.406 | 0.446 | 0.487 | 0.527 | 0.567 | 0.608 | 0.648 | 0.688 | 0.729 | 0.769 | 0.809 |
| 35 | 0.004 | 0.044 | 0.085 | 0.125 | 0.165 | 0.205 | 0.246 | 0.286 | 0.326 | 0.366 | 0.407 | 0.447 | 0.487 | 0.528 | 0.568 | 0.608 | 0.648 | 0.689 | 0.729 | 0.769 | 0.809 |
| 40 | 0.007 | 0.047 | 0.087 | 0.127 | 0.167 | 0.207 | 0.248 | 0.288 | 0.328 | 0.368 | 0.408 | 0.448 | 0.488 | 0.528 | 0.569 | 0.609 | 0.649 | 0.689 | 0.729 | 0.769 | 0.809 |
| 45 | 0.010 | 0.050 | 0.090 | 0.130 | 0.170 | 0.210 | 0.250 | 0.290 | 0.330 | 0.370 | 0.410 | 0.450 | 0.490 | 0.530 | 0.570 | 0.610 | 0.650 | 0.690 | 0.729 | 0.769 | 0.809 |
| 50 | 0.015 | 0.055 | 0.095 | 0.134 | 0.174 | 0.214 | 0.254 | 0.293 | 0.333 | 0.373 | 0.412 | 0.452 | 0.492 | 0.531 | 0.571 | 0.611 | 0.651 | 0.690 | 0.730 | 0.770 | 0.809 |
| 55 | 0.022 | 0.061 | 0.101 | 0.140 | 0.179 | 0.219 | 0.258 | 0.298 | 0.337 | 0.376 | 0.416 | 0.455 | 0.494 | 0.534 | 0.573 | 0.613 | 0.652 | 0.691 | 0.731 | 0.770 | 0.809 |
| 60 | 0.030 | 0.069 | 0.108 | 0.147 | 0.186 | 0.225 | 0.264 | 0.303 | 0.342 | 0.381 | 0.420 | 0.459 | 0.498 | 0.537 | 0.576 | 0.615 | 0.654 | 0.693 | 0.731 | 0.770 | 0.809 |
| 65 | 0.042 | 0.080 | 0.119 | 0.157 | 0.195 | 0.234 | 0.272 | 0.311 | 0.349 | 0.387 | 0.426 | 0.464 | 0.502 | 0.541 | 0.579 | 0.618 | 0.656 | 0.694 | 0.733 | 0.771 | 0.809 |
| 70 | 0.057 | 0.095 | 0.133 | 0.170 | 0.208 | 0.245 | 0.283 | 0.321 | 0.358 | 0.396 | 0.433 | 0.471 | 0.509 | 0.546 | 0.584 | 0.621 | 0.659 | 0.697 | 0.734 | 0.772 | 0.809 |
| 75 | 0.079 | 0.116 | 0.152 | 0.189 | 0.225 | 0.262 | 0.298 | 0.335 | 0.371 | 0.408 | 0.444 | 0.481 | 0.517 | 0.554 | 0.590 | 0.627 | 0.663 | 0.700 | 0.736 | 0.773 | 0.809 |
| 80 | 0.111 | 0.146 | 0.181 | 0.216 | 0.251 | 0.285 | 0.320 | 0.355 | 0.390 | 0.425 | 0.460 | 0.495 | 0.530 | 0.565 | 0.600 | 0.635 | 0.670 | 0.705 | 0.740 | 0.774 | 0.809 |
| 85 | 0.160 | 0.192 | 0.225 | 0.257 | 0.290 | 0.322 | 0.355 | 0.387 | 0.420 | 0.452 | 0.485 | 0.517 | 0.550 | 0.582 | 0.614 | 0.647 | 0.679 | 0.712 | 0.744 | 0.777 | 0.809 |
| 90 | 0.242 | 0.270 | 0.299 | 0.327 | 0.355 | 0.384 | 0.412 | 0.440 | 0.469 | 0.497 | 0.526 | 0.554 | 0.582 | 0.611 | 0.639 | 0.667 | 0.696 | 0.724 | 0.753 | 0.781 | 0.809 |
| 95 | 0.404 | 0.424 | 0.444 | 0.464 | 0.485 | 0.505 | 0.525 | 0.546 | 0.566 | 0.586 | 0.606 | 0.627 | 0.647 | 0.667 | 0.688 | 0.708 | 0.728 | 0.749 | 0.769 | 0.789 | 0.809 |
| 98 | 0.595 | 0.605 | 0.616 | 0.627 | 0.638 | 0.648 | 0.659 | 0.670 | 0.680 | 0.691 | 0.702 | 0.713 | 0.723 | 0.734 | 0.745 | 0.756 | 0.766 | 0.777 | 0.788 | 0.799 | 0.809 |

0.69

**Table B-4.** Estimated runoff and TN and TP loads [in pounds per acre per year (lbs/ac/yr)] and concentrations [in milligrams per liter (mg/L)] for 2004 land use categories in the St. Lucie River Watershed.

| Land Use Category | Land Use Description | FLUCCS | Runoff (in/yr) | Unit TN Load (lbs/ ac/yr) | TN Concen- tration (mg/L) | Unit TP Load (lbs/ ac/yr) | TP Concen- tration (mg/L) |
|---|---|---|---|---|---|---|---|
| Residential Low Density | Residential Low Density[1] | 1100 | 17.5676 | 4.29 | 1.08 | 0.49 | 0.12 |
| Residential Medium Density | Residential Medium Density[2] | 1200 | 20.7617 | 6.24 | 1.33 | 1.40 | 0.30 |
| Residential High Density | Residential High Density[2] | 1300 | 23.9558 | 9.36 | 1.73 | 3.00 | 0.55 |
| Other Urban | Commercial and Services[2] | 1400 | 25.5528 | 8.58 | 1.48 | 1.40 | 0.24 |
| | Industrial[2] | 1500 | 27.1499 | 7.80 | 1.27 | 2.40 | 0.39 |
| | Extractive[2] | 1600 | 23.9558 | 5.46 | 1.01 | 0.66 | 0.12 |
| | Institutional[2] | 1700 | 23.9558 | 5.46 | 1.01 | 2.40 | 0.44 |
| | Recreational[2] | 1800 | 17.5676 | 5.46 | 1.37 | 0.96 | 0.24 |
| Improved Pastures | Improved Pastures | 2110 | 19.1646 | 8.66 | 2.00 | 1.90 | 0.44 |
| Unimproved Pastures | Unimproved Pastures | 2120 | 15.9705 | 4.29 | 1.19 | 0.92 | 0.25 |
| Woodland Pastures/Rangeland | Woodland Pastures | 2130 | 15.9705 | 3.20 | 0.89 | 0.88 | 0.24 |
| | Rangeland | 3000 | 15.9705 | 3.20 | 0.89 | 0.28 | 0.08 |
| Row Crops | Row Crops | 2140 | 22.3587 | 11.70 | 2.31 | 4.50 | 0.89 |
| Sugar Cane | Sugar Cane | 2156 | 19.1646 | 6.24 | 1.44 | 0.63 | 0.15 |
| Citrus | Citrus | 2210 | 19.1646 | 6.63 | 1.53 | 1.80 | 0.42 |
| Sod Farms | Sod Farms | 2420 | 19.1646 | 7.02 | 1.62 | 2.52 | 0.58 |
| Ornamentals | Ornamentals | 2430 | 19.1646 | 9.36 | 2.16 | 2.90 | 0.67 |
| Horse Farms | Horse Farms | 2510 | 15.9705 | 12.48 | 3.45 | 1.82 | 0.50 |
| Dairies | Dairies | 2520 | 15.9705 | 15.60 | 4.32 | 9.38 | 2.60 |
| Other Areas | Field Crops | 2150 | 15.9705 | 5.17 | 1.43 | 2.96 | 0.82 |
| | Mixed Crops | 2160 | 19.1646 | 8.58 | 1.98 | 3.50 | 0.81 |
| | Fruit Orchards | 2220 | 19.1646 | 7.02 | 1.62 | 2.30 | 0.53 |
| | Other Groves | 2230 | 19.1646 | 7.02 | 1.62 | 2.30 | 0.53 |
| | Cattle Feeding Operations | 2310 | 19.1646 | 42.16 | 9.72 | 8.96 | 2.07 |
| | Poultry Feeding Operations | 2320 | 19.1646 | 7.80 | 1.80 | 1.50 | 0.35 |
| | Tree Nurseries | 2410 | 15.9705 | 9.36 | 2.59 | 2.90 | 0.80 |
| | Specialty Farms | 2500 | 15.9705 | 6.24 | 1.73 | 1.82 | 0.50 |
| | Aquaculture | 2540 | 7.98525 | 7.80 | 4.32 | 0.70 | 0.39 |
| | Fallow Crop Land | 2610 | 19.1646 | 5.46 | 1.26 | 0.70 | 0.16 |
| Tree Plantations | Tree Plantations | 4400 | 15.9705 | 2.42 | 0.67 | 0.18 | 0.05 |
| Water | Water | 5000 | 3.1941 | 0.70 | 0.97 | 0.05 | 0.07 |
| Natural Areas | Upland Forests (not including 4400s) | 4000 | 14.3735 | 1.95 | 0.60 | 0.28 | 0.09 |
| | Wetlands | 6000 | 1.59705 | 1.17 | 3.24 | 0.01 | 0.03 |
| | Barren Land | 7000 | 23.9558 | 5.46 | 1.01 | 0.75 | 0.14 |
| | Open Land | 1900 | 15.9705 | 3.12 | 0.86 | 0.28 | 0.08 |
| Transportation | Transportation | 8100 | 27.1499 | 7.18 | 1.17 | 1.65 | 0.27 |
| Communication/Utilities | Communications | 8200 | 15.9705 | 4.68 | 1.30 | 0.48 | 0.13 |
| | Utilities | 8300 | 15.9705 | 4.68 | 1.30 | 0.48 | 0.13 |

[1]Assumed to be on septic systems.

[2]Assumed discharge from wastewater treatment outside of the watershed.

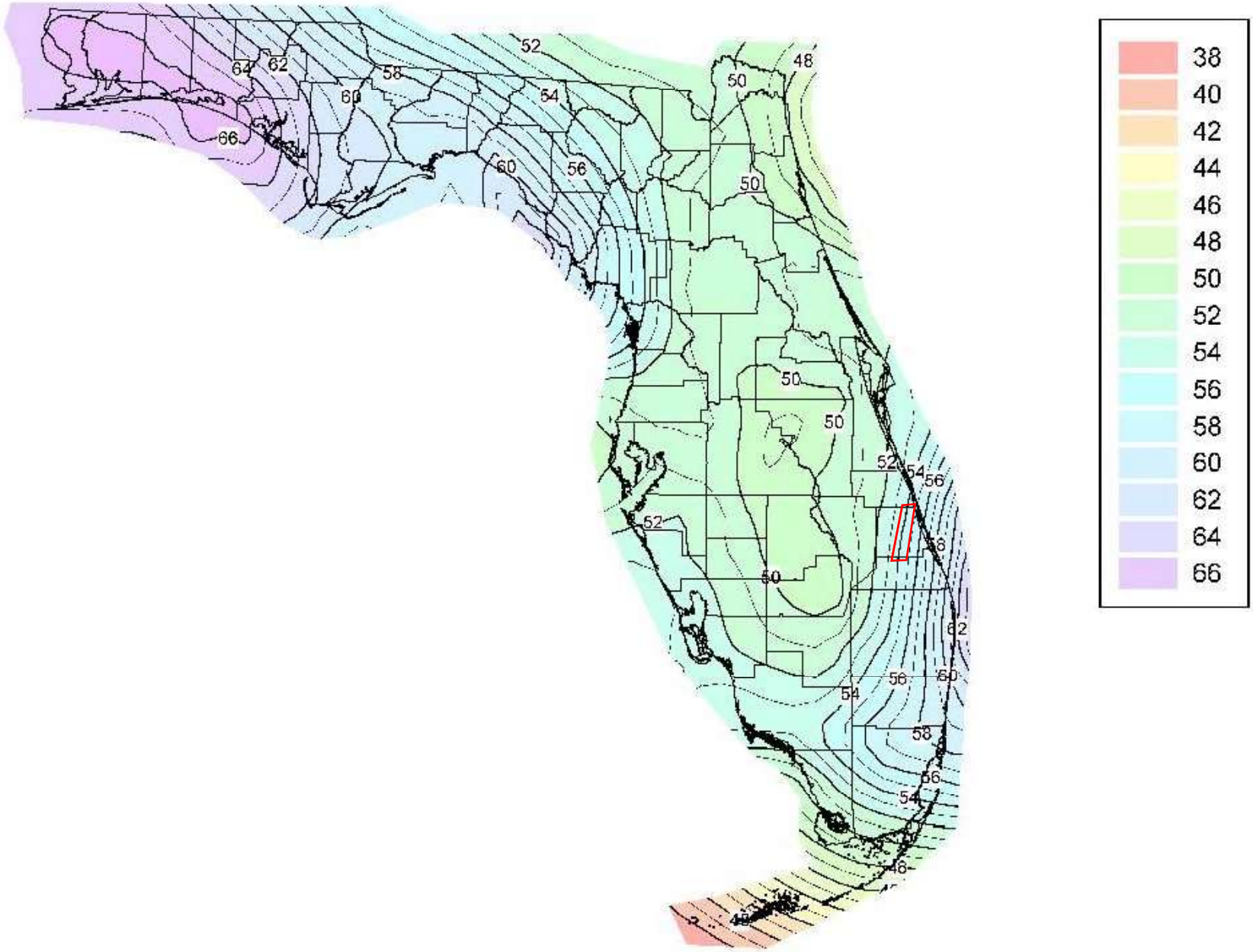
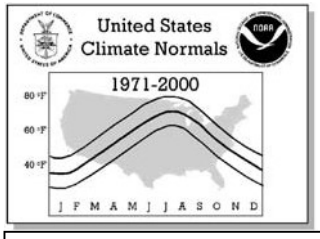



Figure 3-2. Isopleths of Mean Annual Precipitation in Florida from 1971-2000.




# CLIMATOGRAPHY OF THE UNITED STATES NO. 81

Monthly Normals of Temperature, Precipitation, and Heating and Cooling Degree Days

**1971-2000**

## FLORIDA



**PRECIPITATION NORMALS** (Total in Inches)

| No. | Station Name | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC | ANNUAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 001 | APALACHICOLA AP | 4.87 | 3.76 | 4.95 | 3.00 | 2.62 | 4.30 | 7.31 | 7.29 | 7.10 | 4.18 | 3.62 | 3.51 | 56.51 |
| 002 | ARCADIA | 2.13 | 2.43 | 3.10 | 1.86 | 3.87 | 7.81 | 7.64 | 7.02 | 6.77 | 2.87 | 2.08 | 1.76 | 49.34 |
| 003 | ARCHBOLD BIO STATION | 2.32 | 2.38 | 3.25 | 2.33 | 3.98 | 7.74 | 7.66 | 7.42 | 6.50 | 3.00 | 2.07 | 1.95 | 50.60 |
| 004 | AVON PARK 2 W | 2.48 | 2.41 | 3.02 | 2.17 | 3.63 | 8.25 | 6.81 | 7.18 | 5.98 | 3.02 | 2.27 | 1.87 | 49.09 |
| 005 | BABSON PARK 1 ENE | 2.06 | 2.56 | 3.13 | 1.95 | 4.10 | 6.86 | 8.23 | 7.29 | 5.65 | 2.29 | 2.48 | 1.75 | 48.35 |
| 006 | BARTOW | 2.51 | 2.82 | 3.11 | 2.53 | 3.81 | 6.78 | 8.56 | 6.52 | 6.68 | 2.71 | 2.18 | 2.37 | 50.58 |
| 007 | BELLE GLADE EXP STN | 2.51 | 1.88 | 2.65 | 2.41 | 5.04 | 7.33 | 7.34 | 7.16 | 7.09 | 3.54 | 2.79 | 1.82 | 51.56 |
| 008 | BITHLO | 2.35 | 2.69 | 2.81 | 1.88 | 3.47 | 7.26 | 6.86 | 8.06 | 6.14 | 3.75 | 2.14 | 1.87 | 49.28 |
| 009 | BRADENTON 5 ESE | 2.94 | 2.66 | 3.36 | 1.83 | 2.85 | 7.41 | 8.71 | 9.43 | 7.25 | 2.88 | 2.35 | 2.45 | 54.12 |
| 010 | BROOKSVILLE CHIN HILL | 3.27 | 3.24 | 4.22 | 2.62 | 3.40 | 7.24 | 7.16 | 8.24 | 5.96 | 2.38 | 2.39 | 2.45 | 52.57 |
| 011 | BUSHNELL 2 E | 3.43 | 3.02 | 3.93 | 2.34 | 3.79 | 6.18 | 6.43 | 7.24 | 6.00 | 2.14 | 2.18 | 2.52 | 49.20 |
| 012 | CANAL POINT USDA | 2.60 | 2.27 | 3.44 | 2.42 | 4.61 | 7.64 | 6.22 | 6.69 | 7.28 | 3.91 | 2.95 | 2.07 | 52.10 |
| 013 | CHIPLEY 3 E | 6.09 | 4.81 | 6.11 | 3.84 | 4.21 | 5.24 | 6.92 | 5.38 | 4.76 | 2.90 | 4.12 | 3.86 | 58.24 |
| 014 | CLERMONT 7 S | 3.11 | 2.58 | 3.81 | 2.18 | 3.67 | 7.86 | 6.78 | 6.96 | 5.59 | 2.40 | 2.40 | 2.40 | 49.74 |
| 015 | CLEWISTON US ENGINEERS | 2.38 | 2.01 | 2.68 | 2.16 | 4.50 | 7.15 | 6.58 | 6.28 | 4.99 | 2.87 | 2.28 | 1.52 | 45.40 |
| 016 | CRESCENT CITY | 3.34 | 2.83 | 4.06 | 2.56 | 3.52 | 6.53 | 6.34 | 6.28 | 6.11 | 3.12 | 2.55 | 2.55 | 49.79 |
| 017 | CRESTVIEW BOB SIKES AP | 6.49 | 4.91 | 7.06 | 4.26 | 4.94 | 7.41 | 6.83 | 6.34 | 4.88 | 3.02 | 4.20 | 3.60 | 63.94 |
| 018 | CROSS CITY 2 WNW | 4.41 | 3.54 | 4.42 | 3.48 | 3.06 | 6.34 | 8.92 | 9.67 | 6.10 | 2.93 | 2.35 | 3.27 | 58.49 |
| 019 | DAYTONA BEACH INTL AP | 3.13 | 2.74 | 3.84 | 2.54 | 3.26 | 5.69 | 5.17 | 6.09 | 6.61 | 4.48 | 3.03 | 2.71 | 49.29 |
| 020 | DE FUNIAK SPRINGS | 5.61 | 5.39 | 6.23 | 3.93 | 4.95 | 6.60 | 7.67 | 6.77 | 6.03 | 3.23 | 4.76 | 4.35 | 65.52 |
| 021 | DELAND 1 SSE | 3.35 | 2.96 | 3.84 | 2.80 | 4.27 | 7.60 | 7.88 | 7.70 | 7.17 | 4.09 | 2.72 | 2.65 | 57.03 |
| 022 | DESOTO CITY 8 SW | 2.31 | 2.57 | 3.10 | 2.20 | 3.61 | 8.21 | 7.00 | 6.97 | 6.48 | 2.64 | 2.30 | 1.62 | 49.01 |
| 023 | DEVILS GARDEN | 2.37 | 2.09 | 2.78 | 2.63 | 4.33 | 8.58 | 7.52 | 8.10 | 6.53 | 3.52 | 2.58 | 1.64 | 52.67 |
| 024 | EVERGLADES | 1.71 | 1.49 | 1.92 | 1.93 | 3.56 | 9.89 | 7.34 | 8.62 | 8.23 | 3.80 | 1.89 | 1.72 | 52.10 |
| 025 | FEDERAL POINT | 3.09 | 2.89 | 3.68 | 2.34 | 3.55 | 6.67 | 6.16 | 6.57 | 6.83 | 3.34 | 2.70 | 2.72 | 50.54 |
| 026 | FERNANDINA BEACH | 3.82 | 3.17 | 4.01 | 2.91 | 2.87 | 5.30 | 5.80 | 5.34 | 7.73 | 4.22 | 2.49 | 2.73 | 50.39 |
| 027 | FLAMINGO RANGER STN | 1.94 | 1.63 | 1.87 | 2.06 | 5.06 | 7.25 | 4.73 | 7.43 | 7.20 | 4.26 | 2.46 | 1.57 | 47.46 |
| 028 | FORT DRUM 5 NW | 2.27 | 2.47 | 3.78 | 2.43 | 4.47 | 8.05 | 7.60 | 7.27 | 6.60 | 3.73 | 2.30 | 1.86 | 52.83 |
| 029 | FORT GREEN 12 WSW | 2.43 | 2.62 | 3.31 | 2.09 | 3.42 | 8.18 | 8.29 | 7.78 | 6.86 | 2.62 | 2.13 | 2.23 | 51.96 |
| 030 | FORT LAUDERDALE | 2.94 | 2.70 | 2.80 | 3.91 | 6.33 | 10.01 | 6.70 | 6.88 | 8.26 | 6.44 | 4.57 | 2.65 | 64.19 |
| 031 | FORT MYERS (PAGE AP) | 2.23 | 2.10 | 2.74 | 1.67 | 3.42 | 9.77 | 8.98 | 9.54 | 7.86 | 2.59 | 1.71 | 1.58 | 54.19 |
| 032 | FORT PIERCE | 2.70 | 2.99 | 3.27 | 2.77 | 4.38 | 5.84 | 5.79 | 6.35 | 7.81 | 5.82 | 3.50 | 2.28 | 53.50 |
| 033 | FOUNTAIN 3 SSE | 5.83 | 4.69 | 6.38 | 3.05 | 4.39 | 7.20 | 8.00 | 6.50 | 6.61 | 2.95 | 4.01 | 4.41 | 64.02 |
| 034 | GAINESVILLE 3 WSW | 4.13 | 3.90 | 3.94 | 3.03 | 3.70 | 5.87 | 5.34 | 6.69 | 5.33 | 1.89 | 2.58 | 3.05 | 49.45 |
| 035 | GAINESVILLE 11 WNW | 3.95 | 2.34 | 4.31 | 2.92 | 3.34 | 6.20 | 7.50 | 7.89 | 4.05 | 2.99 | 1.87 | 2.20 | 49.56 |
| 036 | GAINESVILLE RGNL AP | 3.51 | 3.39 | 4.26 | 2.86 | 3.23 | 6.78 | 6.10 | 6.63 | 4.37 | 2.50 | 2.17 | 2.56 | 48.36 |
| 037 | GLEN ST MARY 1 W | 4.34 | 3.41 | 4.52 | 3.29 | 3.58 | 6.53 | 6.33 | 7.33 | 5.36 | 3.10 | 2.23 | 2.92 | 52.94 |
| 038 | HASTINGS ARC | 3.39 | 2.69 | 3.94 | 2.72 | 3.47 | 6.98 | 5.56 | 6.37 | 7.40 | 3.94 | 2.88 | 2.65 | 51.99 |
| 039 | HIALEAH | 2.34 | 2.22 | 3.20 | 3.90 | 6.08 | 10.24 | 7.00 | 9.20 | 8.88 | 6.56 | 3.83 | 2.59 | 66.04 |
| 040 | HIGH SPRINGS | 4.35 | 3.69 | 4.33 | 3.28 | 3.63 | 6.88 | 7.53 | 7.92 | 4.56 | 2.96 | 2.28 | 2.74 | 54.15 |
| 041 | HILLSBOROUGH RVR ST PK | 3.35 | 3.12 | 3.41 | 2.23 | 3.21 | 7.87 | 7.27 | 8.16 | 7.23 | 2.71 | 2.72 | 3.28 | 54.56 |
| 042 | HOMESTEAD EXP STN | 1.94 | 1.78 | 1.88 | 2.74 | 5.77 | 9.51 | 6.82 | 9.16 | 8.90 | 5.49 | 2.59 | 1.61 | 58.19 |
| 043 | IMMOKALEE 3 NNW | 2.33 | 2.26 | 2.97 | 2.36 | 4.08 | 7.78 | 7.27 | 7.49 | 6.61 | 2.88 | 2.27 | 1.77 | 50.07 |
| 044 | INVERNESS 3 SE | 3.55 | 2.96 | 4.17 | 2.40 | 3.33 | 7.40 | 7.05 | 7.52 | 5.93 | 2.63 | 2.27 | 2.56 | 51.77 |
| 045 | JACKSONVILLE CECIL NAS | 3.50 | 3.20 | 4.16 | 2.91 | 3.25 | 6.54 | 6.39 | 7.07 | 6.69 | 3.24 | 2.28 | 2.65 | 51.88 |
| 046 | JACKSONVILLE INTL AP | 3.69 | 3.15 | 3.93 | 3.14 | 3.48 | 5.37 | 5.97 | 6.87 | 7.90 | 3.86 | 2.34 | 2.64 | 52.34 |
| 047 | JACKSONVILLE NAS | 3.39 | 2.59 | 3.97 | 2.77 | 3.22 | 5.78 | 5.99 | 5.87 | 7.28 | 3.30 | 2.35 | 2.45 | 48.96 |
| 048 | JACKSONVILLE BEACH | 3.56 | 2.84 | 3.92 | 2.87 | 3.03 | 5.70 | 5.21 | 6.11 | 7.53 | 5.04 | 2.36 | 2.75 | 50.92 |
| 049 | JASPER | 4.96 | 4.13 | 5.16 | 3.45 | 3.33 | 6.03 | 5.62 | 6.27 | 4.20 | 2.87 | 2.79 | 3.43 | 52.24 |
| 050 | KEY WEST INTL AP | 2.22 | 1.51 | 1.86 | 2.06 | 3.48 | 4.57 | 3.27 | 5.40 | 5.45 | 4.34 | 2.64 | 2.14 | 38.94 |
| 051 | KEY WEST NAS | 2.50 | 1.65 | 1.80 | 2.12 | 3.88 | 5.42 | 4.11 | 5.48 | 6.33 | 4.58 | 2.62 | 2.24 | 42.73 |
| 052 | KISSIMMEE 2 | 2.39 | 2.72 | 3.32 | 2.02 | 3.83 | 6.02 | 6.55 | 7.32 | 6.01 | 3.17 | 2.42 | 2.24 | 48.01 |
| 053 | LA BELLE | 2.31 | 2.16 | 2.89 | 2.29 | 3.91 | 8.88 | 7.69 | 7.78 | 6.57 | 3.35 | 2.34 | 1.71 | 51.88 |
| 054 | LAKE ALFRED EXP STN | 2.52 | 2.75 | 3.43 | 1.99 | 4.12 | 6.88 | 7.11 | 7.43 | 6.53 | 2.96 | 2.29 | 2.28 | 50.29 |
| 055 | LAKE CITY 2 E | 4.52 | 3.61 | 4.90 | 3.15 | 3.71 | 6.91 | 6.74 | 7.19 | 4.67 | 2.82 | 2.42 | 2.96 | 53.60 |
| 056 | LAKELAND | 2.45 | 2.73 | 3.38 | 2.04 | 3.81 | 7.00 | 7.51 | 7.33 | 6.33 | 2.29 | 2.12 | 2.14 | 49.13 |
| 057 | LISBON | 3.32 | 2.87 | 4.03 | 2.80 | 4.13 | 6.13 | 5.67 | 6.20 | 5.76 | 2.54 | 2.53 | 2.65 | 48.63 |
| 058 | LIVE OAK | 4.99 | 4.01 | 5.33 | 3.29 | 3.23 | 6.06 | 6.35 | 6.13 | 4.64 | 3.26 | 2.43 | 3.11 | 52.83 |
| 059 | LOXAHATCHEE | 2.99 | 2.23 | 2.97 | 2.27 | 5.33 | 8.84 | 7.30 | 5.58 | 9.25 | 5.18 | 4.44 | 2.06 | 58.44 |
| 060 | MADISON | 5.50 | 4.11 | 5.59 | 3.22 | 3.10 | 5.82 | 6.18 | 5.38 | 3.94 | 2.96 | 3.31 | 4.07 | 53.18 |
| 061 | MAYPORT PILOT STN | 2.70 | 2.58 | 3.23 | 2.41 | 2.13 | 4.06 | 4.21 | 4.45 | 7.15 | 4.16 | 1.74 | 2.20 | 41.02 |
| 062 | MAYO | 4.88 | 3.66 | 4.85 | 3.07 | 3.19 | 5.82 | 7.60 | 7.97 | 5.07 | 3.01 | 2.52 | 3.23 | 54.87 |
| 063 | MELBOURNE WFO | 2.48 | 2.49 | 2.92 | 2.08 | 3.94 | 5.83 | 5.38 | 5.78 | 7.20 | 4.76 | 3.12 | 2.31 | 48.29 |
| 064 | MIAMI BEACH | 2.44 | 2.14 | 2.20 | 2.81 | 4.90 | 6.90 | 3.63 | 5.44 | 6.31 | 4.53 | 3.32 | 1.98 | 46.60 |
| 065 | MIAMI INTL AP | 1.88 | 2.07 | 2.56 | 3.36 | 5.52 | 8.54 | 5.79 | 8.63 | 8.38 | 6.19 | 3.43 | 2.18 | 58.53 |
| 066 | MILTON EXPERIMENT STN | 6.39 | 5.04 | 7.32 | 4.35 | 4.83 | 7.11 | 8.17 | 6.62 | 6.12 | 3.66 | 5.47 | 4.40 | 69.48 |
| 067 | MONTICELLO 3 W | 5.63 | 4.64 | 6.00 | 3.63 | 4.03 | 5.60 | 6.50 | 6.73 | 4.70 | 3.32 | 3.63 | 3.90 | 58.31 |
| 068 | MOORE HAVEN LOCK 1 | 2.04 | 2.05 | 2.93 | 2.35 | 3.70 | 6.98 | 6.67 | 6.80 | 6.42 | 2.95 | 1.91 | 1.64 | 46.44 |
| 069 | MOUNTAIN LAKE | 2.38 | 2.43 | 3.12 | 2.02 | 3.88 | 7.12 | 7.45 | 6.64 | 5.83 | 2.50 | 2.23 | 2.10 | 47.70 |

### 5.2.2.1 SJRWMD Design Criteria

Wet detention ponds designed according to St. Johns River Water Management District (SJRWMD) criteria are characterized by relatively short residence times, ranging from approximately 14-21 days under wet season conditions. Virtually all existing research studies on wet detention systems, as summarized in Table 5-2, have been performed on shallow ponds with relatively short residence times. Six of the eight studies summarized in Table 5-2 are located in the St. Johns River Water Management District, although designs for some of the earlier studies may be different from current design criteria.

A summary of estimated performance efficiencies of wet detention ponds designed according to SJRWMD criteria is given in Table 5-8. The values summarized in this table reflect the overall mean treatment efficiencies for wet detention systems summarized in Table 5-2. The values summarized in Table 5-8 correspond closely to performance efficiencies measured by Harper and Herr (1993) for a wet detention pond constructed according to SJRWMD criteria. Based upon the estimated performance efficiency summarized in Table 5-8, with the possible exception of TSS, wet detention ponds designed according to SJRWMD criteria fail to meet the 80% removal criteria outlined in Chapter 62-40.

**TABLE 5-8**

**ESTIMATED PERFORMANCE EFFICIENCY OF WET DETENTION PONDS DESIGNED ACCORDING TO SJRWMD CRITERIA**

| PARAMETER | ANNUAL MASS REMOVAL (%) |
|---|---|
| Total N | 25 |
| Total P | 65 |
| TSS | 75-85 |
| BOD | 65-70 |

### 5.2.2.2 SFWMD Design Criteria

As discussed in a previous section, wet detention systems designed within the South Florida Water Management District (SFWMD) are often excavated to water depths of 20 ft or more. The SFWMD does not have any specific limitation on pond depth, and developers often dig deep wet detention ponds to provide additional fill for low areas within a development. This technique can result in ponds with substantially extended detention times, often in excess of 200 days.

## Mean Annual Mass Removal Efficiencies for 0.75-inches of Retention in Zone 2

| NDCIA | Percent DCIA | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CN | 5 | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 |
| 30 | 97.9 | 98.2 | 97.5 | 96.2 | 94.4 | 92.1 | 89.6 | 86.9 | 84.1 | 81.3 | 78.5 | 75.9 | 73.3 | 70.9 | 68.5 | 66.3 | 64.2 | 62.2 | 60.4 | 58.6 |
| 35 | 96.7 | 97.3 | 96.8 | 95.6 | 93.8 | 91.7 | 89.2 | 86.6 | 83.8 | 81.1 | 78.4 | 75.7 | 73.2 | 70.8 | 68.5 | 66.3 | 64.2 | 62.2 | 60.4 | 58.6 |
| 40 | 95.0 | 96.1 | 95.9 | 94.8 | 93.1 | 91.1 | 88.7 | 86.2 | 83.5 | 80.8 | 78.2 | 75.6 | 73.1 | 70.7 | 68.4 | 66.2 | 64.2 | 62.2 | 60.4 | 58.6 |
| 45 | 93.0 | 94.7 | 94.6 | 93.7 | 92.2 | 90.3 | 88.1 | 85.6 | 83.1 | 80.5 | 77.9 | 75.4 | 72.9 | 70.6 | 68.3 | 66.2 | 64.1 | 62.2 | 60.4 | 58.6 |
| 50 | 90.7 | 92.8 | 93.1 | 92.4 | 91.1 | 89.3 | 87.3 | 85.0 | 82.5 | 80.0 | 77.5 | 75.1 | 72.7 | 70.4 | 68.2 | 66.1 | 64.0 | 62.1 | 60.3 | 58.6 |
| 55 | 88.0 | 90.6 | 91.1 | 90.7 | 89.7 | 88.1 | 86.3 | 84.1 | 81.8 | 79.4 | 77.0 | 74.7 | 72.4 | 70.1 | 68.0 | 65.9 | 64.0 | 62.1 | 60.3 | 58.6 |
| 60 | 84.8 | 87.9 | 88.8 | 88.7 | 88.0 | 86.7 | 85.0 | 83.0 | 80.9 | 78.7 | 76.5 | 74.2 | 72.0 | 69.8 | 67.8 | 65.8 | 63.8 | 62.0 | 60.3 | 58.6 |
| 65 | 81.5 | 84.9 | 86.2 | 86.3 | 85.8 | 84.8 | 83.4 | 81.7 | 79.8 | 77.8 | 75.7 | 73.6 | 71.5 | 69.5 | 67.5 | 65.5 | 63.7 | 61.9 | 60.2 | 58.6 |
| 70 | 78.1 | 81.7 | 83.1 | 83.5 | 83.2 | 82.5 | 81.4 | 80.0 | 78.4 | 76.6 | 74.7 | 72.8 | 70.9 | 68.9 | 67.1 | 65.2 | 63.5 | 61.8 | 60.2 | 58.6 |
| 75 | 74.9 | 78.1 | 79.6 | 80.2 | 80.2 | 79.8 | 79.0 | 77.9 | 76.5 | 75.0 | 73.4 | 71.7 | 70.0 | 68.3 | 66.5 | 64.8 | 63.2 | 61.6 | 60.1 | 58.6 |
| 80 | 71.6 | 74.3 | 75.8 | 76.5 | 76.7 | 76.5 | 76.0 | 75.2 | 74.1 | 73.0 | 71.7 | 70.3 | 68.8 | 67.3 | 65.8 | 64.3 | 62.8 | 61.4 | 60.0 | 58.6 |
| 85 | 68.6 | 70.6 | 71.8 | 72.5 | 72.8 | 72.7 | 72.4 | 71.9 | 71.2 | 70.3 | 69.3 | 68.3 | 67.1 | 65.9 | 64.7 | 63.5 | 62.2 | 61.0 | 59.8 | 58.6 |
| 90 | 65.7 | 66.9 | 67.7 | 68.1 | 68.3 | 68.3 | 68.2 | 67.9 | 67.5 | 66.9 | 66.3 | 65.6 | 64.9 | 64.0 | 63.2 | 62.3 | 61.4 | 60.5 | 59.5 | 58.6 |
| 95 | 62.7 | 63.0 | 63.2 | 63.3 | 63.4 | 63.4 | 63.3 | 63.2 | 63.0 | 62.8 | 62.5 | 62.2 | 61.8 | 61.4 | 61.0 | 60.5 | 60.1 | 59.6 | 59.1 | 58.6 |
| 98 | 60.8 | 60.8 | 60.8 | 60.7 | 60.7 | 60.6 | 60.5 | 60.4 | 60.3 | 60.2 | 60.1 | 59.9 | 59.8 | 59.6 | 59.5 | 59.3 | 59.2 | 59.0 | 58.8 | 58.6 |

## Mean Annual Mass Removal Efficiencies for 1.00-inches of Retention in Zone 2

82.9%

| NDCIA | Percent DCIA | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CN | 5 | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 |
| 30 | 98.5 | 98.8 | 98.5 | 97.9 | 96.9 | 95.6 | 94.1 | 92.3 | 90.4 | 88.4 | 86.3 | 84.2 | 82.1 | 80.0 | 77.9 | 75.9 | 74.0 | 72.2 | 70.3 | 68.6 |
| 35 | 97.5 | 98.2 | 98.0 | 97.4 | 96.5 | 95.3 | 93.7 | 92.0 | 90.2 | 88.2 | 86.2 | 84.1 | 82.0 | 79.9 | 77.9 | 75.9 | 74.0 | 72.1 | 70.3 | 68.6 |
| 40 | 96.4 | 97.3 | 97.2 | 96.8 | 95.9 | 94.8 | 93.3 | 91.7 | 89.9 | 87.9 | 85.9 | 83.9 | 81.8 | 79.8 | 77.8 | 75.8 | 73.9 | 72.1 | 70.3 | 68.6 |
| 45 | 94.8 | 96.1 | 96.3 | 96.0 | 95.2 | 94.1 | 92.7 | 91.2 | 89.4 | 87.6 | 85.6 | 83.6 | 81.6 | 79.6 | 77.7 | 75.8 | 73.9 | 72.1 | 70.3 | 68.6 |
| 50 | 93.0 | 94.8 | 95.2 | 94.9 | 94.3 | 93.3 | 92.0 | 90.5 | 88.9 | 87.1 | 85.3 | 83.3 | 81.4 | 79.5 | 77.5 | 75.6 | 73.8 | 72.0 | 70.3 | 68.6 |
| 55 | 91.0 | 93.2 | 93.7 | 93.6 | 93.1 | 92.3 | 91.1 | 89.8 | 88.2 | 86.6 | 84.8 | 82.9 | 81.1 | 79.2 | 77.3 | 75.5 | 73.7 | 72.0 | 70.2 | 68.6 |
| 60 | 88.8 | 91.2 | 92.0 | 92.0 | 91.7 | 91.0 | 90.0 | 88.8 | 87.4 | 85.9 | 84.2 | 82.4 | 80.7 | 78.9 | 77.1 | 75.3 | 73.6 | 71.9 | 70.2 | 68.6 |
| 65 | 86.2 | 88.9 | 89.9 | 90.2 | 90.0 | 89.5 | 88.7 | 87.6 | 86.4 | 85.0 | 83.4 | 81.8 | 80.2 | 78.5 | 76.8 | 75.1 | 73.4 | 71.8 | 70.2 | 68.6 |
| 70 | 83.6 | 86.4 | 87.5 | 88.0 | 88.0 | 87.6 | 86.9 | 86.1 | 85.1 | 83.8 | 82.5 | 81.0 | 79.5 | 77.9 | 76.4 | 74.8 | 73.2 | 71.6 | 70.1 | 68.6 |
| 75 | 81.0 | 83.6 | 84.9 | 85.5 | 85.6 | 85.3 | 84.9 | 84.2 | 83.4 | 82.4 | 81.2 | 80.0 | 78.6 | 77.2 | 75.8 | 74.3 | 72.9 | 71.5 | 70.0 | 68.6 |
| 80 | 78.6 | 80.8 | 82.0 | 82.5 | 82.8 | 82.7 | 82.4 | 81.9 | 81.3 | 80.5 | 79.6 | 78.5 | 77.4 | 76.3 | 75.0 | 73.8 | 72.5 | 71.2 | 69.9 | 68.6 |
| 85 | 76.1 | 77.7 | 78.7 | 79.3 | 79.6 | 79.7 | 79.5 | 79.2 | 78.8 | 78.2 | 77.5 | 76.7 | 75.9 | 74.9 | 74.0 | 72.9 | 71.9 | 70.8 | 69.7 | 68.6 |
| 90 | 73.9 | 74.8 | 75.5 | 75.9 | 76.1 | 76.2 | 76.2 | 76.0 | 75.7 | 75.3 | 74.9 | 74.4 | 73.8 | 73.2 | 72.5 | 71.8 | 71.0 | 70.3 | 69.4 | 68.6 |
| 95 | 71.5 | 71.8 | 72.0 | 72.1 | 72.2 | 72.2 | 72.2 | 72.1 | 72.0 | 71.9 | 71.7 | 71.4 | 71.2 | 70.9 | 70.6 | 70.2 | 69.9 | 69.5 | 69.0 | 68.6 |
| 98 | 70.2 | 70.2 | 70.2 | 70.2 | 70.1 | 70.1 | 70.1 | 70.0 | 69.9 | 69.8 | 69.7 | 69.7 | 69.6 | 69.4 | 69.3 | 69.2 | 69.0 | 68.9 | 68.8 | 68.6 |

73.05%

Each of the four water management districts mentioned previously provides calculations for a treatment volume associated with the wet detention system. This treatment volume is often referred to as the "water quality volume" since the criteria are similar to the water quality treatment criteria for dry retention or dry detention. However, research on wet detention ponds clearly indicates that the most significant factor impacting the performance efficiency of a wet detention pond is the residence time within the system - specifically, the volume of the permanent pool with respect to the volume of runoff entering the pond (Toet, et al., 1990; Harper and Herr, 1993; Rushton, et al., 1995; and DB Environmental, 2005). Since the specified treatment volumes are negligible in comparison to the permanent pool volume contained within the wet detention pond, the treatment volume criteria primarily regulates the drawdown characteristics of the wet detention pond and has little impact on the overall water quality performance efficiency of the system.

Residence time within a wet detention pond is determined by the relationship between the permanent pool volume and the annual runoff inputs, as follows:

$$Detention\ \ Time,\ t_d\ (days) = \frac{PPV}{RO} \times \frac{365\ days}{year}$$

where:

PPV = permanent pool volume (ac-ft)

RO = annual runoff inputs (ac-ft/yr)

For purposes of this calculation, the permanent pool volume is considered to include the total volume of water within the pond below the control elevation.

Criteria related to residence time and pond depth are not included in specific design criteria outlined by the Suwannee River or Southwest Florida Water Management Districts. Wet detention ponds designed in these districts could conceivably have a wide range of detention times and associated performance efficiencies, with some ponds approaching design criteria similar to that used in the St. Johns River Water Management District and other ponds approaching design criteria utilized in the South Florida Water Management District. As a result, estimates of the anticipated performance efficiency of wet detention systems designed in the St. Johns River and South Florida Water Management Districts will be presented in this section, with the anticipated efficiency of wet detention systems designed in the Suwannee River and Southwest Florida Water Management Districts likely to fall somewhere in between.

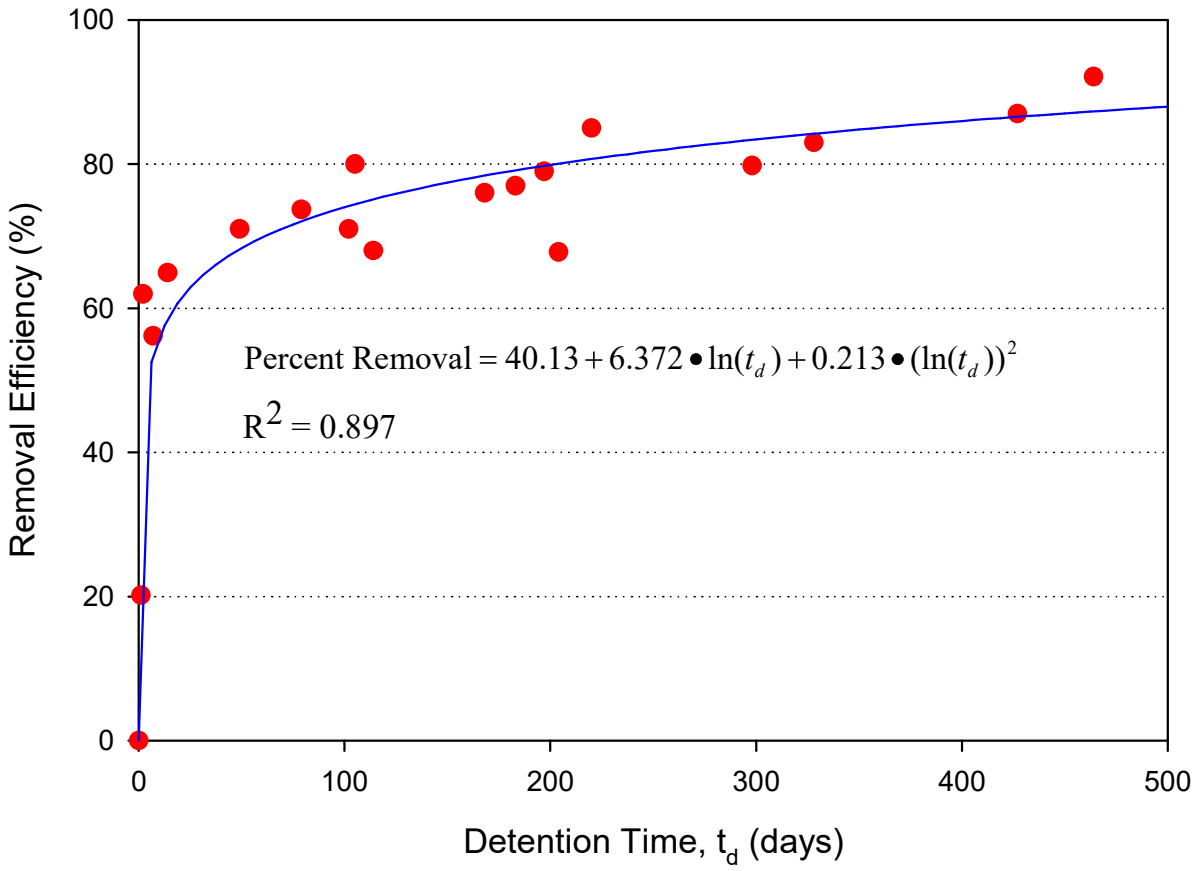



Figure 5-9. Removal Efficiency of Total Phosphorus in Wet Detention Ponds as a Function of Residence Time.

The relationship indicated on Figure 5-9 suggests that removal of phosphorus in wet detention ponds continues to occur, although at a progressively slower rate, with increases in residence time within the system. A removal efficiency of 80% can be achieved at a detention time of about 200 days. The upper limit for removal efficiencies in wet detention ponds appears to be approximately 90%, although removal efficiencies in excess of 90% were achieved at extended detention times in three of the 20 studies. At this point, total phosphorus concentrations within wet detention ponds appear to approach irreducible concentrations which reflect natural background phosphorus levels in surface waterbodies.

Relationships between detention time and removal efficiencies for total nitrogen in wet detention ponds are illustrated on Figure 5-10. The data points presented on this figure are based upon the referenced studies summarized in Table 5-9. The annual mass removal efficiency of 63% reported by Rushton, et al. (1995) for a wet pond with a detention time of 14 days and the removal efficiency of 33% for a 2-day detention time were eliminated from the data set as outliers due to elevated values for the Student T and Cook's D parameters.

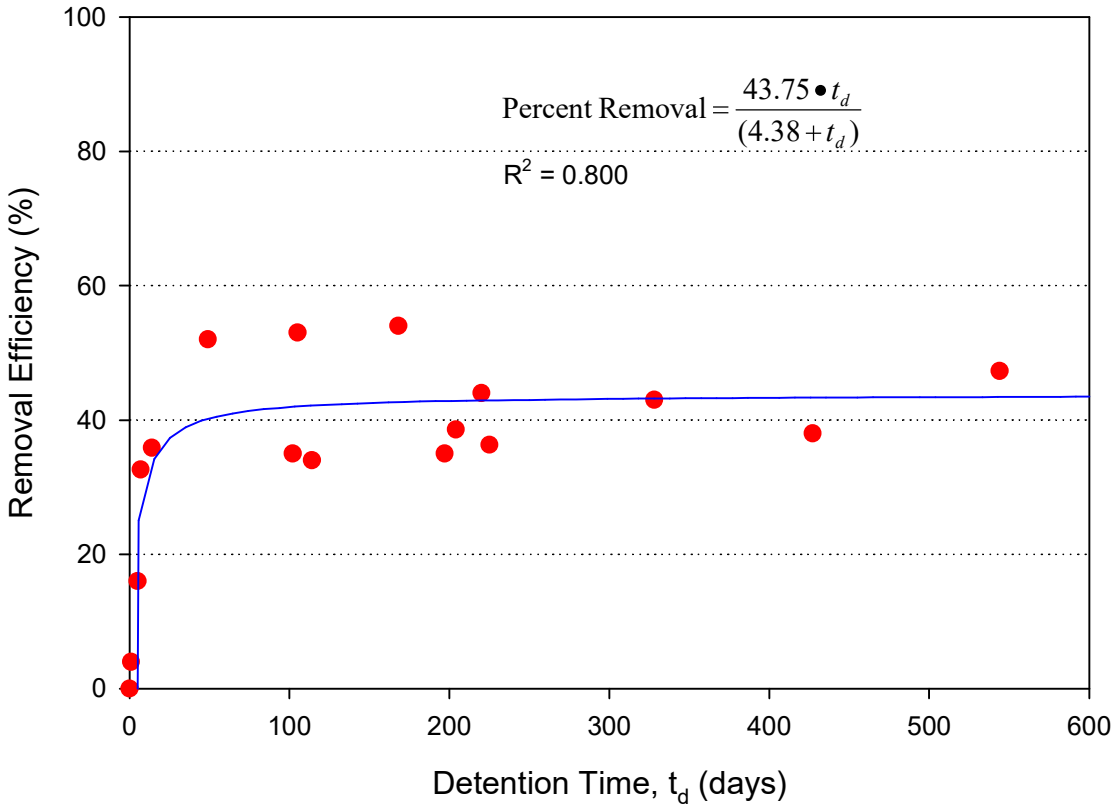



Figure 5-10. Removal Efficiency of Total Nitrogen in Wet Detention Ponds as a Function of Residence Time.

The best-fit for the relationship between removal efficiency and detention time for total nitrogen was obtained using a hyperbolic equation. The final version of this equation is summarized on Figure 5-10. The $R^2$ value of 0.800 suggests that detention time explains approximately 80% of the observed variability in removal efficiencies for total nitrogen in wet detention ponds. The remaining variability in removal efficiencies for total nitrogen is likely due to variability in methods of analysis between the listed studies as well as variability in the dominant nitrogen form present in the stormwater inflows. In general, inorganic forms of nitrogen (ammonia and $NO_x$) and particulate nitrogen are removed relatively rapidly in wet detention ponds. The initial rapid removal of nitrogen within the first 10-20 days, indicated on Figure 5-10, is probably a result of the rapid uptake of inorganic nitrogen and the settling of particulate species. Other forms of nitrogen, such as organic nitrogen, are removed at a substantially slower rate and are likely responsible for the dramatic slowdown in removal efficiency observed for total nitrogen after approximately 20-30 days.

The hyperbolic relationship summarized on Figure 5-10 indicates that a removal efficiency of approximately 40% can be achieved for total nitrogen in 50 days, with a maximum efficiency of approximately 45% at extended detention periods. The lack of additional removal efficiencies for total nitrogen observed at extended detention times is probably a reflection of either phosphorus limitation or that irreducible concentrations of total nitrogen have been achieved within the pond.

As indicated previously, wet detention systems must be utilized as part of a treatment train to achieve the required 80% removal efficiency specified under the Water Resource Implementation Rule (Chapter 62-40). When treatment systems are used in series as part of a treatment train, the efficiency of the overall treatment train can be calculated using the following equation:

$$\textit{Overall Treatment Train Efficiency (decimal)} = Eff_1 + (1 - Eff_1) \times Eff_2 \qquad \textit{(Eq. 1)}$$

where:

$Eff_1$ = efficiency of initial treatment system (decimal)

$Eff_2$ = efficiency of second treatment system (decimal)

After treatment in the initial system, a load reduction has occurred which is a function of the type of treatment provided. After migrating through the initial treatment system, the remaining load consists of mass which was not removed in the initial system. This mass is then acted upon by the second treatment system with an efficiency associated with the particular type of system used. The overall efficiency can then be calculated according to the above equation.

To achieve an overall annual mass load reduction of 80% using wet detention, a pre-treatment system must first be used to provide a significant portion of the desired pollutant removal effectiveness. For example, assume that a wet detention pond is designed with a detention period of approximately 50 days which is sufficient to achieve a removal efficiency of approximately 40% for total nitrogen. Utilizing the relationship summarized as Eq. 1, and assuming that the efficiency of the wet detention system for total nitrogen (40%) is represented by $Eff_2$, the efficiency of the initial treatment system ($Eff_1$) would need to be 67% to achieve an overall treatment efficiency of 80%.

Depending upon the characteristics of the development and the meteorological region, achieving an initial 67% annual mass load reduction using retention will require between 0.25-0.75 inch of dry retention as pre-treatment. When pre-treatment is provided and the remaining stormwater is discharged into the wet detention pond, the overall treatment system will achieve a mass removal efficiency of 80% for total nitrogen. The mass removal efficiency for total phosphorus and other significant pollutants will be substantially in excess of 80%.

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# TRAFFIC ANALYSIS

**FOR**

**Kings Highway Commerce Center**
**Concurrency**

**Prepared for:**

**Mr. Ken Morin**
**JA Development Partners, LLC**
**4923 W. Cypress St.**
**Tampa, FL 33607**

**Prepared by:**

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**22 SE Seminole Street**
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**772-781-7918**

**June 22, 2022**
**Revised September 9, 2022**
**Revised October 17, 2022**
**Revised January 4, 2024**

**SR22061.0**

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|---|---|
| Prepared by:<br>O'Rourke Engineering & Planning<br>Certificate of Authorization: #26869<br>3725 SE Ocean Blvd, Suite 201<br>Stuart, Florida 34996<br>772-781-7918 | Professional Engineer<br>Susan E. O'Rourke, P.E.<br>Date signed and sealed: 01/04/2024<br>License #: 42684 |

O'ROURKE
ENGINEERING & PLANNING

June 22, 2022

Mr. Ken Morin
JA Development Partners, LLC
4923 W. Cypress St.
Tampa, FL 33607

**Re: Kings Highway Commerce Center**

Dear Mr. Morin:

O'Rourke Engineering & Planning has completed the analysis of the proposed development located east of Kings Highway and north of White Road in Ft. Pierce, St. Lucie County, Florida. The steps in the analysis and the ensuing results are presented herein.

It has been a pleasure working with you. If you have any questions or comments, please give me a call.

Respectfully submitted,

**O'Rourke Engineering & Planning**

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*Concurrency Report – Kings Highway and White Road 10.17.2022*

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## INTRODUCTION

O'Rourke Engineering & Planning was retained to prepare a traffic analysis for the proposed 390,000 square feet development consisting of warehousing and office located east of Kings Highway and north of White Road in Ft. Pierce, St. Lucie County, Florida. The purpose of this report is to determine the projects impact on the surrounding roadway system.

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

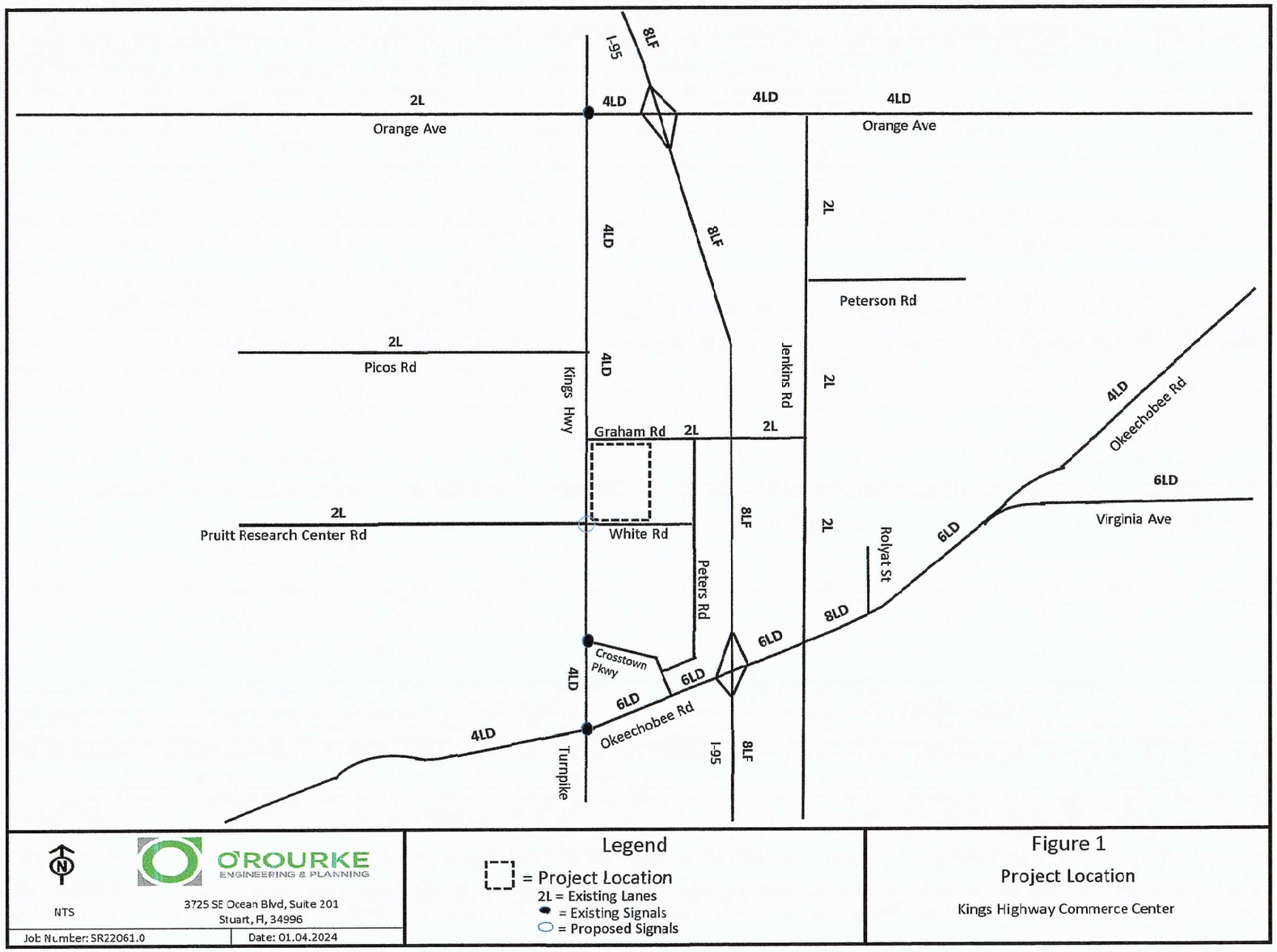
- summary of the project
- summary of existing lane geometries
- summary of the existing traffic volumes
- assessment of project traffic
- determination of impact area
- summary of buildout cumulative traffic volumes
- summary of levels of service with the project traffic added

Each of these steps is outlined herein.

## PROJECT DESCRIPTION

The proposed development located east of Kings Highway and north of White Road in Ft. Pierce, St. Lucie County, Florida, will consist of 368,000 square feet of warehouse and 22,000 square feet of office. The site is currently vacant. The project location is shown in **Figure 1**. The traffic study is based on the current site plan.

**Appendix A** includes the project site plan.


I-95
8LF
2L
4LD
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Orange Ave
Orange Ave
2L
4LD
8LF
Peterson Rd
2L
Picos Rd
4LD
Kings Hwy
Jenkins Rd
2L
Graham Rd
2L
2L
4LD
Okeechobee Rd
6LD
Virginia Ave
2L
Pruitt Research Center Rd
White Rd
8LF
2L
Rolyat St
6LD
Peters Rd
8LD
6LD
Crosstown Pkwy
4LD
6LD
6LD
Okeechobee Rd
4LD
Turnpike
I-95
8LF
N
NTS
O'ROURKE
ENGINEERING & PLANNING
3725 SE Ocean Blvd, Suite 201
Stuart, Fl, 34996
Job Number: SR22061.0
Date: 01.04.2024
Legend
= Project Location
2L = Existing Lanes
= Existing Signals
= Proposed Signals
Figure 1
Project Location
Kings Highway Commerce Center

## EXISTING CONDITIONS

The study area is defined as the roadways upon which the project has an impact of 3% of the level of service capacity of the roadway and 1% on the adjacent link. Once the project traffic was assigned, the study area was refined based on the impact percentages.

The study area roadways were defined in terms of existing lane geometrics and existing traffic volumes.

### Existing/Proposed Lane Geometrics and Traffic Control

The study area was reviewed to determine the existing number and type of lanes, and the traffic control along the roadway. Each roadway is described below.

- Peters Road is a two-lane local road with a general north/south alignment.
- S. Jenkins Road is a two-lane arterial with a north/south alignment.
- Graham Road is a two-lane local roadway with an east/west alignment.
- Okeechobee Road is a multi-lane divided arterial roadway with an east/west alignment. It is four-lane divided west of Kings Highway and east of Virginia Avenue. It is six-lane divided from Rolyat Street to Virginia Avenue and from Kings Highway to I-95. There is an eight-lane divided section from east of I-95 to Rolyat Street. There are numerous extended turn lanes and freeway auxiliary lanes.
- Orange Avenue is a four-lane divided arterial with an east/ west alignment.
- Kings Highway is a two-lane arterial with a north/south alignment and is under construction in portions and included in the 5-year TIP to be widened to a four-lane divided roadway.

### Existing Traffic Volumes/ Service Volume

Traffic volumes were obtained from the St. Lucie County TPO and FDOT. The count data along with the number of lanes and the associated peak hour/peak direction service volumes will be summarized in the upcoming sections of the report. The service volumes were developed based on the functional classification contained in the County Comprehensive Plan and the St. Lucie County Traffic Counts and Level of Service Report. The 2023 FDOT Quality Level of Service and St. Lucie TPO 2023 Level of Service Report were used to establish capacity. These documents are included in **Appendix B.**

## PROJECT TRAFFIC

To estimate future traffic generated by the development, the ITE Trip Generation, 11th Edition trip rates for Warehouse (Land Use Code 150) and Office (Land Use Code 710) were applied to estimate the trips generated by the proposed development as it is currently site planned. These calculations are shown in **Tables 1a, 1b, and 1c**.

As shown, the project will generate 931 new daily trips. There will be 109 AM peak hour trips with 89 entering the project and 20 trips exiting the project. The project will generate 113 new PM peak hour trips. There will be 26 trips entering the project and 87 trips exiting the project in the PM peak hour.

## Table 1 - Trip Generation Kings Highway Commerce Park

**Table 1a: Daily**

| Land Use | ITE Code | Intensity | Units | Trip Generation Rate | Directional Split | | Net New Trips | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | In | Out | In | Out | Total |
| General Office | 710 | 22,000 | Sft | Ln(T) = 0.87Ln(X) + 3.05 | 50% | 50% | 156 | 155 | 311 |
| Warehousing | 150 | 368,000 | Sft | T = 1.58(X) + 38.29 | 50% | 50% | 310 | 310 | 620 |
| **TOTALS** | | | | | | | **466** | **465** | **931** |

**Source: ITE 11th Edition Trip Generation Rates**

**Table 1b: AM Peak Hour**

| Land Use | ITE Code | Intensity | Units | Trip Generation Rate | Directional Split | | Net New Trips | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | In | Out | In | Out | Total |
| General Office | 710 | 22,000 | Sft | Ln(T) = 0.86Ln(X) + 1.16 | 88% | 12% | 40 | 6 | 46 |
| Warehousing | 150 | 368,000 | Sft | T = 0.17(X) | 77% | 23% | 49 | 14 | 63 |
| **TOTALS** | | | | | | | **89** | **20** | **109** |

**Source: ITE 11th Edition Trip Generation Rates**

**Table 1c: PM Peak Hour**

| Land Use | ITE Code | Intensity | Units | Trip Generation Rate | Directional Split | | Net New Trips | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | In | Out | In | Out | Total |
| General Office | 710 | 22,000 | Sft | Ln(T) = 0.83Ln(X) + 1.29 | 17% | 83% | 8 | 39 | 47 |
| Warehousing | 150 | 368,000 | Sft | T = 0.18(X) | 28% | 72% | 18 | 48 | 66 |
| **TOTALS** | | | | | | | **26** | **87** | **113** |

**Source: ITE 11th Edition Trip Generation Rates**

## PROJECT DISTRIBUTION/ ASSIGNMENT/IMPACT

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

**Distribution/ Assignment** – This general distribution led to an assignment of trips based on the anticipated ultimate destinations and the roadway paths used to reach those destinations. The project assignment is shown in **Figure 2.**

**Impact – Tables 2a and 2b** summarize the project impact as a percent of service volume capacity. Significant is defined as 1% or more on an adjacent link and 3% or more on all other links. As shown, the project is significant on several links.

## OTHER PROJECT TRAFFIC/GROWTH RATE

Other project data includes committed traffic from Creekside, Bent Creek, Celebration Pointe, Whispering Oaks, St. Lucie Commerce Center, Walsh Crossroads, Project Hurricane, Project Hunt, Wawa Kingsgate, Stonemont, Ferrell Communities, Sunnyland, Drawdy Angle Road, KRE, Orange 95, Hillpointe Residential, 7/11 Angle Road, Jenkins Waypoint, and Kings Highway Warehouse. These projects plus a growth rate of 1.5% were added to estimate background traffic. A 4-year, area wide historical growth rate of -0.72% was calculated, but the higher rate of 1.5% was applied.

Details of the background traffic and growth rate are included in **Appendix C**.

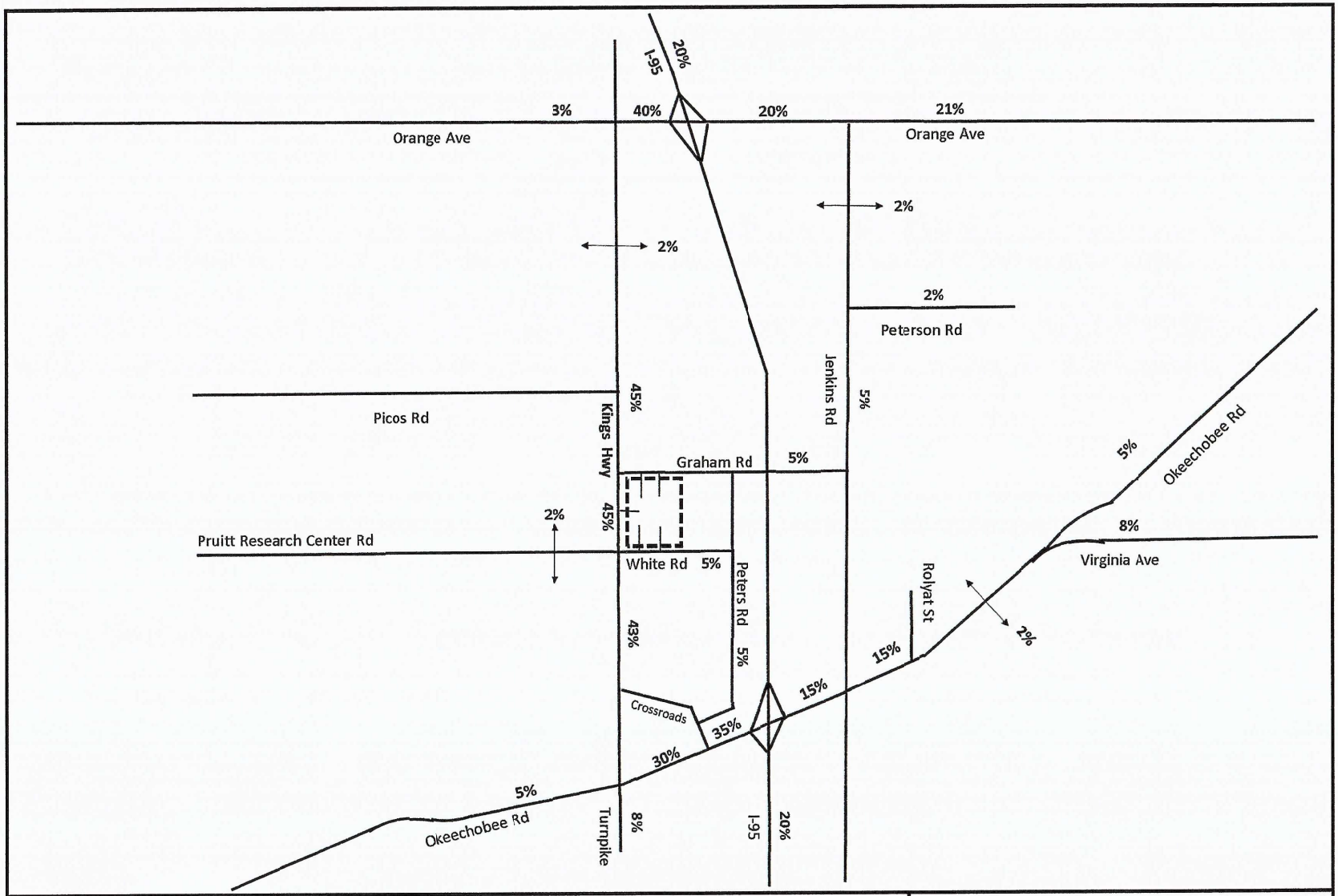
## LINK ANALYSIS / REVIEW

The project is significant on several links, these links were analyzed further to ensure they will meet concurrency. **Table 3a and 3b** summarizes the results of the link analysis. As shown, all roadways will operate at acceptable levels of service at project buildout.

## INTERSECTION ANALYSIS - Kings Highway and White Road

The intersection of White Road at Kings Highway was analyzed for the AM and PM peak hours using HCS for signalized intersections. As part of the Kings Highway widening project, Research Center Road and White Road will be aligned. The FDOT has approved a signal when warranted through Kings Highway Commerce Park. The intersection will operate at a level of service C in the AM and PM peak hours at project build out as a signalized intersection.

The intersection data are included in **Appendix D.** The LOS results are included in the next section of the report.




| | | |
|---|---|---|
| NTS<br>Job Number: SR22061.0 | O'ROURKE ENGINEERING & PLANNING<br>3725 SE Ocean Blvd, Suite 201<br>Stuart, F, 34996<br>Date: 01.04.2024 | Legend<br>= Project Location |

Figure 2

Percent Assignment

Kings Highway Commerce Center

TABLE 2a - Project Percent Impact - AM

| Segment | From | To | Direction | IN/OUT | Greater than 3% (1% on Adjacent Links) (2) | Peak Hour Service Capacity (E+C) (1) | Project Volume Peak Direction | % Project of Capacity-Peak Hour | Project Percent Assignment |
|---|---|---|---|---|---|---|---|---|---|
| Peters Rd | Crossroads Pkwy | White Rd | NB | IN | NO | 750 | 4 | 0.53% | 5% |
| | Crossroads Pkwy | White Rd | SB | OUT | NO | 750 | 1 | 0.13% | 5% |
| | White Rd | Graham Rd | NB | OUT | NO | 750 | 1 | 0.13% | 5% |
| | White Rd | Graham Rd | SB | IN | NO | 750 | 4 | 0.53% | 5% |
| Kings Hwy | Okeechobee Rd | Crossroads Pkwy | NB | IN | NO | 1900 (3) | 38 | 2.00% | 43% |
| | Okeechobee Rd | Crossroads Pkwy | SB | OUT | NO | 1900 (3) | 9 | 0.47% | 43% |
| | Crossroads Pkwy | Graham Rd | NB | IN | YES | 1900 (3) | 40 | 2.11% | 45% |
| | Crossroads Pkwy | Graham Rd | SB | OUT | NO | 1900 (3) | 9 | 0.47% | 45% |
| | Graham Rd | Picos Rd | NB | OUT | NO | 1900 (3) | 9 | 0.47% | 45% |
| | Graham Rd | Picos Rd | SB | IN | NO | 1900 (3) | 40 | 2.11% | 45% |
| | Picos Rd | Orange Ave | NB | OUT | NO | 1900 (3) | 9 | 0.47% | 45% |
| | Picos Rd | Orange Ave | SB | IN | NO | 1900 (3) | 40 | 2.11% | 45% |
| Graham Rd | Kings Hwy | Jenkins Rd | EB | OUT | NO | 630 | 1 | 0.16% | 5% |
| | Kings Hwy | Jenkins Rd | WB | IN | NO | 630 | 4 | 0.63% | 5% |
| Virginia Ave | Okeechobee Rd | Hartman Rd | EB | OUT | NO | 3020 | 2 | 0.07% | 8% |
| | Okeechobee Rd | Hartman Rd | WB | IN | NO | 3020 | 7 | 0.23% | 8% |
| Orange Ave | Jenkins Rd | Hartman Rd | EB | OUT | NO | 2100 | 4 | 0.19% | 21% |
| | Jenkins Rd | Hartman Rd | WB | IN | NO | 2100 | 19 | 0.90% | 21% |
| | I-95 | Jenkins Rd | EB | OUT | NO | 2100 | 4 | 0.19% | 20% |
| | I-95 | Jenkins Rd | WB | IN | NO | 2100 | 18 | 0.86% | 20% |
| | Kings Hwy | I - 95 | EB | OUT | NO | 2100 | 8 | 0.38% | 40% |
| | Kings Hwy | I - 95 | WB | IN | NO | 2100 | 36 | 1.71% | 40% |
| | Campbell Rd | Kings Hwy | EB | IN | NO | 1070 | 3 | 0.28% | 3% |
| | Campbell Rd | Kings Hwy | WB | OUT | NO | 1070 | 1 | 0.09% | 3% |
| Jenkins Rd | Graham Rd | Peterson Rd | NB | OUT | NO | 630 | 1 | 0.16% | 5% |
| | Graham Rd | Peterson Rd | SB | IN | NO | 630 | 4 | 0.63% | 5% |
| | Peterson Rd | Orange Ave | NB | OUT | NO | 920 | 1 | 0.11% | 3% |
| | Peterson Rd | Orange Ave | SB | IN | NO | 920 | 3 | 0.33% | 3% |
| Okeechobee Rd | McCarty Rd | Florida Turnpike | EB | IN | NO | 3240 | 4 | 0.12% | 5% |
| | McCarty Rd | Florida Turnpike | WB | OUT | NO | 3240 | 1 | 0.03% | 5% |
| | Florida Turnpike | Kings Hwy | EB | IN | NO | 2100 | 4 | 0.19% | 5% |
| | Florida Turnpike | Kings Hwy | WB | OUT | NO | 2100 | 1 | 0.05% | 5% |
| | Kings Hwy | I - 95 | EB | OUT | NO | 4240 | 7 | 0.17% | 35% |
| | Kings Hwy | I - 95 | WB | IN | NO | 4240 | 31 | 0.73% | 35% |
| | I - 95 | Jenkins Rd | EB | OUT | NO | 4240 | 3 | 0.07% | 15% |
| | I - 95 | Jenkins Rd | WB | IN | NO | 4240 | 13 | 0.31% | 15% |
| | Jenkins Rd | McNeil Ave | EB | OUT | NO | 4040 | 3 | 0.07% | 15% |
| | Jenkins Rd | McNeil Ave | WB | IN | NO | 4040 | 13 | 0.32% | 15% |
| I-95 | Midway Rd | Okeechobee Rd | NB | IN | NO | 5500 | 18 | 0.33% | 20% |
| | Midway Rd | Okeechobee Rd | SB | OUT | NO | 5500 | 4 | 0.07% | 20% |
| | Orange Ave | Indrio Rd | NB | OUT | NO | 7320 | 4 | 0.05% | 20% |
| | Orange Ave | Indrio Rd | SB | IN | NO | 7320 | 18 | 0.25% | 20% |

(1) FDOT 2023 Service Capacity Tables & St. Lucie TPO

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

(3) C3C Classification = 1,810 * 1.05 Exclusive Right Turn Lanes = 1,900

| | |
|---|---|
| Two-Way: | 109 |
| Net In: | 89 |
| Net Out: | 20 |

TABLE 2b - Project Percent Impact - PM

| Segment | From | To | Direction | IN/OUT | Greater than 3% (1% on Adjacent Links) (2) | Peak Hour Service Capacity (E+C) (1) | Project Volume Peak Direction | % Project of Capacity-Peak Hour | Project Percent Assignment |
|---|---|---|---|---|---|---|---|---|---|
| Peters Rd | Crossroads Pkwy | White Rd | NB | IN | NO | 750 | 1 | 0.13% | 5% |
| | Crossroads Pkwy | White Rd | SB | OUT | NO | 750 | 4 | 0.53% | 5% |
| | White Rd | Graham Rd | NB | OUT | NO | 750 | 4 | 0.53% | 5% |
| | White Rd | Graham Rd | SB | IN | NO | 750 | 1 | 0.13% | 5% |
| Kings Hwy | Okeechobee Rd | Crossroads Pkwy | NB | IN | NO | 1900 (3) | 11 | 0.58% | 43% |
| | Okeechobee Rd | Crossroads Pkwy | SB | OUT | NO | 1900 (3) | 37 | 1.95% | 43% |
| | Crossroads Pkwy | Graham Rd | NB | IN | NO | 1900 (3) | 12 | 0.63% | 45% |
| | Crossroads Pkwy | Graham Rd | SB | OUT | YES | 1900 (3) | 39 | 2.05% | 45% |
| | Graham Rd | Picos Rd | NB | OUT | NO | 1900 (3) | 39 | 2.05% | 45% |
| | Graham Rd | Picos Rd | SB | IN | NO | 1900 (3) | 12 | 0.63% | 45% |
| | Picos Rd | Orange Ave | NB | OUT | NO | 1900 (3) | 39 | 2.05% | 45% |
| | Picos Rd | Orange Ave | SB | IN | NO | 1900 (3) | 12 | 0.63% | 45% |
| Graham Rd | Kings Hwy | Jenkins Rd | EB | OUT | NO | 630 | 4 | 0.63% | 5% |
| | Kings Hwy | Jenkins Rd | WB | IN | NO | 630 | 1 | 0.16% | 5% |
| Virginia Ave | Okeechobee Rd | Hartman Rd | EB | OUT | NO | 3020 | 7 | 0.23% | 8% |
| | Okeechobee Rd | Hartman Rd | WB | IN | NO | 3020 | 2 | 0.07% | 8% |
| Orange Ave | Jenkins Rd | Hartman Rd | EB | OUT | NO | 2100 | 18 | 0.86% | 21% |
| | Jenkins Rd | Hartman Rd | WB | IN | NO | 2100 | 5 | 0.24% | 21% |
| | I-95 | Jenkins Rd | EB | OUT | NO | 2100 | 17 | 0.81% | 20% |
| | I-95 | Jenkins Rd | WB | IN | NO | 2100 | 5 | 0.24% | 20% |
| | Kings Hwy | I - 95 | EB | OUT | NO | 2100 | 35 | 1.67% | 40% |
| | Kings Hwy | I - 95 | WB | IN | NO | 2100 | 10 | 0.48% | 40% |
| | Campbell Rd | Kings Hwy | EB | IN | NO | 1070 | 1 | 0.09% | 3% |
| | Campbell Rd | Kings Hwy | WB | OUT | NO | 1070 | 3 | 0.28% | 3% |
| Jenkins Rd | Graham Rd | Peterson Rd | NB | OUT | NO | 630 | 4 | 0.63% | 5% |
| | Graham Rd | Peterson Rd | SB | IN | NO | 630 | 1 | 0.16% | 5% |
| | Peterson Rd | Orange Ave | NB | OUT | NO | 920 | 3 | 0.33% | 3% |
| | Peterson Rd | Orange Ave | SB | IN | NO | 920 | 1 | 0.11% | 3% |
| Okeechobee Rd | McCarty Rd | Florida Turnpike | EB | IN | NO | 3240 | 1 | 0.03% | 5% |
| | McCarty Rd | Florida Turnpike | WB | OUT | NO | 3240 | 4 | 0.12% | 5% |
| | Florida Turnpike | Kings Hwy | EB | IN | NO | 2100 | 1 | 0.05% | 5% |
| | Florida Turnpike | Kings Hwy | WB | OUT | NO | 2100 | 4 | 0.19% | 5% |
| | Kings Hwy | I - 95 | EB | OUT | NO | 4240 | 30 | 0.71% | 35% |
| | Kings Hwy | I - 95 | WB | IN | NO | 4240 | 9 | 0.21% | 35% |
| | I - 95 | Jenkins Rd | EB | OUT | NO | 4240 | 13 | 0.31% | 15% |
| | I - 95 | Jenkins Rd | WB | IN | NO | 4240 | 4 | 0.09% | 15% |
| | Jenkins Rd | Virginia Ave | EB | OUT | NO | 4040 | 13 | 0.32% | 15% |
| | Jenkins Rd | Virginia Ave | WB | IN | NO | 4040 | 4 | 0.10% | 15% |
| I-95 | Midway Rd | Okeechobee Rd | NB | IN | NO | 5500 | 5 | 0.09% | 20% |
| | Midway Rd | Okeechobee Rd | SB | OUT | NO | 5500 | 17 | 0.31% | 20% |
| | Orange Ave | Indrio Rd | NB | OUT | NO | 7320 | 17 | 0.23% | 20% |
| | Orange Ave | Indrio Rd | SB | IN | NO | 7320 | 5 | 0.07% | 20% |

(1) FDOT 2023 Service Capacity Tables & St. Lucie TPO

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

(3) C3C Classification = 1,810 * 1.05 Exclusive Right Turn Lanes = 1,900

| | |
|---|---|
| Two-Way: | 113 |
| Net In: | 26 |
| Net Out: | 87 |

TABLE 3a - Link Analysis - AM

| Segment | From | To | Direction | AADT 2023 | D Factor | 2023 Peak Hour Volume - Peak Direction from TPO[1] | 2023 Peak Hour Directional Volumes | Yearly Growth Rate (from 2023 to 2025) | 2025 AM Peak Hour + Growth | AM Peak Hour Committed Projects Directional | 2025 Growth + Committed Peak Direction | Peak Hour Service Capacity | Project Volume Peak Direction | Total Traffic (Peak Direction) | % Project of Capadty-Peak Hour | Does Project Satisfy Concurrency? | Project Percent Assignment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Kings Hwy | Crossroads Pkwy | Graham Rd | NB | 9383 | 0.562 | 472 | 472 | 1.50% | 486 | 537 | 1123 | 1900 | 40 | 1163 | 2.11% | YES | 45% |
| | Crossroads Pkwy | Graham Rd | SB | 9383 | 0.438 | 472 | 368[2] | 1.50% | 379 | 473 | 852 | 1900 | 9 | 861 | 0.47% | YES | 45% |
| | Graham Rd | Picos Rd | NB | 7181 | 0.562 | 361 | 361 | 1.50% | 372 | 523 | 895 | 1900 | 9 | 904 | 0.47% | YES | 45% |
| | Graham Rd | Picos Rd | SB | 7181 | 0.438 | 361 | 281[2] | 1.50% | 290 | 538 | 828 | 1900 | 40 | 868 | 2.11% | YES | 45% |

(1) St. Lucie County 2023 Traffic Counts and LOS Report

(2) Calculated using TPO peak hour volumes and D Factors from traffic counts.

| | |
|---|---|
| Two-Way: | 109 |
| Net In: | 89 |
| Net Out: | 20 |
| Years Grown: | 2 |

TABLE 3b - Link Analysis - PM

| Segment | From | To | Direction | AADT 2023 | D Factor | 2023 Peak Hour Volume - Peak Direction from TPO[1] | 2023 Peak Hour Directional Volumes | Yearly Growth Rate (from 2023 to 2025) | 2025 PM Peak Hour + Growth | PM Peak Hour Committed Projects Directional | 2025 Growth + Committed Peak Direction | Peak Hour Service Capacity | Project Volume Peak Direction | Total Traffic (Peak Direction) | % Project of Capacity-Peak Hour | Does Project Satisfy Concurrency? | Project Percent Assignment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Kings Hwy | Crossroads Pkwy | Graham Rd | NB | 9383 | 0.438 | 472 | 368[2] | 1.50% | 379 | 574 | 953 | 1900 | 12 | 965 | 0.63% | YES | 45% |
| | Crossroads Pkwy | Graham Rd | SB | 9383 | 0.562 | 472 | 472 | 1.50% | 486 | 623 | 1109 | 1900 | 39 | 1148 | 2.05% | YES | 45% |
| | Graham Rd | Picos Rd | NB | 7181 | 0.438 | 361 | 281[2] | 1.50% | 290 | 649 | 939 | 1900 | 39 | 978 | 2.05% | YES | 45% |
| | Graham Rd | Picos Rd | SB | 7181 | 0.562 | 361 | 361 | 1.50% | 372 | 498 | 870 | 1900 | 12 | 882 | 0.63% | YES | 45% |

(1) St. Lucie County 2023 Traffic Counts and LOS Report

(2) Calculated using TPO peak hour volumes and D Factors from traffic counts.

| | |
|---|---|
| Two-Way: | 113 |
| Net In: | 26 |
| Net Out: | 87 |
| Years Grown: | 2 |

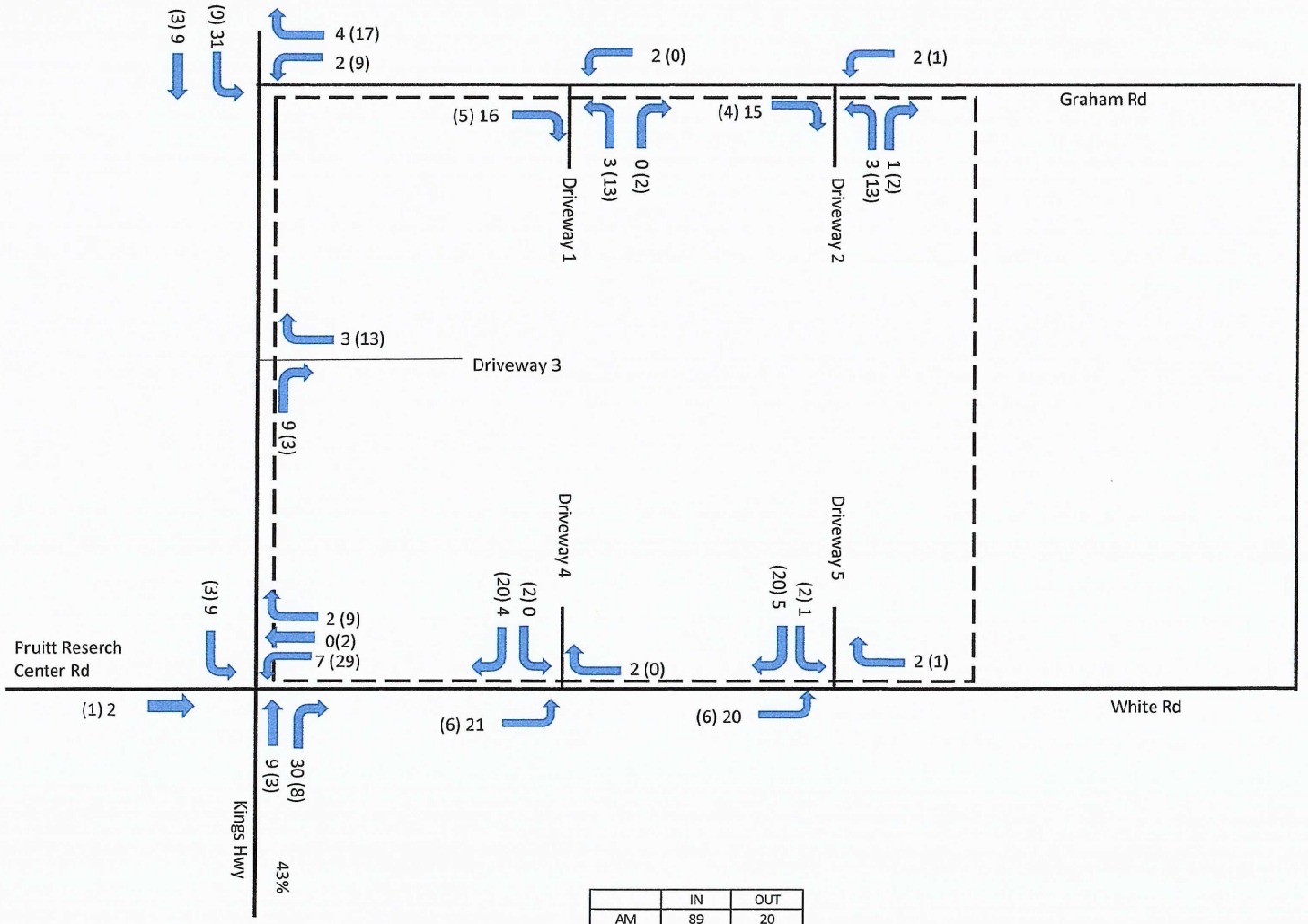
**DRIVEWAY VOLUMES – Kings Highway and Graham Road Analysis**

The project will have a total of 5 driveways. Driveway 1 is a full access driveway located on Graham Road, Driveway 2 will be a full access driveway on Graham Road, Driveway 3 will be a right-in/right-out on Kings Highway and Driveways 4 and 5 will be full access driveways located on White Road. **Figure 3** shows the driveway volumes for the AM and PM peak hours. A northbound right turn lane is proposed at Driveway 3 on Kings Highway. Turn lanes are not proposed on White Road or Graham Road.

Graham Road at Kings Highway was analyzed as an unsignalized intersection to determine queue lengths and level of service. Both the AM and PM peak hours will operate at acceptable levels of service. The queue westbound will not exceed one vehicle length. The location of Driveway 3 is outside the functional area of the intersection.

**CONCLUSION**

With 109 net new AM peak hour trips and 113 net new PM peak hour trips, all links and intersections operate at acceptable levels of service with the existing roadway network. Therefore, the project meets the requirements for concurrency.




| | IN | OUT |
|---|---|---|
| AM | 89 | 20 |
| PM | 26 | 87 |

NTS

O'ROURKE ENGINEERING & PLANNING

3725 SE Ocean Blvd, Suite 201
Stuart, Fl, 34996

Job Number: SR22061.0 | Date: C1.04.2023

Legend

= Project Location

XX (XX) = AM (PM)

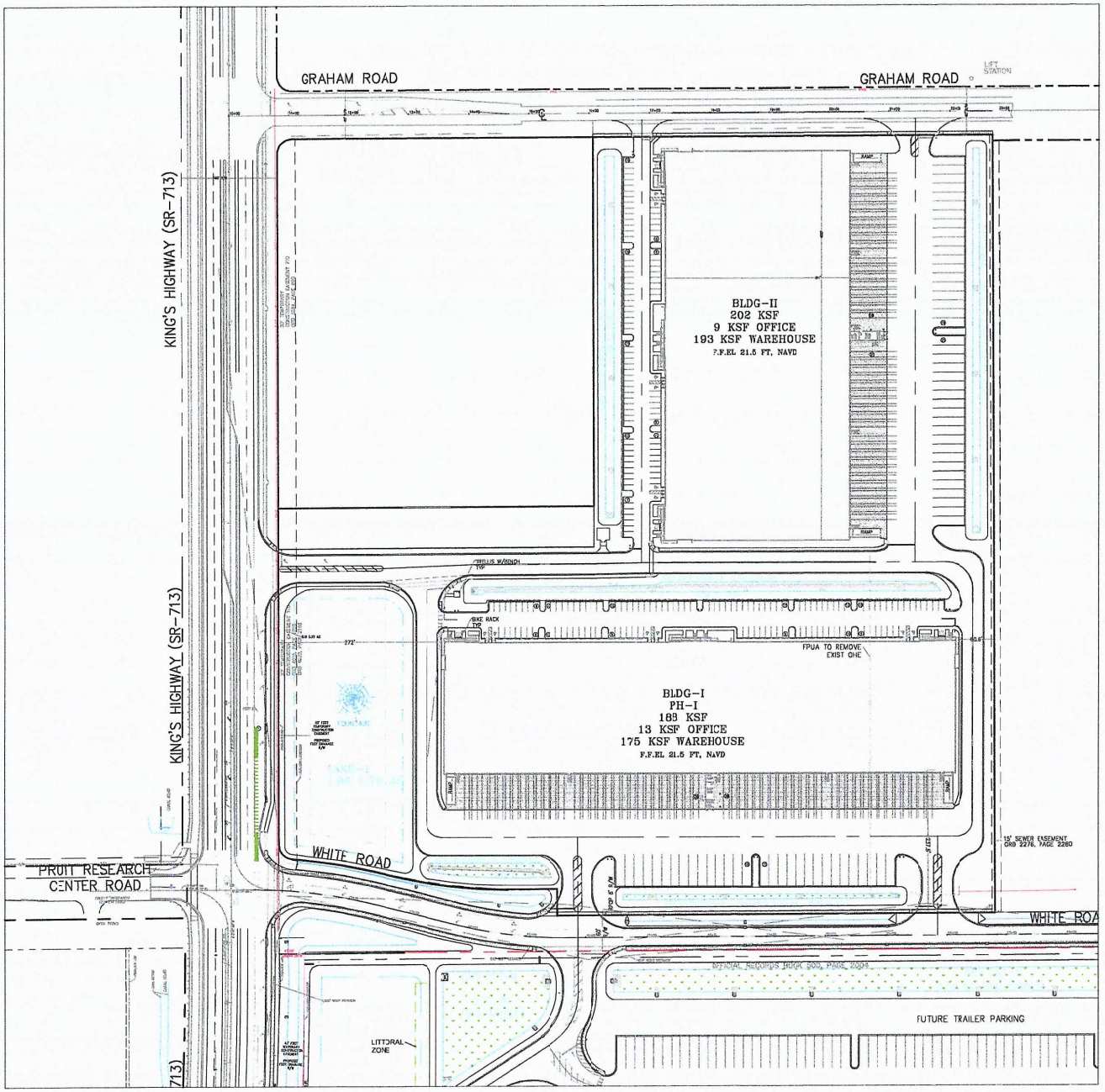
Figure 3

Driveway Volumes

Kings Highway Commerce Center

# APPENDIX A

# SITE PLAN




AERIAL



VICINITY MAP

SECTION 13, TWP 35S, RGE 39E

N

80' 0 40' 80' 160'

SCALE: 1" = 80'

## SITE DATA

| | | | |
|---|---|---|---|
| PROPOSED USE | OFFICE/WAREHOUSE/DISTRIBUTION | | |
| FUTURE LAND USE | GC | | |
| PROPOSED ZONING | CP-1 | | |
| PARCEL AREA | 1,155,690 SF | 26.53 AC | 100% |
| BUILDOUT | | | |
| BUILDING AREA | 390,000 SF | | 34.2% |
| OFFICE | 22,000 SF | | |
| WAREHOUSE | 368,000 SF | | |
| PHASE-I | | | |
| BUILDING AREA | 188,000 SF | | |
| OFFICE | 13,000 SF | | |
| WAREHOUSE | 175,000 SF | | |
| PHASE-II | | | |
| BUILDING AREA | 202,000 SF | | |
| OFFICE | 9,000 SF | | |
| WAREHOUSE | 193,000 SF | | |
| PARKING REQ PH-I | | | 101 SP |
| OFFICE ITE RATE | 13,000 SF @ 2.39/KSF | | 32 SP |
| WAREHOUSE ITE RATE | 175,000 SF @ 0.39/KSF | | 69 SP |
| HANDICAP | | | 5 SP |
| BICYCLE | | | 6 SP |
| PARKING PROP | | | 130 SP |
| HANDICAP | | | 6 SP |
| BICYCLE | | | 8 SP |
| LOADING REQ | | | 8 SP |
| LOADING PROP | | | 55 SP |
| PARKING REQ PH-II | | | 98 SP |
| OFFICE ITE RATE | 9,000 SF @ 2.39/KSF | | 22 SP |
| WAREHOUSE ITE RATE | 193,000 SF @ 0.39/KSF | | 76 SP |
| HANDICAP | | | 5 SP |
| BICYCLE | | | 6 SP |
| PARKING PROP | | | 98 SP |
| HANDICAP | | | 6 SP |
| BICYCLE | | | 8 SP |
| LOADING REQ | | | 8 SP |
| LOADING PROP | | | 39 SP |
| PAVT/SW | 573,250 SF | | |
| TOTAL IMPERVIOUS | 1,015,250 SF | | |
| LAKES | 156,816 SF | | |
| PERVIOUS | 344,405 SF | | |
| BLDG HEIGHT | 65 FT MAX | | |

| SETBACKS | REQ'D | PROP |
|---|---|---|
| FRONT | 15' | 273' |
| REAR | 10' | 60.6' |
| SIDE STREET | 10' | 187.3' |
| SIDE | 20' | NA |

PCN
2313-333-0001-000-7
2313-332-0000-010-0
2313-332-0000-000-7
2313-331-0001-000-4

LEGACY
DEVELOPMENT PARTNERS

REVISIONS
09/21/22 REV SLC
07/11/23 REV SLT
10/03/23 REV SP

Jeff H. Iravani, Inc.
Consulting Engineers
1934 COMMERCE LANE, SUITE 5
JUPITER, FLORIDA 33458
TEL: (561) 575-0030
FAX: (561) 575-0031
EMAIL: JHI@JHInc.com
WEBSITE: www.JHInc.com

Kings Highway
Commerce Center
Fort Pierce, Florida

Master Site Plan

| DATE | SCALE | DESIGNED BY | DRAWN BY | JOB NO. |
|---|---|---|---|---|
| 07-07-22 | 1"=80' | JHI | DDI | 2205-1402 |

SEAL

SHEET NO.
MSP-1

A-1

# APPENDIX B

## ST. LUCIE COUNTY 2023 LEVEL OF SERVICE REPORT
## &
## FDOT 2023 QUALITY LEVEL OF SERVICE

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
## 2023

| Roadway Name | Location | AADT | Pk Hr Service Capacity | AM Pk Hr Pk Dir | | | PM Pk Hr Pk Dir | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | Volume | LOS | V/C | Volume | LOS | V/C |
| GATLIN BLVD | E OF I-95 to SAVAGE BLVD | 49,323 | 3,170 | 2,408 | C | 0.76 | 2,408 | C | 0.76 |
| GATLIN BLVD | SAVAGE BLVD to ROSSER BLVD | 49,323 | 3,170 | 2,408 | C | 0.76 | 2,408 | C | 0.76 |
| GATLIN BLVD | ROSSER BLVD to SAVONA BLVD | 49,323 | 3,170 | 2,408 | C | 0.76 | 2,408 | C | 0.76 |
| GATLIN BLVD | SAVONA BLVD to PORT ST LUCIE BLVD | 49,323 | 3,170 | 2,408 | C | 0.76 | 2,408 | C | 0.76 |
| GEORGIA AVE | 25TH ST to OKEECHOBEE RD | 4,000 | 600 | 233 | C | 0.39 | 223 | C | 0.37 |
| GEORGIA AVE | OKEECHOBEE RD to 17TH ST | 4,000 | 750 | 233 | C | 0.31 | 223 | C | 0.30 |
| GEORGIA AVE | 17TH ST to 13TH ST | 5,400 | 600 | 275 | C | 0.46 | 277 | C | 0.46 |
| GEORGIA AVE | 13TH ST to 7TH ST | 2,500 | 600 | 152 | C | 0.25 | 170 | C | 0.28 |
| GEORGIA AVE | 7TH ST to US 1 | 2,200 | 600 | 121 | C | 0.20 | 131 | C | 0.22 |
| GILSON RD | MARTIN C.L. to BECKER RD | 11,039 | 710 | 925 | F | 1.30 | 957 | F | 1.35 |
| GILSON RD | BECKER RD to LAKERIDGE DR | 11,039 | 540 | 925 | F | 1.71 | 957 | F | 1.77 |
| GLADES CUT-OFF RD | RANGE LINE RD to RESERVE BLVD | 2,894 | 1,070 | 182 | B | 0.17 | 192 | B | 0.18 |
| GLADES CUT-OFF RD | RESERVE BLVD to COMMERCE CENTER DR | 5,748 | 1,070 | 452 | C | 0.42 | 526 | C | 0.49 |
| GLADES CUT-OFF RD | CARLTON RD to RANGE LINE RD | 2,894 | 390 | 182 | B | 0.47 | 192 | B | 0.49 |
| GLADES CUT-OFF RD | COMMERCE CENTER DR to MIDWAY RD | 3,331 | 920 | 162 | C | 0.18 | 162 | C | 0.18 |
| GLADES CUT-OFF RD | MIDWAY RD to JENKINS RD | 10,787 | 790 | 647 | D | 0.82 | 685 | D | 0.87 |
| GLADES CUT-OFF RD | JENKINS RD to SELVITZ RD | 5,900 | 830 | 351 | C | 0.42 | 326 | C | 0.39 |
| GRAHAM RD | KINGS HWY to JENKINS RD | 2,686 | 630 | 170 | C | 0.27 | 170 | C | 0.27 |
| GREEN RIVER PKWY | MARTIN C.L. to CHARLESTON DR | 5,780 | 1,070 | 401 | C | 0.38 | 364 | B | 0.34 |
| GREEN RIVER PKWY | CHARLESTON DR to MELALEUCA BLVD | 5,780 | 1,070 | 401 | C | 0.38 | 364 | B | 0.34 |
| GREEN RIVER PKWY | MELALEUCA BLVD to WALTON RD | 5,780 | 1,070 | 401 | C | 0.38 | 364 | B | 0.34 |
| HARTMAN RD | OKEECHOBEE RD to PETERSON RD | 6,204 | 750 | 296 | C | 0.40 | 289 | C | 0.39 |
| HARTMAN RD | PETERSON RD to DELAWARE AVE | 6,204 | 540 | 296 | D | 0.55 | 289 | D | 0.54 |
| HARTMAN RD | DELAWARE AVE to ORANGE AVE | 6,204 | 790 | 296 | C | 0.38 | 289 | C | 0.37 |
| HEADER CANAL RD | OKEECHOBEE RD to ORANGE AVE | 598 | 670 | 50 | B | 0.08 | 60 | B | 0.09 |
| HILLMOOR DR | US 1 to LENNARD RD | 7,100 | 790 | 394 | D | 0.50 | 373 | C | 0.47 |
| I-95 | GATLIN BLVD to ST LUCIE WEST BLVD | 87,285 | 5,500 | 5,058 | D | 0.92 | 5,058 | D | 0.92 |
| I-95 | ST LUCIE WEST BLVD to MIDWAY RD | 70,410 | 5,500 | 4,080 | C | 0.74 | 4,080 | C | 0.74 |
| I-95 | MIDWAY RD to OKEECHOBEE RD | 81,706 | 5,500 | 4,734 | D | 0.86 | 4,734 | D | 0.86 |

B-1

* Volumes shown were adjusted using FDOT Seasonal Factors
* AADT = Annual Average Daily Traffic

St. Lucie Transportation Planning Organization

Coco Vista Centre
466 SW Port St. Lucie Blvd, Suite 111
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772-462-1593 www.stlucietpo.org

# Traffic Counts and Level of Service Report
## 2023

| Roadway Name | Location | AADT | Pk Hr Service Capacity | AM Pk Hr Pk Dir | | | PM Pk Hr Pk Dir | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | Volume | LOS | V/C | Volume | LOS | V/C |
| I-95 | OKEECHOBEE RD to ORANGE AVE | 59,903 | 7,320 | 3,439 | B | 0.47 | 3,439 | B | 0.47 |
| I-95 | ORANGE AVE to INDRIO RD | 52,086 | 7,320 | 3,018 | B | 0.41 | 3,018 | B | 0.41 |
| INDIAN RIVER DR | CITRUS AVE to ORANGE AVE | 5,559 | 750 | 276 | C | 0.37 | 276 | C | 0.37 |
| INDIAN RIVER DR | ORANGE AVE to AVENUE A | 6,098 | 750 | 302 | C | 0.40 | 302 | C | 0.40 |
| INDIAN RIVER DR | AVENUE D to SEAWAY DR | 6,293 | 790 | 312 | C | 0.40 | 312 | C | 0.40 |
| INDIAN RIVER DR | AVENUE A to AVENUE D | 6,293 | 540 | 312 | D | 0.58 | 312 | D | 0.58 |
| INDRIO RD | PRIVATE RD to I-95 W RAMP | 1,130 | 1,080 | 56 | B | 0.05 | 56 | B | 0.05 |
| INDRIO RD | I-95 W RAMP to I-95 E RAMP | 1,130 | 3,240 | 56 | B | 0.02 | 56 | B | 0.02 |
| INDRIO RD | I-95 E RAMP to KOBLEGARD RD | 11,474 | 3,240 | 560 | B | 0.17 | 560 | B | 0.17 |
| INDRIO RD | KOBLEGARD RD to JOHNSTON RD | 11,474 | 700 | 560 | C | 0.80 | 560 | C | 0.80 |
| INDRIO RD | JOHNSTON RD to EMERSON AVE | 11,474 | 880 | 560 | C | 0.64 | 560 | C | 0.64 |
| INDRIO RD | EMERSON RD to SEMINOLE RD | 10,743 | 920 | 524 | C | 0.57 | 524 | C | 0.57 |
| INDRIO RD | SEMINOLE RD to KINGS HWY | 10,743 | 790 | 524 | D | 0.66 | 524 | D | 0.66 |
| INDRIO RD | KINGS HWY to SLASH PINE TRL | 6,500 | 790 | 411 | D | 0.52 | 404 | D | 0.51 |
| INDRIO RD | SLASH PINE TRL to US 1 | 6,500 | 920 | 411 | C | 0.45 | 404 | C | 0.44 |
| INDRIO RD | US 1 to OLD DIXIE HWY | 1,245 | 750 | 108 | C | 0.14 | 114 | C | 0.15 |
| JENKINS RD | EDWARDS RD to OKEECHOBEE RD | 10,375 | 880 | 488 | C | 0.56 | 535 | C | 0.61 |
| JENKINS RD | OKEECHOBEE RD to GRAHAM RD | 10,849 | 920 | 567 | C | 0.62 | 574 | C | 0.62 |
| JENKINS RD | GRAHAM RD to PETERSON RD | 10,849 | 630 | 567 | C | 0.90 | 574 | C | 0.91 |
| JENKINS RD | PETERSON RD to ORANGE AVE | 10,849 | 920 | 567 | C | 0.62 | 574 | C | 0.62 |
| JENNINGS RD | US 1 to LENNARD RD | 5,465 | 2,100 | 286 | C | 0.14 | 273 | C | 0.13 |
| JOHNSTON RD | ANGLE RD to L20 | 2,909 | 1,070 | 228 | B | 0.21 | 200 | B | 0.19 |
| JOHNSTON RD | L20 to MEADOWOOD DR | 2,604 | 1,070 | 172 | B | 0.16 | 163 | B | 0.15 |
| JOHNSTON RD | MEADOWOOD DR to OLD JOHNSTON RD | 2,604 | 1,070 | 172 | B | 0.16 | 163 | B | 0.15 |
| JOHNSTON RD | OLD JOHNSTON RD to INDRIO RD | 2,604 | 1,070 | 172 | B | 0.16 | 163 | B | 0.15 |
| JOHNSTON RD | INDRIO RD to RUSSOS RD | 10,000 | 1,070 | 580 | C | 0.54 | 547 | C | 0.51 |
| JOHNSTON RD | RUSSOS RD to INDIAN RIVER C.L. | 10,000 | 1,070 | 580 | C | 0.54 | 547 | C | 0.51 |
| JUANITA AVE | 53RD ST to 25TH ST | 1,972 | 750 | 126 | C | 0.17 | 103 | C | 0.14 |
| JUANITA AVE | 25TH ST to US 1 | 3,749 | 750 | 191 | C | 0.26 | 209 | C | 0.28 |

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* AADT = Annual Average Daily Traffic

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# Traffic Counts and Level of Service Report
## 2023

| Roadway Name | Location | AADT | Pk Hr Service Capacity | AM Pk Hr Pk Dir | | | PM Pk Hr Pk Dir | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | Volume | LOS | V/C | Volume | LOS | V/C |
| KEEN RD | ANGLE RD to JUANITA AVE | 3,200 | 630 | 234 | C | 0.37 | 253 | C | 0.40 |
| KEEN RD | JUANITA AVE to ST LUCIE BLVD | 3,200 | 630 | 234 | C | 0.37 | 253 | C | 0.40 |
| KINGS HWY | OKEECHOBEE RD to CROSSROADS PKWY | 9,383 | 880 | 472 | C | 0.54 | 472 | C | 0.54 |
| KINGS HWY | CROSSROADS PKWY to GRAHAM RD | 9,383 | 700 | 472 | C | 0.67 | 472 | C | 0.67 |
| KINGS HWY | GRAHAM RD to PICOS RD | 7,181 | 700 | 361 | C | 0.52 | 361 | C | 0.52 |
| KINGS HWY | PICOS RD to ORANGE AVE | 7,181 | 880 | 361 | C | 0.41 | 361 | C | 0.41 |
| KINGS HWY | ORANGE AVE to ANGLE RD | 15,247 | 920 | 767 | C | 0.83 | 767 | C | 0.83 |
| KINGS HWY | ANGLE RD to ST LUCIE BLVD | 11,202 | 880 | 547 | C | 0.62 | 547 | C | 0.62 |
| KINGS HWY | ST LUCIE BLVD to INDRIO RD | 13,787 | 880 | 673 | C | 0.77 | 673 | C | 0.77 |
| KIRBY LOOP RD | EDWARDS RD to 35TH ST | 2,581 | 630 | 150 | C | 0.24 | 139 | C | 0.22 |
| KITTERMAN RD | OLEANDER AVE to US 1 | 2,600 | 750 | 167 | C | 0.22 | 136 | C | 0.18 |
| KITTERMAN RD | US 1 to LENNARD EXT | 2,095 | 750 | 123 | C | 0.16 | 128 | C | 0.17 |
| LENNARD RD | US 1 to MARIPOSA AVE | 20,570 | 1,710 | 1,234 | D | 0.72 | 1,170 | D | 0.68 |
| LENNARD RD | MARIPOSA AVE to MELALEUCA BLVD | 20,570 | 1,710 | 1,234 | D | 0.72 | 1,170 | D | 0.68 |
| LENNARD RD | MELALEUCA BLVD to JENNINGS RD | 20,570 | 1,630 | 1,234 | D | 0.76 | 1,170 | D | 0.72 |
| LENNARD RD | JENNINGS RD to HILLMOOR DR | 20,570 | 1,710 | 1,234 | D | 0.72 | 1,170 | D | 0.68 |
| LENNARD RD | HILLMOOR DR to TIFFANY AVE | 20,570 | 1,710 | 1,234 | D | 0.72 | 1,170 | D | 0.68 |
| LENNARD RD | TIFFANY AVE to WALTON RD | 7,365 | 1,710 | 403 | C | 0.24 | 389 | C | 0.23 |
| LENNARD RD | WALTON RD to S OF SAVANNA CLUB BLVD | 3,748 | 790 | 259 | C | 0.33 | 246 | C | 0.31 |
| LYNGATE DR | VETERANS MEMORIAL PKWY to MORNINGSIDE BLVD | 9,700 | 920 | 612 | C | 0.67 | 553 | C | 0.60 |
| LYNGATE DR | MORNINGSIDE BLVD to US 1 | 9,700 | 920 | 612 | C | 0.67 | 553 | C | 0.60 |
| MARIPOSA AVE | LENNARD RD to HALLAHAN ST | 7,300 | 880 | 568 | C | 0.65 | 541 | C | 0.62 |
| MCCARTY RD | WILLIAMS RD to MIDWAY RD | 364 | 540 | 27 | C | 0.05 | 25 | C | 0.05 |
| MCCARTY RD | MIDWAY RD to OKEECHOBEE RD | 431 | 540 | 37 | C | 0.07 | 37 | C | 0.07 |
| MCNEIL RD | OKEECHOBEE RD to KIRBY LOOP RD | 4,900 | 790 | 307 | C | 0.39 | 298 | C | 0.38 |
| MCNEIL RD | KIRBY LOOP RD to EDWARDS RD | 4,900 | 540 | 307 | D | 0.57 | 298 | D | 0.55 |
| MELALEUCA BLVD | LENNARD RD to GREEN RIVER PKWY | 10,710 | 920 | 630 | C | 0.69 | 601 | C | 0.65 |
| MIDWAY RD | EAST TORINO PKWY to MILNER DR | 25,000 | 880 | 1,245 | F | 1.42 | 1,298 | F | 1.48 |
| MIDWAY RD | MILNER DR to W OF SELVITZ RD | 25,000 | 790 | 1,245 | F | 1.58 | 1,298 | F | 1.64 |

* Volumes shown were adjusted using FDOT Seasonal Factors
* AADT = Annual Average Daily Traffic

St. Lucie Transportation Planning Organization

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# Traffic Counts and Level of Service Report
## 2023

| Roadway Name | Location | AADT | Pk Hr Service Capacity | AM Pk Hr Pk Dir | | | PM Pk Hr Pk Dir | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | Volume | LOS | V/C | Volume | LOS | V/C |
| KEEN RD | ANGLE RD to JUANITA AVE | 3,200 | 630 | 234 | C | 0.37 | 253 | C | 0.40 |
| KEEN RD | JUANITA AVE to ST LUCIE BLVD | 3,200 | 630 | 234 | C | 0.37 | 253 | C | 0.40 |
| KINGS HWY | OKEECHOBEE RD to CROSSROADS PKWY | 9,383 | 880 | 472 | C | 0.54 | 472 | C | 0.54 |
| KINGS HWY | CROSSROADS PKWY to GRAHAM RD | 9,383 | 700 | 472 | C | 0.67 | 472 | C | 0.67 |
| KINGS HWY | GRAHAM RD to PICOS RD | 7,181 | 700 | 361 | C | 0.52 | 361 | C | 0.52 |
| KINGS HWY | PICOS RD to ORANGE AVE | 7,181 | 880 | 361 | C | 0.41 | 361 | C | 0.41 |
| KINGS HWY | ORANGE AVE to ANGLE RD | 15,247 | 920 | 767 | C | 0.83 | 767 | C | 0.83 |
| KINGS HWY | ANGLE RD to ST LUCIE BLVD | 11,202 | 880 | 547 | C | 0.62 | 547 | C | 0.62 |
| KINGS HWY | ST LUCIE BLVD to INDRIO RD | 13,787 | 880 | 673 | C | 0.77 | 673 | C | 0.77 |
| KIRBY LOOP RD | EDWARDS RD to 35TH ST | 2,581 | 630 | 150 | C | 0.24 | 139 | C | 0.22 |
| KITTERMAN RD | OLEANDER AVE to US 1 | 2,600 | 750 | 167 | C | 0.22 | 136 | C | 0.18 |
| KITTERMAN RD | US 1 to LENNARD EXT | 2,095 | 750 | 123 | C | 0.16 | 128 | C | 0.17 |
| LENNARD RD | US 1 to MARIPOSA AVE | 20,570 | 1,710 | 1,234 | D | 0.72 | 1,170 | D | 0.68 |
| LENNARD RD | MARIPOSA AVE to MELALEUCA BLVD | 20,570 | 1,710 | 1,234 | D | 0.72 | 1,170 | D | 0.68 |
| LENNARD RD | MELALEUCA BLVD to JENNINGS RD | 20,570 | 1,630 | 1,234 | D | 0.76 | 1,170 | D | 0.72 |
| LENNARD RD | JENNINGS RD to HILLMOOR DR | 20,570 | 1,710 | 1,234 | D | 0.72 | 1,170 | D | 0.68 |
| LENNARD RD | HILLMOOR DR to TIFFANY AVE | 20,570 | 1,710 | 1,234 | D | 0.72 | 1,170 | D | 0.68 |
| LENNARD RD | TIFFANY AVE to WALTON RD | 7,365 | 1,710 | 403 | C | 0.24 | 389 | C | 0.23 |
| LENNARD RD | WALTON RD to S OF SAVANNA CLUB BLVD | 3,748 | 790 | 259 | C | 0.33 | 246 | C | 0.31 |
| LYNGATE DR | VETERANS MEMORIAL PKWY to MORNINGSIDE BLVD | 9,700 | 920 | 612 | C | 0.67 | 553 | C | 0.60 |
| LYNGATE DR | MORNINGSIDE BLVD to US 1 | 9,700 | 920 | 612 | C | 0.67 | 553 | C | 0.60 |
| MARIPOSA AVE | LENNARD RD to HALLAHAN ST | 7,300 | 880 | 568 | C | 0.65 | 541 | C | 0.62 |
| MCCARTY RD | WILLIAMS RD to MIDWAY RD | 364 | 540 | 27 | C | 0.05 | 25 | C | 0.05 |
| MCCARTY RD | MIDWAY RD to OKEECHOBEE RD | 431 | 540 | 37 | C | 0.07 | 37 | C | 0.07 |
| MCNEIL RD | OKEECHOBEE RD to KIRBY LOOP RD | 4,900 | 790 | 307 | C | 0.39 | 298 | C | 0.38 |
| MCNEIL RD | KIRBY LOOP RD to EDWARDS RD | 4,900 | 540 | 307 | D | 0.57 | 298 | D | 0.55 |
| MELALEUCA BLVD | LENNARD RD to GREEN RIVER PKWY | 10,710 | 920 | 630 | C | 0.69 | 601 | C | 0.65 |
| MIDWAY RD | EAST TORINO PKWY to MILNER DR | 25,000 | 880 | 1,245 | F | 1.42 | 1,298 | F | 1.48 |
| MIDWAY RD | MILNER DR to W OF SELVITZ RD | 25,000 | 790 | 1,245 | F | 1.58 | 1,298 | F | 1.64 |

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| Roadway Name | Location | AADT | Pk Hr Service Capacity | AM Pk Hr Pk Dir | | | PM Pk Hr Pk Dir | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | Volume | LOS | V/C | Volume | LOS | V/C |
| ORANGE AVE | SHINN RD to CAMPBELL RD | 2,957 | 1,070 | 142 | B | 0.13 | 142 | B | 0.13 |
| ORANGE AVE | CAMPBELL RD to KINGS HWY | 2,957 | 1,070 | 142 | B | 0.13 | 142 | B | 0.13 |
| ORANGE AVE | KINGS HWY to I-95 | 18,080 | 2,100 | 910 | C | 0.43 | 910 | C | 0.43 |
| ORANGE AVE | I-95 to JENKINS RD | 14,693 | 2,100 | 717 | C | 0.34 | 717 | C | 0.34 |
| ORANGE AVE | JENKINS RD to HARTMAN RD | 16,898 | 2,100 | 825 | C | 0.39 | 825 | C | 0.39 |
| ORANGE AVE | HARTMAN RD to ANGLE RD | 16,898 | 2,100 | 825 | C | 0.39 | 825 | C | 0.39 |
| ORANGE AVE | ANGLE RD to 25TH ST | 9,547 | 1,710 | | B | | | B | |
| ORANGE AVE | 25TH ST to 17TH ST | 13,554 | 1,630 | 661 | C | 0.41 | 661 | C | 0.41 |
| ORANGE AVE | 17TH ST to 13TH ST | 13,554 | 1,710 | 661 | C | 0.39 | 661 | C | 0.39 |
| ORANGE AVE | 13TH ST to 10TH ST | 13,554 | 750 | 661 | D | 0.88 | 661 | D | 0.88 |
| ORANGE AVE | 10TH ST to 7TH ST | 9,873 | 600 | 482 | D | 0.80 | 482 | D | 0.80 |
| ORANGE AVE | 7TH ST to US 1 | 7,622 | 600 | 372 | D | 0.62 | 372 | D | 0.62 |
| ORANGE AVE | US 1 to 2ND ST | 4,209 | 600 | 209 | C | 0.35 | 209 | C | 0.35 |
| ORANGE AVE | 2ND ST to INDIAN RIVER DR | 4,209 | 750 | 209 | C | 0.28 | 209 | C | 0.28 |
| PARR DR | PORT ST LUCIE BLVD to DARWIN BLVD | 2,283 | 700 | 177 | C | 0.25 | 153 | C | 0.22 |
| PARR DR | DARWIN BLVD to TULIP BLVD | 2,100 | 540 | 184 | C | 0.34 | 140 | C | 0.26 |
| PARR DR | SAVONA BLVD to PORT ST LUCIE BLVD | 2,283 | 700 | 177 | C | 0.25 | 153 | C | 0.22 |
| PARR DR | ROSSER BLVD to SAVONA BLVD | 2,283 | 630 | 177 | C | 0.28 | 153 | C | 0.24 |
| PEACOCK BLVD | CALIFORNIA BLVD to CASHMERE BLVD | 5,417 | 630 | 343 | C | 0.54 | 381 | C | 0.61 |
| PEACOCK BLVD | UNIVERSITY BLVD to CALIFORNIA BLVD | 11,327 | 920 | 778 | C | 0.85 | 637 | C | 0.69 |
| PEACOCK BLVD | ST LUCIE WEST BLVD to UNIVERSITY BLVD | 15,129 | 2,100 | 699 | C | 0.33 | 699 | C | 0.33 |
| PETERSON RD | BENT CREEK DR to HARTMAN RD | 2,195 | 540 | 163 | C | 0.30 | 150 | C | 0.28 |
| PICOS RD | CAMPBELL RD to KINGS HWY | 1,300 | 540 | 87 | C | 0.16 | 87 | C | 0.16 |
| PORT ST LUCIE BLVD | MARTIN C.L. to BECKER RD | 16,735 | 920 | 774 | C | 0.84 | 774 | C | 0.84 |
| PORT ST LUCIE BLVD | BECKER RD to PAAR DR | 16,735 | 920 | 774 | C | 0.84 | 774 | C | 0.84 |
| PORT ST LUCIE BLVD | PAAR DR to TULIP BLVD | 16,735 | 700 | 774 | F | 1.11 | 774 | F | 1.11 |
| PORT ST LUCIE BLVD | TULIP BLVD to DARWIN BLVD | 16,735 | 920 | 774 | C | 0.84 | 774 | C | 0.84 |
| PORT ST LUCIE BLVD | DARWIN BLVD to GATLIN BLVD | 34,500 | 3,020 | 1,765 | C | 0.58 | 1,744 | C | 0.58 |
| PORT ST LUCIE BLVD | GATLIN BLVD to DEL RIO BLVD | 44,000 | 3,170 | 2,481 | C | 0.78 | 2,389 | C | 0.75 |

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# Traffic Counts and Level of Service Report
## 2023

| Roadway Name | Location | AADT | Pk Hr Service Capacity | AM Pk Hr Pk Dir | | | PM Pk Hr Pk Dir | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | Volume | LOS | V/C | Volume | LOS | V/C |
| VETERANS MEMORIAL PKWY | PORT ST LUCIE BLVD to LYNGATE DR | 16,283 | 2,100 | 793 | C | 0.38 | 770 | C | 0.37 |
| VETERANS MEMORIAL PKWY | LYNGATE DR to US 1 | 12,866 | 2,100 | 657 | C | 0.31 | 665 | C | 0.32 |
| VILLAGE GREEN DR | US 1 to WALTON RD | 16,192 | 2,100 | 968 | C | 0.46 | 1,021 | C | 0.49 |
| VILLAGE GREEN DR | WALTON RD to TIFFANY AVE | 5,358 | 920 | 351 | C | 0.38 | 296 | C | 0.32 |
| VILLAGE PKWY | DISCOVERY WAY to TRADITION PKWY | 27,500 | 2,650 | 1,295 | D | 0.49 | 1,331 | D | 0.50 |
| VILLAGE PKWY | BECKER RD to DISCOVERY WAY | 27,500 | 1,710 | 1,295 | D | 0.76 | 1,331 | D | 0.78 |
| VILLAGE PKWY | TRADITION PKWY to WESTCLIFFE LN | 25,240 | 1,710 | 1,390 | D | 0.81 | 1,391 | D | 0.81 |
| VILLAGE PKWY | WESTCLIFFE LN to CROSSTOWN PKWY | 20,000 | 1,710 | 1,060 | D | 0.62 | 1,120 | D | 0.66 |
| VIRGINIA AVE | 35TH ST to 25TH ST | 23,460 | 3,020 | 1,145 | C | 0.38 | 1,145 | C | 0.38 |
| VIRGINIA AVE | OKEECHOBEE RD to HARTMAN RD | 22,086 | 3,020 | 1,078 | C | 0.36 | 1,078 | C | 0.36 |
| VIRGINIA AVE | HARTMAN RD to 35TH ST | 22,086 | 3,020 | 1,078 | C | 0.36 | 1,078 | C | 0.36 |
| VIRGINIA AVE | 25TH ST to 13TH ST | 21,451 | 3,020 | 1,047 | C | 0.35 | 1,047 | C | 0.35 |
| VIRGINIA AVE | 13TH ST to 11TH ST | 23,517 | 3,020 | 1,148 | C | 0.38 | 1,148 | C | 0.38 |
| VIRGINIA AVE | 11TH ST to SUNRISE BLVD | 23,517 | 3,170 | 1,148 | C | 0.36 | 1,148 | C | 0.36 |
| VIRGINIA AVE | SUNRISE BLVD to OLEANDER AVE | 20,046 | 3,020 | 978 | C | 0.32 | 978 | C | 0.32 |
| VIRGINIA AVE | OLEANDER AVE to COLONIAL RD | 18,476 | 3,170 | 902 | C | 0.28 | 902 | C | 0.28 |
| VIRGINIA AVE | COLONIAL RD to US 1 | 18,476 | 3,020 | 902 | C | 0.30 | 902 | C | 0.30 |
| WALTON RD | US 1 to VILLAGE GREEN DR | 13,990 | 1,710 | 716 | C | 0.42 | 755 | C | 0.44 |
| WALTON RD | VILLAGE GREEN DR to LENNARD RD | 20,500 | 1,710 | 1,099 | D | 0.64 | 1,093 | D | 0.64 |
| WALTON RD | LENNARD RD to GREEN RIVER PKWY | 10,646 | 880 | 581 | C | 0.66 | 634 | C | 0.72 |
| WALTON RD | GREEN RIVER PKWY to INDIAN RIVER DR | 6,561 | 630 | 421 | C | 0.67 | 400 | C | 0.64 |
| WEATHERBEE RD | OLEANDER AVE to US 1 | 2,800 | 750 | 175 | C | 0.23 | 160 | C | 0.21 |
| WEATHERBEE RD | US 1 to MIDWAY RD | 6,200 | 750 | 392 | D | 0.52 | 392 | D | 0.52 |
| WESTCLIFFE LN | TREMONTE AVE to VILLAGE PKWY | 5,500 | 1,470 | 404 | C | 0.28 | 370 | C | 0.25 |
| WESTMORELAND BLVD | MORNINGSIDE BLVD to PORT ST LUCIE BLVD | 13,000 | 920 | 696 | C | 0.76 | 785 | C | 0.85 |
| WESTMORELAND BLVD | MARTIN C.L. to MORNINGSIDE BLVD | 9,456 | 920 | 497 | C | 0.54 | 544 | C | 0.59 |

B-6

* Volumes shown were adjusted using FDOT Seasonal Factors
* AADT = Annual Average Daily Traffic

# C3C & C3R

## Motor Vehicle Arterial Generalized Service Volume Tables



(C3C-Suburban Commercial)

### Peak Hour Directional

| | B | C | D | E |
|---|---|---|---|---|
| 1 Lane | * | 760 | 1,070 | ** |
| 2 Lane | * | 1,520 | 1,810 | ** |
| 3 Lane | * | 2,360 | 2,680 | ** |
| 4 Lane | * | 3,170 | 3,180 | ** |

### Peak Hour Two-Way

| | B | C | D | E |
|---|---|---|---|---|
| 2 Lane | * | 1,380 | 1,950 | ** |
| 4 Lane | * | 2,760 | 3,290 | ** |
| 6 Lane | * | 4,290 | 4,870 | ** |
| 8 Lane | * | 5,760 | 5,780 | ** |

### AADT

| | B | C | D | E |
|---|---|---|---|---|
| 2 Lane | * | 15,300 | 21,700 | ** |
| 4 Lane | * | 30,700 | 36,600 | ** |
| 6 Lane | * | 47,700 | 54,100 | ** |
| 8 Lane | * | 64,000 | 64,200 | ** |



(C3R-Suburban Residential)

| | B | C | D | E |
|---|---|---|---|---|
| 1 Lane | * | 970 | 1,110 | ** |
| 2 Lane | * | 1,700 | 1,850 | ** |
| 3 Lane | * | 2,620 | 2,730 | ** |

| | B | C | D | E |
|---|---|---|---|---|
| 2 Lane | * | 1,760 | 2,020 | ** |
| 4 Lane | * | 3,090 | 3,360 | ** |
| 6 Lane | * | 4,760 | 4,960 | ** |

| | B | C | D | E |
|---|---|---|---|---|
| 2 Lane | * | 19,600 | 22,400 | ** |
| 4 Lane | * | 34,300 | 37,300 | ** |
| 6 Lane | * | 52,900 | 55,100 | ** |



### Adjustment Factors

The peak hour directional service volumes should be adjust by multiplying by 1.2 for one-way facilities
The AADT service volumes should be adjusted by multiplying 0.6 for one way facilities 2 Lane Divided Roadway with an Exclusive Left Turn Lane(s): Multiply by 1.05
2 lane Undivided Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.80
Exclusive right turn lane(s): Multiply by 1.05
Multilane Undivided Roadway with an Exclusive Left Turn Lane(s): Multiply by 0.95
Multilane Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.75
Non-State Signalized Roadway: Multiply by 0.90

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.
* Cannot be achieved using table input value defaults.
** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached.

# APPENDIX C

## OTHER PROJECT DATA/GROWTH RATE

Historical Growth Rate Calculation

| Segment | From | To | 2018 AADT | 2022 AADT | 4 Year Historical Growth Rate |
|---|---|---|---|---|---|
| Okeechobee Blvd | I-95 | McNeil Rd | 31,000 | 38,000 | 5.22% |
| | McNeil Rd | Virginia Ave | 31,500 | 33,500 | 1.55% |
| Jenkins Rd | Okeechobee Blvd | Orange Ave | 10,000 | 8,600 | -3.70% |
| Kings Hwy | Okeechobee Blvd | Graham Rd | 13,600 | 7,000 | -15.30% |
| | Graham Rd | Orange Ave | 9,700 | 5,400 | -13.62% |
| Orange Ave | Kings Hwy | I-95 | 21,000 | 14,400 | -9.00% |
| | I-95 | Jenkins Rd | 13,100 | 16,200 | 5.45% |
| Virginia Ave | Okeechobee Blvd | 35th St | 21,500 | 24,000 | 2.79% |
| | | Total | 151,400 | 147,100 | -0.72% |

*Source FDOT Historical Traffic Counts

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

SITE: 0030 - SR 70/VIRGINIA AVE - E OF OKEECHOBEE RD (COUNTY 30)

| YEAR | AADT | DIRECTION 1 | DIRECTION 2 | *K FACTOR | D FACTOR | T FACTOR |
|---|---|---|---|---|---|---|
| 2022 | 24000 C | E 12500 | W 11500 | 9.00 | 51.40 | 5.40 |
| 2021 | 21000 C | E 10500 | W 10500 | 9.00 | 50.90 | 7.10 |
| 2020 | 20000 F | E 10000 | W 10000 | 9.00 | 51.30 | 7.10 |
| 2019 | 21000 C | E 10500 | W 10500 | 9.00 | 51.00 | 7.10 |
| 2018 | 21500 C | E 11000 | W 10500 | 9.00 | 51.30 | 3.60 |
| 2017 | 20300 C | E 10500 | W 9800 | 9.00 | 50.90 | 3.60 |
| 2016 | 22500 C | E 12000 | W 10500 | 9.00 | 50.90 | 3.60 |
| 2015 | 21000 C | E 11000 | W 10000 | 9.00 | 51.00 | 3.30 |
| 2014 | 20400 C | E 10500 | W 9900 | 9.00 | 50.80 | 3.90 |
| 2013 | 21000 C | E 10500 | W 10500 | 9.00 | 50.80 | 3.90 |
| 2012 | 21000 C | E 10500 | W 10500 | 9.00 | 56.80 | 4.50 |
| 2011 | 23500 C | E 11500 | W 12000 | 9.00 | 57.20 | 4.50 |
| 2010 | 22000 C | E 11500 | W 10500 | 10.32 | 55.40 | 4.50 |
| 2009 | 22000 C | E 11000 | W 11000 | 10.27 | 57.35 | 5.20 |
| 2007 | 16900 C | E 8900 | W 8000 | 10.31 | 58.74 | 5.20 |

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
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2022 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

SITE: 0041 - SR 68 / ORANGE AVE - W OF SR 9/I-95 (COUNTY 41)

| YEAR | AADT | DIRECTION 1 | DIRECTION 2 | *K FACTOR | D FACTOR | T FACTOR |
|---|---|---|---|---|---|---|
| 2022 | 14400 C | E 6900 | W 7500 | 9.00 | 53.00 | 20.10 |
| 2021 | 18700 C | E 9100 | W 9600 | 9.00 | 53.10 | 20.10 |
| 2020 | 19000 C | E 9000 | W 10000 | 9.00 | 54.30 | 20.10 |
| 2019 | 19800 C | E 10500 | W 9300 | 9.00 | 54.30 | 22.40 |
| 2018 | 21000 C | E 10500 | W 10500 | 9.00 | 55.20 | 22.40 |
| 2017 | 19000 C | E 9800 | W 9200 | 9.00 | 56.20 | 22.40 |
| 2016 | 21300 C | E 11500 | W 9800 | 9.00 | 57.10 | 25.00 |
| 2015 | 17300 C | E 8500 | W 8800 | 9.00 | 56.30 | 25.00 |
| 2014 | 15700 S | E 8000 | W 7700 | 9.00 | 54.70 | 16.40 |
| 2013 | 15500 F | E 7900 | W 7600 | 9.00 | 57.20 | 16.40 |
| 2012 | 15700 C | E 8000 | W 7700 | 9.00 | 57.00 | 16.40 |
| 2011 | 17900 C | E 9000 | W 8900 | 9.00 | 56.50 | 24.40 |
| 2010 | 18600 C | E 9400 | W 9200 | 11.51 | 57.07 | 24.40 |
| 2009 | 16300 C | E 8200 | W 8100 | 11.11 | 58.68 | 24.40 |
| 2008 | 26000 C | E 13000 | W 13000 | 11.51 | 54.38 | 22.30 |
| 2007 | 27000 C | E 13500 | W 13500 | 11.51 | 58.16 | 22.30 |

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V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
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COUNTY: 94 - ST.LUCIE

SITE: 0035 - SR 68 / ORANGE AVE - E OF SR 9/I-95 (COUNTY 35)

| YEAR | AADT | DIRECTION 1 | DIRECTION 2 | *K FACTOR | D FACTOR | T FACTOR |
|---|---|---|---|---|---|---|
| 2022 | 16200 C | E 7700 | W 8500 | 9.00 | 51.40 | 18.70 |
| 2021 | 13400 C | E 6500 | W 6900 | 9.00 | 50.90 | 18.70 |
| 2020 | 14700 F | E 7300 | W 7400 | 9.00 | 51.30 | 16.60 |
| 2019 | 15300 C | E 7600 | W 7700 | 9.00 | 51.00 | 16.60 |
| 2018 | 13100 C | E 7000 | W 6100 | 9.00 | 51.30 | 16.60 |
| 2017 | 15400 C | E 7300 | W 8100 | 9.00 | 50.90 | 10.80 |
| 2016 | 13900 C | E 6700 | W 7200 | 9.00 | 50.90 | 10.80 |
| 2015 | 13600 C | E 6700 | W 6900 | 9.00 | 51.00 | 10.80 |
| 2014 | 12600 F | E 6200 | W 6400 | 9.00 | 50.80 | 10.40 |
| 2013 | 12600 C | E 6200 | W 6400 | 9.00 | 50.80 | 10.40 |
| 2012 | 13700 C | E 6700 | W 7000 | 9.00 | 56.80 | 10.40 |
| 2011 | 12900 C | E 6600 | W 6300 | 9.00 | 57.20 | 16.30 |
| 2010 | 13800 C | E 6800 | W 7000 | 10.32 | 55.40 | 16.30 |
| 2009 | 12200 C | E 6000 | W 6200 | 10.27 | 57.35 | 16.30 |
| 2008 | 13200 C | E 6600 | W 6600 | 10.45 | 58.06 | 9.70 |
| 2007 | 15100 C | E 7500 | W 7600 | 10.31 | 58.74 | 16.60 |

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V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
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COUNTY: 94 - ST.LUCIE

SITE: 0742 - SR 70/OKEECHOBEE RD - SW OF SR 70/VIRGINIA AVE (COUNTY 742)

| YEAR | AADT | DIRECTION 1 | DIRECTION 2 | *K FACTOR | D FACTOR | T FACTOR |
|---|---|---|---|---|---|---|
| 2022 | 33500 C | E 17000 | W 16500 | 9.00 | 51.40 | 11.40 |
| 2021 | 35500 C | E 18500 | W 17000 | 9.00 | 50.90 | 11.40 |
| 2020 | 29500 F | E 14000 | W 15500 | 9.00 | 51.30 | 4.60 |
| 2019 | 30500 C | E 14500 | W 16000 | 9.00 | 51.00 | 4.60 |
| 2018 | 31500 C | E 16500 | W 15000 | 9.00 | 51.30 | 4.60 |
| 2017 | 31500 C | E 15500 | W 16000 | 9.00 | 50.90 | 12.00 |
| 2016 | 26000 C | E 15500 | W 10500 | 9.00 | 50.90 | 12.00 |
| 2015 | 26500 C | E 11500 | W 15000 | 9.00 | 51.00 | 12.00 |
| 2014 | 30000 C | E 15000 | W 15000 | 9.00 | 50.80 | 6.10 |
| 2013 | 27000 C | E 12500 | W 14500 | 9.00 | 50.80 | 3.80 |
| 2012 | 33000 C | E 16500 | W 16500 | 9.00 | 56.80 | 3.80 |
| 2008 | 32500 C | E 16500 | W 16000 | 10.45 | 58.06 | 6.70 |
| 2007 | 31500 C | E 15000 | W 16500 | 10.31 | 58.74 | 7.40 |

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V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
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COUNTY: 94 - ST.LUCIE

SITE: 0029 - SR 70 / OKEECHOBEE RD - E OF SR 9/I-95 (COUNTY 29)

| YEAR | AADT | DIRECTION 1 | DIRECTION 2 | *K FACTOR | D FACTOR | T FACTOR |
|---|---|---|---|---|---|---|
| 2022 | 38000 C | E 19000 | W 19000 | 9.00 | 51.40 | 11.80 |
| 2021 | 25100 C | E 17000 | W 8100 | 9.00 | 50.90 | 11.00 |
| 2020 | 32000 F | E 16500 | W 15500 | 9.00 | 51.30 | 11.00 |
| 2019 | 33000 C | E 17000 | W 16000 | 9.00 | 51.00 | 11.00 |
| 2018 | 31000 C | E 15000 | W 16000 | 9.00 | 51.30 | 4.70 |
| 2017 | 34500 C | E 17500 | W 17000 | 9.00 | 50.90 | 12.30 |
| 2016 | 28500 F | E 14000 | W 14500 | 9.00 | 50.90 | 12.30 |
| 2015 | 28500 C | E 14000 | W 14500 | 9.00 | 51.00 | 12.30 |
| 2014 | 25500 F | E 14000 | W 11500 | 9.00 | 50.80 | 4.90 |
| 2013 | 25500 C | E 14000 | W 11500 | 9.00 | 50.80 | 4.90 |
| 2012 | 28000 C | E 14000 | W 14000 | 9.00 | 56.80 | 4.90 |
| 2011 | 30500 C | E 15500 | W 15000 | 9.00 | 57.20 | 10.90 |
| 2010 | 30500 C | E 15500 | W 15000 | 10.32 | 55.40 | 10.90 |
| 2009 | 26500 C | E 13000 | W 13500 | 10.27 | 57.35 | 10.90 |
| 2008 | 29500 C | E 15500 | W 14000 | 10.45 | 58.06 | 6.70 |
| 2007 | 33000 C | E 17000 | W 16000 | 10.31 | 58.74 | 5.20 |

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V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

SITE: 0757 - SR 713 / KINGS HWY - N OF SR 70/OKEECHOBEE RD (COUNTY 757)

| YEAR | AADT | DIRECTION 1 | | DIRECTION 2 | | *K FACTOR | D FACTOR | T FACTOR |
|---|---|---|---|---|---|---|---|---|
| 2022 | 7000 C | N | 3400 | S | 3600 | 9.00 | 53.00 | 31.80 |
| 2021 | 13100 C | N | 6800 | S | 6300 | 9.00 | 53.10 | 37.00 |
| 2020 | 7900 C | N | 3900 | S | 4000 | 9.00 | 54.30 | 37.00 |
| 2019 | 7600 C | N | 3700 | S | 3900 | 9.00 | 54.30 | 23.40 |
| 2018 | 13600 C | N | 6500 | S | 7100 | 9.00 | 55.20 | 23.90 |
| 2017 | 12800 C | N | 6100 | S | 6700 | 9.00 | 56.20 | 23.90 |
| 2016 | 6400 C | N | 3100 | S | 3300 | 9.00 | 57.10 | 23.90 |
| 2015 | 6300 C | N | 3000 | S | 3300 | 9.00 | 56.30 | 26.90 |
| 2014 | 9100 C | N | 3900 | S | 5200 | 9.00 | 54.70 | 46.50 |
| 2013 | 6000 C | N | 3000 | S | 3000 | 9.00 | 57.20 | 17.40 |
| 2012 | 5400 C | N | 2700 | S | 2700 | 9.00 | 57.00 | 17.40 |
| 2011 | 6200 C | N | 3200 | S | 3000 | 9.00 | 56.50 | 22.90 |
| 2010 | 13500 C | N | 6800 | S | 6700 | 11.51 | 57.07 | 22.90 |
| 2009 | 8000 C | N | 4000 | S | 4000 | 11.11 | 58.68 | 22.90 |
| 2008 | 7400 C | N | 3500 | S | 3900 | 11.51 | 54.38 | 23.20 |
| 2007 | 8900 C | N | 4400 | S | 4500 | 11.51 | 58.16 | 25.50 |

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S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

SITE: 0076 - SR 713/KINGS HWY - S OF SR 68/ORANGE AVE (COUNTY 76)

| YEAR | AADT | DIRECTION 1 | DIRECTION 2 | *K FACTOR | D FACTOR | T FACTOR |
|---|---|---|---|---|---|---|
| 2022 | 5400 C | N 2800 | S 2600 | 9.00 | 53.00 | 31.80 |
| 2021 | 7500 C | N 3800 | S 3700 | 9.00 | 53.10 | 24.60 |
| 2020 | 7000 F | N 3500 | S 3500 | 9.00 | 54.30 | 37.00 |
| 2019 | 7000 C | N 3500 | S 3500 | 9.00 | 54.30 | 22.80 |
| 2018 | 9700 C | N 4600 | S 5100 | 9.00 | 55.20 | 22.80 |
| 2017 | 9500 C | N 4700 | S 4800 | 9.00 | 56.20 | 22.80 |
| 2016 | 9600 C | N 4600 | S 5000 | 9.00 | 57.10 | 32.40 |
| 2015 | 8400 C | N 4100 | S 4300 | 9.00 | 56.30 | 32.40 |
| 2014 | 7900 C | N 3800 | S 4100 | 9.00 | 54.70 | 19.90 |
| 2013 | 7200 C | N 3400 | S 3800 | 9.00 | 57.20 | 14.20 |
| 2012 | 7100 C | N 3400 | S 3700 | 9.00 | 57.00 | 14.20 |
| 2011 | 8000 C | N 3900 | S 4100 | 9.00 | 56.50 | 17.20 |
| 2010 | 8900 C | N 4400 | S 4500 | 11.51 | 57.07 | 17.20 |
| 2009 | 8000 C | N 3800 | S 4200 | 11.11 | 58.68 | 17.20 |
| 2008 | 10600 C | N 5200 | S 5400 | 11.51 | 54.38 | 11.20 |
| 2007 | 11100 C | N 5400 | S 5700 | 11.51 | 58.16 | 7.90 |

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

SITE: 0273 - CR 611/JENKINS RD - N. OF SR 70/OKEECHOBEE RD (COUNTY 131)

| YEAR | AADT | DIRECTION 1 | | DIRECTION 2 | | *K FACTOR | D FACTOR | T FACTOR |
|---|---|---|---|---|---|---|---|---|
| 2022 | 8600 T | N | 4300 | S | 4300 | 9.00 | 51.40 | 5.00 |
| 2021 | 8600 S | N | 4300 | S | 4300 | 9.00 | 50.90 | 7.20 |
| 2020 | 8800 F | N | 4400 | S | 4400 | 9.00 | 51.30 | 31.50 |
| 2019 | 9200 C | N | 4600 | S | 4600 | 9.00 | 51.00 | 7.80 |
| 2018 | 10000 V | N | 4400 | S | 5600 | 9.00 | 51.30 | 5.80 |
| 2017 | 9900 R | N | 4400 | S | 5500 | 9.00 | 50.90 | 10.00 |
| 2016 | 9700 T | N | 4300 | S | 5400 | 9.00 | 50.90 | 6.20 |
| 2015 | 9600 S | N | 4300 | S | 5300 | 9.00 | 51.00 | 41.80 |
| 2014 | 9600 F | N | 4300 | S | 5300 | 9.00 | 50.80 | 49.50 |
| 2013 | 9600 C | N | 4300 | S | 5300 | 9.00 | 50.80 | 11.90 |
| 2012 | 7100 S | N | 3600 | S | 3500 | 9.00 | 56.80 | 4.80 |
| 2011 | 7100 F | N | 3600 | S | 3500 | 9.00 | 57.20 | 4.80 |
| 2010 | 7100 C | N | 3600 | S | 3500 | 10.32 | 55.40 | 4.80 |
| 2009 | 8500 C | N | 4200 | S | 4300 | 10.27 | 57.35 | 10.70 |
| 2008 | 9100 C | N | 4500 | S | 4600 | 10.45 | 58.06 | 6.60 |

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

| AM APPROVED PROJECTS | | | Ferrell Communities | | | | | | Kings Hwy Commerce Park | | | | | | Sunnyland | | | | | | Crawdy Angle Road FKA: Pineapple Grove | | | | | | KRE | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Road Name | From | To | % | Daily | Two-Way Trips | Is N/E In or Out | Directional N/E | Directional S/W | % | Daily | Two-Way Trips | Is N/E In or Out | Directional N/E | Directional S/W | % | Daily | Two-Way Trips | Is N/E In or Out | Directional N/E | Directional S/W | % | Daily | Two-Way Trips | Is N/E In or Out | Directional N/E | Directional S/W | % | Daily | Two-Way Trips | Is N/E In or Out | Directional N/E | Directional S/W |
| Kings Hwy | Okeechobee Rd | Graham Rd | 60% | 1,593 | 109 | IN | 25 | 83 | 45% | 1,849 | 203 | IN | 163 | 41 | 40% | 1,637 | 119 | IN | 30 | 89 | 18% | 656 | 48 | IN | 12 | 36 | 20% | 956 | 102 | IN | 79 | 23 |
| | Graham Rd | Picos Rd | 40% | 1,062 | 72 | OUT | 56 | 17 | 32% | 1,315 | 145 | OUT | 29 | 116 | 40% | 1,637 | 119 | IN | 30 | 89 | 23% | 839 | 61 | IN | 15 | 46 | 23% | 1,099 | 117 | IN | 90 | 27 |
| | | | | 2,655 | 181 | | In | 42 | | 4,108 | 452 | | In | 362 | | 4,092 | 298 | | In | 75 | | 3,646 | 265 | | In | 66 | | 4,778 | 510 | | In | 393 |
| | | | | Daily | Two-Way | | Out | 139 | | Daily | Two-Way | | Out | 90 | | Daily | Two-Way | | Out | 223 | | Daily | Two-Way | | Out | 199 | | Daily | Two-Way | | Out | 117 |



C6 - SLCO - Background Traffic - Kings Highway Commerce

| AM APPROVED PROJECTS | | | Stonemont | | | | | | Creekside | | | | | | Orange 95 Parcel B | | | | | | Orange 95 Parcels D & E | | | | | | Bent Creek @ 50% Complete City of Fort Pierce | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Road Name | From | To | % | Daily | Two-Way Trips | Is N/E In or Out | Directional N/E | Directional S/W | % | Daily | Two-Way Trips | Is N/E In or Out | Directional N/E | Directional S/W | % | Daily | Two-Way Trips | Is N/E In or Out | Directional N/E | Directional S/W | % | Daily | Two-Way Trips | Is N/E In or Out | Directional N/E | Directional S/W | % | Daily | Two-Way Trips | Is N/E In or Out | Directional N/E | Directional S/W |
| Kings Hwy | Okeechobee Rd | Graham Rd | 20% | 445 | 52 | IN | 41 | 11 | 5% | 372 | 28 | OUT | 21 | 7 | 16% | 162 | 20 | IN | 16 | 3 | 16% | 174 | 21 | IN | 18 | 4 | 3% | 0 | 7 | IN | 2 | 6 |
| | Graham Rd | Picos Rd | 23% | 512 | 60 | IN | 47 | 13 | 5% | 372 | 28 | OUT | 21 | 7 | 19% | 192 | 23 | IN | 20 | 4 | 19% | 206 | 25 | IN | 21 | 4 | 3% | 0 | 7 | IN | 2 | 6 |
| | | | | 2,226 | 259 | | In | 203 | | 7,443 | 564 | | In | 143 | | 1,012 | 123 | | In | 103 | | 1,086 | 133 | | In | 111 | | 0 | 248 | | In | 62 |
| | | | | Daily | Two-Way | | Out | 56 | | Daily | Two-Way | | Out | 421 | | Daily | Two-Way | | Out | 20 | | Daily | Two-Way | | Out | 22 | | Daily | Two-Way | | Out | 186 |

C-11

| AM APPROVED PROJECTS | | | Celebration Pointe @ 25% Complete City of Fort Pierce | | | | | | Hillpointe Residential | | | | | | Whispering Oaks | | | | | | Project: Hunt | | | | | | Wawa Kings Highway | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Road Name | From | To | % | Daily | Two-Way Trips | Is N/E In or Out | Directional N/E | Directional S/W | % | Daily | Two-Way Trips | Is N/E In or Out | Directional N/E | Directional S/W | % | Daily | Two-Way Trips | Is N/E In or Out | Directional N/E | Directional S/W | % | Daily | Two-Way Trips | Is N/E In or Out | Directional N/E | Directional S/W | % | Daily | Two-Way Trips | Is N/E In or Out | Directional N/E | Directional S/W |
| Kings Hwy | Okeechobee Rd | Graham Rd | 2% | 32 | 3 | IN | 1 | 2 | 5% | 85 | 5 | IN | 1 | 4 | 2% | 56 | 4 | IN | 1 | 3 | 50% | 478 | 51 | IN | 42 | 9 | 20.0% | 284 | 25 | - | 13 | 13 |
| | Graham Rd | Picos Rd | 2% | 32 | 3 | OUT | 2 | 1 | 5% | 85 | 5 | OUT | 4 | 1 | 2% | 56 | 4 | IN | 1 | 3 | 43% | 411 | 43 | OUT | 7 | 36 | 20.0% | 284 | 25 | - | 13 | 13 |
| | | | | 1,385 | 128 | | In | 32 | | 1,691 | 101 | | In | 24 | | 2,806 | 212 | | In | 45 | | 956 | 101 | | In | 84 | | 1,422 | 127 | | In | 63 |
| | | | | Daily | Two-Way | | Out | 96 | | Daily | Two-Way | | Out | 77 | | Daily | Two-Way | | Out | 167 | | Daily | Two-Way | | Out | 17 | | Daily | Two-Way | | Out | 64 |

| AM APPROVED PROJECTS | | | Kings Highway Warehouse | | | | | | 7/11 Angle Road | | | | | | Jenkins Waypoint / Resurrection Life | | | | | | Walsh Crossroads | | | | | | Project Hurricane | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Road Name | From | To | % | Daily | Two-Way Trips | Is N/E In or Out | Directional N/E | Directional S/W | % | Daily | Two-Way Trips | Is N/E In or Out | Directional N/E | Directional S/W | % | Daily | Two-Way Trips | Is N/E In or Out | Directional N/E | Directional S/W | % | Daily | Two-Way Trips | Is N/E In or Out | Directional N/E | Directional S/W | % | Daily | Two-Way Trips | Is N/E In or Out | Directional N/E | Directional S/W |
| Kings Hwy | Okeechobee Rd | Graham Rd | 52% | 2,652 | 355 | IN | 178 | 177 | 20% | 180 | 18 | IN | 9 | 9 | 5% | 166 | 10 | IN | 3 | 3 | 30% | 55 | 4 | OUT | 2 | 2 | 15% | 63 | 7 | IN | 5 | 2 |
| | Graham Rd | Picos Rd | 52% | 2,652 | 355 | IN | 178 | 177 | 25% | 225 | 23 | IN | 12 | 11 | 5% | 166 | 10 | OUT | 8 | 3 | 30% | 55 | 4 | OUT | 2 | 2 | 15% | 63 | 7 | OUT | 2 | 5 |
| | | | | 5,100 | 683 | | In | 342 | | 900 | 92 | | In | 46 | | 3,318 | 209 | | In | 53 | | 184 | 12 | | In | 7 | | 422 | 48 | | In | 36 |
| | | | | Daily | Two-Way | | Out | 341 | | Daily | Two-Way | | Out | 45 | | Daily | Two-Way | | Out | 156 | | Daily | Two-Way | | Out | 5 | | Daily | Two-Way | | Out | 12 |

| AM APPROVED PROJECTS | | | SUM Daily | | SUM 2 Way | | SUM Directional N/E | | SUM Directional S/W | | Two Way | | Directional N/E | | Directional S/W | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Road Name | From | To | Residential | Non-Residential | Residential | Non-Residential | Residential | Non-Residential | Residential | Non-Residential | Double Count | Net 2 Way | Double Count | Net | Double Count | Net |
| Kings Hwy | Okeechobee Rd | Graham Rd | 4,597 | 7,298 | 333 | 858 | 95 | 565 | 238 | 293 | -83 | 1,108 | -24 | 637 | -59 | 473 |
| | Graham Rd | Picos Rd | 4,248 | 7,015 | 310 | 828 | 138 | 419 | 172 | 408 | -78 | 1,061 | -35 | 523 | -43 | 538 |

| PM APPROVED PROJECTS | | | Ferrell Communities | | | | | | Kings Hwy Commerce Park | | | | | | Sunnyland | | | | | | Drawdy Angle Road FKA: Pineapple Grove | | | | | | KRE | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Road Name | From | To | % | Daily | Two-Way Trips | Is N/E In or Out | Directional N/E | Directional S/W | % | Daily | Two-Way Trips | Is N/E In or Out | Directional N/E | Directional S/W | % | Daily | Two-Way Trips | Is N/E In or Out | Directional N/E | Directional S/W | % | Daily | Two-Way Trips | Is N/E In or Out | Directional N/E | Directional S/W | % | Daily | Two-Way Trips | Is N/E In or Out | Directional N/E | Directional S/W |
| Kings Hwy | Okeechobee Rd | Graham Rd | 60% | 1,593 | 114 | IN | 70 | 44 | 45% | 1,849 | 219 | IN | 52 | 167 | 40% | 1,637 | 166 | IN | 104 | 62 | 18% | 656 | 66 | IN | 42 | 25 | 20% | 956 | 108 | IN | 30 | 78 |
| | Graham Rd | Picos Rd | 40% | 1,062 | 76 | OUT | 30 | 46 | 32% | 1,315 | 156 | OUT | 119 | 37 | 40% | 1,637 | 166 | IN | 104 | 62 | 13% | 839 | 85 | IN | 53 | 32 | 23% | 1,099 | 124 | IN | 35 | 89 |
| | | | | 2,555 | 190 | | In | 116 | | 3,108 | 486 | | In | 115 | | 4,092 | 415 | | In | 261 | | 3,646 | 369 | | In | 232 | | 4,778 | 540 | | In | 151 |
| | | | | Daily | Two-Way | | Out | 74 | | Daily | Two-Way | | Out | 371 | | Daily | Two-Way | | Out | 154 | | Daily | Two-Way | | Out | 137 | | Daily | Two-Way | | Out | 389 |

| PM APPROVED PROJECTS | | | Stonemont | | | | | | Creekside | | | | | | Orenge 95 Parcel B | | | | | | Orange 95 Parcels D & E | | | | | | Bent Creek @ 50% Complete City of Fort Pierce | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Road Name | From | To | % | Daily | Two-Way Trips | Is N/E In or Out | Directional N/E | Directional S/W | % | Daily | Two-Way Trips | Is N/E In or Out | Directional N/E | Directional S/W | % | Daily | Two-Way Trips | Is N/E In or Out | Directional N/E | Directional S/W | % | Daily | Two-Way Trips | Is N/E In or Out | Directional N/E | Directional S/W | % | Daily | Two-Way Trips | Is N/E In or Out | Directional N/E | Directional S/W |
| Kings Hwy | Okeechobee Rd | Graham Rd | 20% | 445 | 52 | IN | 14 | 38 | 5% | 372 | 34 | OUT | 13 | 21 | 16% | 162 | 20 | IN | 4 | 16 | 16% | 174 | 22 | IN | 5 | 17 | 3% | 0 | 9 | IN | 6 | 3 |
| | Graham Rd | Picos Rd | 23% | 512 | 60 | IN | 16 | 44 | 5% | 372 | 34 | OUT | 13 | 21 | 19% | 192 | 24 | IN | 5 | 19 | 19% | 206 | 26 | IN | 6 | 20 | 3% | 0 | 9 | IN | 6 | 3 |
| | | | | 2,225 | 262 | | In | 70 | | 7,443 | 682 | | In | 426 | | 1,012 | 127 | | In | 28 | | 1,086 | 137 | | In | 30 | | 0 | 306 | | In | 193 |
| | | | | Daily | Two-Way | | Out | 192 | | Daily | Two-Way | | Out | 256 | | Daily | Two-Way | | Out | 99 | | Daily | Two-Way | | Out | 107 | | Daily | Two-Way | | Out | 113 |

| PM APPROVED PROJECTS | | | Ce ebration Pointe @ 25% Complete City of Fort Pierce | | | | | | Hillpointe Residential | | | | | | Whispering Oaks | | | | | | Project Hunt | | | | | | Wawa Kings Highway | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Road Name | From | To | % | Daily | Two-Way Trips | Is N/E In or Out | Directional N/E | Directional S/W | % | Daily | Two-Way Trips | Is N/E In or Out | Directional N/E | Directional S/W | % | Daily | Two-Way Trips | Is N/E In or Out | Directional N/E | Directional S/W | % | Daily | Two-Way Trips | Is N/E In or Out | Directional N/E | Directional S/W | % | Daily | Two-Way Trips | Is N/E In or Out | Directional N/E | Directional S/W |
| Kings Hwy | Okeechobee Rd | Graham Rd | 2% | 32 | 3 | IN | 2 | 1 | 5% | 85 | 6 | IN | 4 | 2 | 2% | 56 | 5 | In | 3 | 2 | 50% | 478 | 57 | IN | 15 | 43 | 20% | 284 | 23 | - | 12 | 11 |
| | Graham Rd | Picos Rd | 2% | 32 | 3 | OUT | 1 | 2 | 5% | 85 | 6 | OUT | 2 | 4 | 2% | 56 | 5 | In | 3 | 2 | 43% | 411 | 49 | OUT | 37 | 12 | 20% | 284 | 23 | - | 12 | 11 |
| | | | | 1,585 | 158 | | In | 101 | | 1,691 | 129 | | In | 81 | | 2,806 | 266 | | In | 172 | | 956 | 114 | | In | 29 | | 1,422 | 115 | | In | 57 |
| | | | | Daily | Two-Way | | Out | 57 | | Daily | Two-Way | | Out | 48 | | Daily | Two-Way | | Out | 94 | | Daily | Two-Way | | Out | 85 | | Daily | Two-Way | | Out | 58 |

| PM APPROVED PROJECTS | | | Kings Highway Warehouse | | | | | | 7/11 Argle Road | | | | | | Jenkins Waypoint / Resurrection Life | | | | | | Walsh Crossroads | | | | | | Project Hurricane | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Road Name | From | To | % | Daily | Two-Way Trips | Is N/E In or Out | Directional N/E | Directional S/W | % | Daily | Two-Way Trips | Is N/E In or Out | Directional N/E | Directional S/W | % | Daily | Two-Way Trips | Is N/E In or Out | Directional N/E | Directional S/W | % | Daily | Two-Way Trips | Is N/E In or Out | Directional N/E | Directional S/W | % | Daily | Two-Way Trips | Is N/E In or Out | Directional N/E | Directional S/W |
| Kings Hwy | Okeechobee Rd | Graham Rd | 52% | 2,652 | 350 | IN | 238 | 112 | 20% | 180 | 16 | IN | 8 | 8 | 5% | 166 | 14 | N | 9 | 5 | 30% | 55 | 6 | OUT | 3 | 3 | 15% | 63 | 9 | IN | 3 | 6 |
| | Graham Rd | Picos Rd | 52% | 2,652 | 350 | IN | 238 | 112 | 25% | 225 | 20 | IN | 10 | 10 | 5% | 166 | 14 | CUT | 5 | 9 | 30% | 55 | 6 | OUT | 3 | 3 | 15% | 63 | 9 | OUT | 6 | 3 |
| | | | | 5,100 | 674 | | In | 458 | | 900 | 80 | | In | 40 | | 3,318 | 274 | | In | 172 | | 184 | 21 | | In | 10 | | 422 | 60 | | In | 23 |
| | | | | Daily | Two-Way | | Out | 216 | | Daily | Two-Way | | Out | 40 | | Daily | Two-Way | | Out | 102 | | Daily | Two-Way | | Out | 11 | | Daily | Two-Way | | Out | 37 |

| PM APPROVED PROJECTS | | | SUM Daily | | SUM 2 Way | | SUM Directional N/E | | SUM Directional S/W | | Two Way | | Directional N/E | | Directional S/W | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Road Name | From | To | Residential | Non-Residential | Residential | Non-Residential | Residential | Non-Residential | Residential | Non-Residential | Double Count | Nvt 2 Way | Double Count | Net | Double Count | Net |
| Kings Hwy | Okeechobee Rd | Graham Rd | 4,597 | 7,298 | 418 | 883 | 252 | 384 | 166 | 499 | -105 | 1,197 | -63 | 574 | -41 | 623 |
| | Graham Rd | Picos Rd | 4,248 | 7,015 | 399 | 848 | 218 | 486 | 181 | 362 | -100 | 1,147 | -55 | 649 | -45 | 498 |

# APPENDIX D

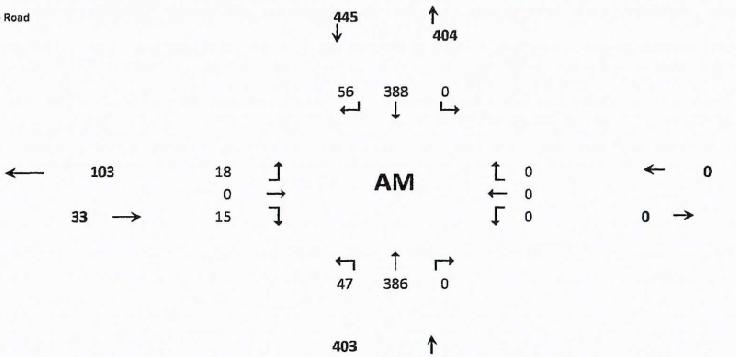
# INTERSECTION ANALYSIS

# TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Kings Highway
E/W STREET: White Road
CONTROL: TWSC
FILENAME:
COUNT DATE: 2/12/2019
DAY:
CITY: Ft Pierce
INTERSECTION: Kings Highway & White Road
REPORT DATE: 5/22/2022
ANALYSIS YEAR: 2023
Existing

| 15 Min Period | Northbound NBL | NBT | NBR | Southbound SBL | SBT | SBR | Eastbound EBL | EBT | EBR | Westbound WBL | WBT | WBR | TOTAL | ONE HOUR SUM |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7:00-7:15 | | 91 | | | 81 | | | | | | | | 172 | 701 |
| 7:15-7:30 | | 81 | | | 76 | | | | | | | | 157 | 708 |
| 7:30-7:45 | | 100 | | | 101 | | | | | | | | 201 | 730 |
| 7:45-8:00 | | 90 | | | 81 | | | | | | | | 171 | 672 |
| 8:00-8:15 | | 86 | | | 93 | | | | | | | | 179 | 642 |
| 8:15-8:30 | | 88 | | | 91 | | | | | | | | 179 | |
| 8:30-8:45 | | 80 | | | 63 | | | | | | | | 143 | |
| 8:45-9:00 | | 50 | | | 91 | | | | | | | | 141 | |
| AM PEAK HOUR IS FROM: | 7:30 AM TO 8:30AM | | | | | | | | | | | | | |
| Volumes | 44[1] | 364 | 0 | 0 | 366 | 53[1] | 17[1] | 0 | 14[1] | 0 | 0 | 0 | 730 | |
| Season Factor | 44 | 364 | 0 | 0 | 366 | 53 | 17 | 0 | 14 | 0 | 0 | 0 | 858 | |
| Growth | 47 | 386 | 0 | 0 | 388 | 56 | 18 | 0 | 15 | 0 | 0 | 0 | 911 | |
| In/Out | - | - | - | - | - | - | - | - | - | - | - | - | | |
| Percentage | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | |
| PROJECT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Total | 47 | 386 | 0 | 0 | 388 | 56 | 18 | 0 | 15 | 0 | 0 | 0 | 911 | |

[1] Based on existing uses Trip Gen & 55%/45% N/S Split




Seasonal Factor: 1
Growth Rate: 1.015
Years Grown: 4
PHF: 0.91

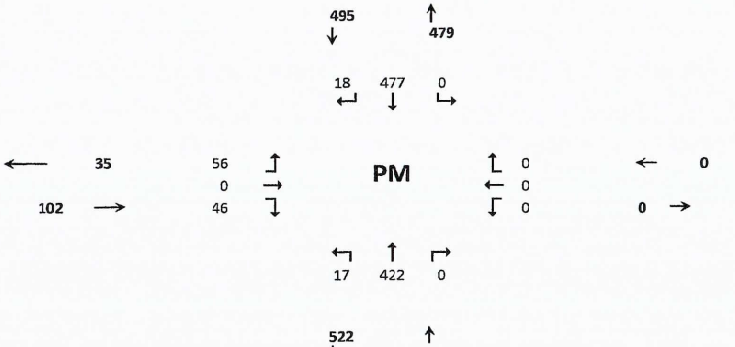
| | Trips In | Trips Out |
|---|---|---|
| | 0 | 0 |

---

N/S STREET: Kings Highway
E/W STREET: White Road
CONTROL: TWSC
FILENAME:
COUNT DATE: 2/12/2019
DAY:
CITY: Ft Pierce
REPORT DATE: 3/24/2022
ANALYSIS YEAR: 2023
Existing

| 15 Min Period lanes | Northbound NBL | NBT | NBR | Southbound SBL | SBT | SBR | Eastbound EBL | EBT | EBR | Westbound WBL | WBT | WBR | TOTAL | ONE HOUR SUM |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4:00-4:15 | | 88 | | | 89 | | | | | | | | 177 | 813 |
| 4:15-4:30 | | 116 | | | 111 | | | | | | | | 227 | 847 |
| 4:30-4:45 | | 95 | | | 103 | | | | | | | | 198 | 810 |
| 4:45-5:00 | | 85 | | | 126 | | | | | | | | 211 | 802 |
| 5:00-5:15 | | 102 | | | 109 | | | | | | | | 211 | 730 |
| 5:15-5:30 | | 91 | | | 99 | | | | | | | | 190 | |
| 5:30-5:45 | | 98 | | | 92 | | | | | | | | 190 | |
| 5:45-6:00 | | 71 | | | 68 | | | | | | | | 139 | |
| PM PEAK HOUR S FROM: | 4:15PM TO 5:15PM | | | | | | | | | | | | | |
| Volumes | 16[1] | 398 | 0 | 0 | 449 | 17[1] | 53[1] | 0 | 43[1] | 0 | 0 | 0 | 947 | |
| Season Factor | 16 | 398 | 0 | 0 | 449 | 17 | 53 | 0 | 43 | 0 | 0 | 0 | 976 | |
| Growth | 17 | 422 | 0 | 0 | 477 | 18 | 56 | 0 | 46 | 0 | 0 | 0 | 1036 | |
| In/Out | - | - | - | - | - | - | - | - | - | - | - | - | | |
| Percentage | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | |
| PROJECT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Total | 17 | 422 | 0 | 0 | 477 | 18 | 56 | 0 | 46 | 0 | 0 | 0 | 1036 | |

(1) Based on existing uses Trip Gen & 55%/45% N/S Split




Seasonal Factor: 1
Growth Rate: 1.015
Years Grown: 4
PHF: 0.93

| | Trips In | Trips Out |
|---|---|---|
| | 0 | 0 |

D-1

# HCS Two-Way Stop-Control Report

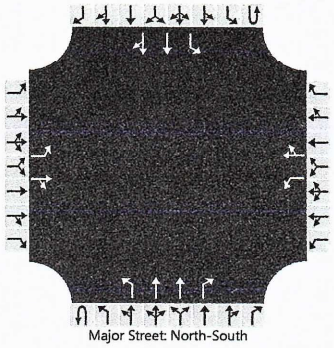
## General Information

| | |
|---|---|
| Analyst | James Kemp |
| Agency/Co. | O'Rourke Engineering |
| Date Performed | 3/6/2023 |
| Analysis Year | 2023 |
| Time Analyzed | AM Peak Hour |
| Intersection Orientation | North-South |
| Project Description | Existing |

## Site Information

| | |
|---|---|
| Intersection | Kings Hwy & White Rd |
| Jurisdiction | St. Lucie County |
| East/West Street | White Road |
| North/South Street | Kings Hwy |
| Peak Hour Factor | 0.91 |
| Analysis Time Period (hrs) | 0.25 |

## Lanes




## Vehicle Volumes and Adjustments

| Approach | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Priority | | 10 | 11 | 12 | | 7 | 8 | 9 | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 |
| Number of Lanes | | 1 | 1 | 0 | | 1 | 1 | 0 | 0 | 1 | 2 | 1 | 0 | 1 | 2 | 0 |
| Configuration | | L | | TR | | L | | TR | | L | T | R | | L | T | TR |
| Volume (veh/h) | | 18 | 0 | 15 | | 0 | 0 | 0 | 0 | 47 | 386 | 0 | 0 | 0 | 388 | 56 |
| Percent Heavy Vehicles (%) | | 10 | 10 | 10 | | 18 | 18 | 18 | 3 | 10 | | | 3 | 18 | | |
| Proportion Time Blocked | | | | | | | | | | | | | | | | |
| Percent Grade (%) | | 0 | | | | 0 | | | | | | | | | | |
| Right Turn Channelized | | | | | | | | | | No | | | | | | |
| Median Type \| Storage | | Left Only | | | | | | | | 1 | | | | | | |

## Critical and Follow-up Headways

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Critical Headway (sec) | | 7.5 | 6.5 | 6.9 | | 7.5 | 6.5 | 6.9 | | 4.1 | | | | 4.1 | | |
| Critical Headway (sec) | | 7.70 | 6.70 | 7.10 | | 7.86 | 6.86 | 7.26 | | 4.30 | | | | 4.46 | | |
| Base Follow-Up Headway (sec) | | 3.5 | 4.0 | 3.3 | | 3.5 | 4.0 | 3.3 | | 2.2 | | | | 2.2 | | |
| Follow-Up Headway (sec) | | 3.60 | 4.10 | 3.40 | | 3.68 | 4.18 | 3.48 | | 2.30 | | | | 2.38 | | |

## Delay, Queue Length, and Level of Service

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Flow Rate, v (veh/h) | | 20 | | 16 | | 0 | | 0 | | 52 | | | | 0 | | |
| Capacity, c (veh/h) | | 378 | | 733 | | 341 | | 0 | | 1017 | | | | 1026 | | |
| v/c Ratio | | 0.05 | | 0.02 | | 0.00 | | | | 0.05 | | | | 0.00 | | |
| 95% Queue Length, $Q_{95}$ (veh) | | 0.2 | | 0.1 | | 0.0 | | | | 0.2 | | | | 0.0 | | |
| Control Delay (s/veh) | | 15.0 | | 10.0 | | 15.6 | | | | 8.7 | | | | 8.5 | | |
| Level of Service (LOS) | | C | | B | | C | | | | A | | | | A | | |
| Approach Delay (s/veh) | | 12.8 | | | | | | | | 0.9 | | | | 0.0 | | |
| Approach LOS | | B | | | | | | | | A | | | | A | | |

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# HCS Two-Way Stop-Control Report

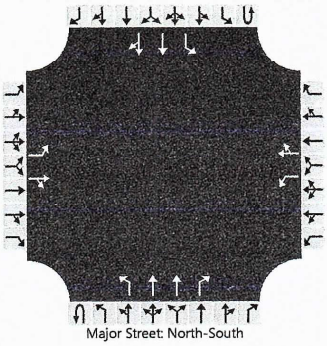
## General Information

| | |
|---|---|
| Analyst | James Kemp |
| Agency/Co. | O'Rourke Engineering |
| Date Performed | 3/6/2023 |
| Analysis Year | 2023 |
| Time Analyzed | PM Peak Hour |
| Intersection Orientation | North-South |
| Project Description | Existing |

## Site Information

| | |
|---|---|
| Intersection | Kings Hwy & White Rd |
| Jurisdiction | St. Lucie County |
| East/West Street | White Road |
| North/South Street | Kings Hwy |
| Peak Hour Factor | 0.93 |
| Analysis Time Period (hrs) | 0.25 |

## Lanes


Major Street: North-South

## Vehicle Volumes and Adjustments

| Approach | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Priority | | 10 | 11 | 12 | | 7 | 8 | 9 | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 |
| Number of Lanes | | 1 | 1 | 0 | | 1 | 1 | 0 | 0 | 1 | 2 | 1 | 0 | 1 | 2 | 0 |
| Configuration | | L | | TR | | L | | TR | | L | T | R | | L | T | TR |
| Volume (veh/h) | | 56 | 0 | 46 | | 0 | 0 | 0 | 0 | 17 | 422 | 0 | 0 | 0 | 477 | 18 |
| Percent Heavy Vehicles (%) | | 10 | 10 | 10 | | 18 | 18 | 18 | 3 | 10 | | | 3 | 18 | | |
| Proportion Time Blocked | | | | | | | | | | | | | | | | |
| Percent Grade (%) | | 0 | | | | 0 | | | | | | | | | | |
| Right Turn Channelized | | | | | | | | | | No | | | | | | |
| Median Type \| Storage | | Left Only | | | | | | | | 1 | | | | | | |

## Critical and Follow-up Headways

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Critical Headway (sec) | | 7.5 | 6.5 | 6.9 | | 7.5 | 6.5 | 6.9 | | 4.1 | | | | 4.1 | | |
| Critical Headway (sec) | | 7.70 | 6.70 | 7.10 | | 7.86 | 6.86 | 7.26 | | 4.30 | | | | 4.46 | | |
| Base Follow-Up Headway (sec) | | 3.5 | 4.0 | 3.3 | | 3.5 | 4.0 | 3.3 | | 2.2 | | | | 2.2 | | |
| Follow-Up Headway (sec) | | 3.60 | 4.10 | 3.40 | | 3.68 | 4.18 | 3.48 | | 2.30 | | | | 2.38 | | |

## Delay, Queue Length, and Level of Service

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Flow Rate, v (veh/h) | | 60 | | 49 | | 0 | | 0 | | 18 | | | | 0 | | |
| Capacity, c (veh/h) | | 373 | | 708 | | 354 | | 0 | | 978 | | | | 998 | | |
| v/c Ratio | | 0.16 | | 0.07 | | 0.00 | | | | 0.02 | | | | 0.00 | | |
| 95% Queue Length, $Q_{95}$ (veh) | | 0.6 | | 0.2 | | 0.0 | | | | 0.1 | | | | 0.0 | | |
| Control Delay (s/veh) | | 16.5 | | 10.5 | | 15.2 | | | | 8.8 | | | | 8.6 | | |
| Level of Service (LOS) | | C | | B | | C | | | | A | | | | A | | |
| Approach Delay (s/veh) | | 13.8 | | | | | | | | 0.3 | | | | 0.0 | | |
| Approach LOS | | B | | | | | | | | A | | | | A | | |

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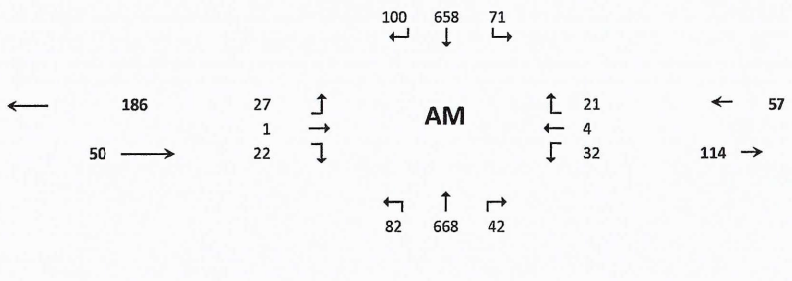
# TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Kings Highway
E/W STREET: White Road
CONTROL: TWSC
FILENAME:
COUNT DATE: 2/12/2019
DAY:
CITY: Ft Pierce
INTERSECTION: Kings Highway & White Road
REPORT DATE: 6/22/2022
ANALYSIS YEAR: 2025 Background
Without Project

| 15 Min Period | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | | ONE HOUR SUM |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | TOTAL | |
| 7:00-7:15 | | 91 | | | 81 | | | | | | | | 172 | 701 |
| 7:15-7:30 | | 81 | | | 76 | | | | | | | | 157 | 708 |
| 7:30-7:45 | | 100 | | | 101 | | | | | | | | 201 | 730 |
| 7:45-8:00 | | 90 | | | 81 | | | | | | | | 171 | 672 |
| 8:00-8:15 | | 86 | | | 93 | | | | | | | | 179 | 642 |
| 8:15-8:30 | | 88 | | | 91 | | | | | | | | 179 | |
| 8:30-8:45 | | 80 | | | 63 | | | | | | | | 143 | |
| 8:45-9:00 | | 50 | | | 91 | | | | | | | | 141 | |




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

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Volumes | 44(1) | 364 | 0 | 0 | 366 | 53(1) | 17(1) | 0 | 14(1) | 0 | 0 | 0 | 730 | |
| Season Factor | 44 | 364 | 0 | 0 | 366 | 53 | 17 | 0 | 14 | 0 | 0 | 0 | 858 | |
| Growth | 48 | 398 | 0 | 0 | 400 | 58 | 19 | 0 | 15 | 0 | 0 | 0 | 938 | |
| In/Out | - | - | - | - | - | - | - | - | - | - | - | - | | |
| Percentage | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | |
| PROJECT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |

Seasonal Factor: 1
Growth Rate: 1.015
Years Grown: 6
PHF: 0.91

SUBPROJECTS

| | | | | | | | | | | | | | | | Trips In | Trips Out |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| % | 0% | 10% | 15% | 25% | 15% | 0% | 0% | 0% | 0% | 45% | 0% | 30% | | | | |
| In/Out | - | OUT | IN | IN | IN | - | - | - | - | OUT | - | OUT | | | | |
| Volume | 0 | 7 | 42 | 71 | 42 | 0 | 0 | 0 | 0 | 32 | 0 | 21 | 215 | Kings Highway Commerce Park (Phase 1) | 283 | 71 |
| % | | 30.0% | | | 30.0% | | | | | | | | | | | |
| In/Out | | IN | | | OUT | | | | | | | | | | | |
| Volume | 0 | 42 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | St Lucie Commerce Center (25%) | 141 | 31 |
| % | | 2.0% | | | 2.0% | | | | | | | | | | | |
| In/Out | | IN | | | OUT | | | | | | | | | | | |
| Volume | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | Whispering Oaks | 45 | 167 |
| % | | 2.0% | | | 2.0% | | | | | | | | | | | |
| In/Out | | IN | | | OUT | | | | | | | | | | | |
| Volume | 0 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | Bent Creek (50%) | 62 | 186 |
| % | | 15.0% | | | 15.0% | | | | | | | | | | | |
| In/Out | | IN | | | OUT | | | | | | | | | | | |
| Volume | 0 | 9 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | Wawa Kings | 63 | 64 |
| % | | 52.0% | | | 52.0% | | | | | | | | | | | |
| In/Out | | IN | | | OUT | | | | | | | | | | | |
| Volume | 0 | 178 | 0 | 0 | 177 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 355 | Kings Highway Warehouse | 342 | 341 |
| % | | 15.0% | | | 15.0% | | | | | | | | | | | |
| In/Out | | IN | | | OUT | | | | | | | | | | | |
| Volume | 0 | 30 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | Stonemont | 197 | 55 |
| % | | 30.0% | | | 30.0% | | | | | | | | | | | |
| In/Out | | OUT | | | IN | | | | | | | | | | | |
| Volume | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | Walsh Crossroads | 7 | 5 |
| % | 40% | 0% | 0% | 0% | 0% | 50% | 50% | 5% | 40% | 0% | 5% | 0% | | | | |
| In/Out | IN | - | - | - | - | IN | OUT | OUT | OUT | - | IN | - | | | | |
| Volume | 34 | 0 | 0 | 0 | 0 | 42 | 9 | 1 | 7 | 0 | 4 | 0 | 96 | Project Hunt | 84 | 17 |
| % | | 2.0% | | | 2.0% | | | | | | | | | | | |
| In/Out | | IN | | | OUT | | | | | | | | | | | |
| Volume | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | Celebration Pointe (25%) | 30 | 96 |
| Subtotal | 34 | 270 | 42 | 71 | 258 | 42 | 9 | 1 | 7 | 32 | 4 | 21 | 790 | Effective Growth Rate: 12.38% | | |
| Total | 82 | 668 | 42 | 71 | 658 | 100 | 27 | 1 | 22 | 32 | 4 | 21 | 1728 | | | |

(1) Based on existing uses Trip Gen & 55%/45% N/S Split

# HCS Two-Way Stop-Control Report

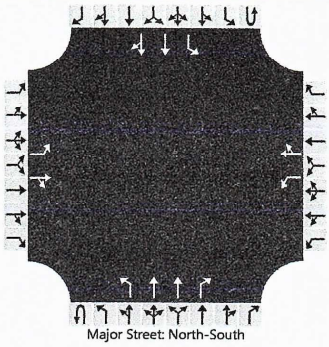
## General Information

| | |
|---|---|
| Analyst | James Kemp |
| Agency/Co. | O'Rourke Engineering |
| Date Performed | 3/6/2023 |
| Analysis Year | 2025 |
| Time Analyzed | AM Peak Hour |
| Intersection Orientation | North-South |
| Project Description | Background - Without Project |

## Site Information

| | |
|---|---|
| Intersection | Kings Hwy & White Rd |
| Jurisdiction | St. Lucie County |
| East/West Street | White Road |
| North/South Street | Kings Hwy |
| Peak Hour Factor | 0.91 |
| Analysis Time Period (hrs) | 0.25 |

## Lanes


Major Street: North-South

## Vehicle Volumes and Adjustments

| Approach | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Priority | | 10 | 11 | 12 | | 7 | 8 | 9 | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 |
| Number of Lanes | | 1 | 1 | 0 | | 1 | 1 | 0 | 0 | 1 | 2 | 1 | 0 | 1 | 2 | 0 |
| Configuration | | L | | TR | | L | | TR | | L | T | R | | L | T | TR |
| Volume (veh/h) | | 27 | 1 | 22 | | 32 | 4 | 21 | 0 | 82 | 668 | 42 | 0 | 71 | 658 | 100 |
| Percent Heavy Vehicles (%) | | 10 | 10 | 10 | | 18 | 18 | 18 | 3 | 10 | | | 3 | 18 | | |
| Proportion Time Blocked | | | | | | | | | | | | | | | | |
| Percent Grade (%) | | 0 | | | | 0 | | | | | | | | | | |
| Right Turn Channelized | | | | | | | | | | No | | | | | | |
| Median Type \| Storage | | Left Only | | | | | | | | 1 | | | | | | |

## Critical and Follow-up Headways

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Critical Headway (sec) | | 7.5 | 6.5 | 6.9 | | 7.5 | 6.5 | 6.9 | | 4.1 | | | | 4.1 | | |
| Critical Headway (sec) | | 7.70 | 6.70 | 7.10 | | 7.86 | 6.86 | 7.26 | | 4.30 | | | | 4.46 | | |
| Base Follow-Up Headway (sec) | | 3.5 | 4.0 | 3.3 | | 3.5 | 4.0 | 3.3 | | 2.2 | | | | 2.2 | | |
| Follow-Up Headway (sec) | | 3.60 | 4.10 | 3.40 | | 3.68 | 4.18 | 3.48 | | 2.30 | | | | 2.38 | | |

## Delay, Queue Length, and Level of Service

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Flow Rate, v (veh/h) | | 30 | | 25 | | 35 | | 27 | | 90 | | | | 78 | | |
| Capacity, c (veh/h) | | 140 | | 388 | | 139 | | 200 | | 746 | | | | 736 | | |
| v/c Ratio | | 0.21 | | 0.07 | | 0.25 | | 0.14 | | 0.12 | | | | 0.11 | | |
| 95% Queue Length, $Q_{95}$ (veh) | | 0.8 | | 0.2 | | 0.9 | | 0.5 | | 0.4 | | | | 0.4 | | |
| Control Delay (s/veh) | | 37.4 | | 14.9 | | 39.4 | | 25.9 | | 10.5 | | | | 10.5 | | |
| Level of Service (LOS) | | E | | B | | E | | D | | B | | | | B | | |
| Approach Delay (s/veh) | | 27.1 | | | | 33.5 | | | | 1.1 | | | | 0.9 | | |
| Approach LOS | | D | | | | D | | | | A | | | | A | | |

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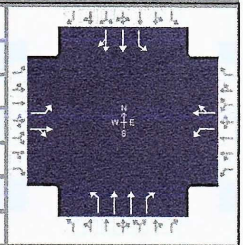
# HCS Signalized Intersection Results Summary

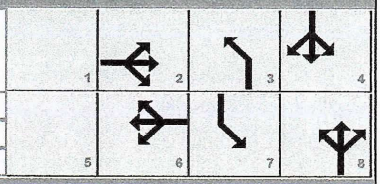
| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | O'Rourke Engineering & Planning | | | Duration, h | 0.250 |
| Analyst | MM | Analysis Date | Sep 19, 2022 | Area Type | Other |
| Jurisdiction | St. Lucie | Time Period | AM Peak Hour | PHF | 0.91 |
| Urban Street | Kings Hwy | Analysis Year | 2025 | Analysis Period | 1> 7:00 |
| Intersection | White Rd | File Name | Kings & White (WITHOUT PROJECT) - AM - 3.6.... | | |
| Project Description | Background - Without Project | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 27 | 1 | 22 | 32 | 4 | 21 | 82 | 668 | 42 | 71 | 658 | 100 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 140.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 44.0 | 14.0 | 64.0 | 0.0 | 0.0 | 0.0 | |
| Yellow | 4.0 | 4.0 | 4.0 | 0.0 | 0.0 | 0.0 | |
| Red | 2.0 | 2.0 | 2.0 | 0.0 | 0.0 | 0.0 | |




| Timer Results | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Assigned Phase | | 2 | | 6 | 3 | 8 | 7 | 4 |
| Case Number | | 6.0 | | 6.0 | 1.1 | 3.0 | 1.1 | 4.0 |
| Phase Duration, s | | 50.0 | | 50.0 | 20.0 | 70.0 | 20.0 | 70.0 |
| Change Period, ( $Y+R_c$ ), s | | 6.0 | | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Max Allow Headway ( *MAH* ), s | | 0.0 | | 0.0 | 3.1 | 3.1 | 3.1 | 3.1 |
| Queue Clearance Time ( $g_s$ ), s | | | | | 6.0 | 27.0 | 5.8 | 30.6 |
| Green Extension Time ( $g_e$ ), s | | 0.0 | | 0.0 | 0.1 | 3.9 | 0.1 | 3.8 |
| Phase Call Probability | | | | | 1.00 | 1.00 | 1.00 | 1.00 |
| Max Out Probability | | | | | 0.00 | 0.00 | 0.00 | 0.00 |

| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Adjusted Flow Rate ( *v* ), veh/h | 30 | 25 | | 35 | 27 | | 90 | 734 | 46 | 78 | 426 | 407 |
| Adjusted Saturation Flow Rate ( *s* ), veh/h/ln | 1405 | 1330 | | 1407 | 1238 | | 1485 | 1484 | 1208 | 1358 | 1559 | 1487 |
| Queue Service Time ( $g_s$ ), s | 2.1 | 1.9 | | 2.5 | 2.2 | | 4.0 | 25.0 | 3.0 | 3.8 | 28.6 | 28.6 |
| Cycle Queue Clearance Time ( $g_c$ ), s | 4.3 | 1.9 | | 4.4 | 2.2 | | 4.0 | 25.0 | 3.0 | 3.8 | 28.6 | 28.6 |
| Green Ratio ( *g/C* ) | 0.31 | 0.31 | | 0.31 | 0.31 | | 0.56 | 0.46 | 0.46 | 0.56 | 0.46 | 0.46 |
| Capacity ( *c* ), veh/h | 471 | 418 | | 475 | 389 | | 331 | 1357 | 552 | 333 | 713 | 680 |
| Volume-to-Capacity Ratio ( *X* ) | 0.063 | 0.060 | | 0.074 | 0.071 | | 0.272 | 0.541 | 0.084 | 0.234 | 0.598 | 0.598 |
| Back of Queue ( *Q* ), ft/ln ( 95 th percentile) | 34.4 | 34 | | 40.9 | 39.5 | | 72.5 | 405 | 49 | 66.4 | 477 | 459.7 |
| Back of Queue ( *Q* ), veh/ln ( 95 th percentile) | 1.4 | 1.1 | | 1.6 | 1.3 | | 2.5 | 13.7 | 1.6 | 2.1 | 16.1 | 15.5 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay ( $d_1$ ), s/veh | 35.2 | 33.6 | | 35.1 | 33.7 | | 18.6 | 27.4 | 21.4 | 17.6 | 28.4 | 28.4 |
| Incremental Delay ( $d_2$ ), s/veh | 0.3 | 0.3 | | 0.3 | 0.4 | | 0.2 | 0.2 | 0.0 | 0.1 | 1.0 | 1.0 |
| Initial Queue Delay ( $d_3$ ), s/veh | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay ( *d* ), s/veh | 35.4 | 33.8 | | 35.4 | 34.0 | | 18.8 | 27.6 | 21.5 | 17.7 | 29.4 | 29.4 |
| Level of Service (LOS) | D | C | | D | C | | B | C | C | B | C | C |
| Approach Delay, s/veh / LOS | 34.7 | C | | 34.8 | C | | 26.4 | C | | 28.4 | C | |
| Intersection Delay, s/veh / LOS | 27.9 | | | | | | C | | | | | |

| Multimodal Results | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian LOS Score / LOS | 2.45 | B | 2.30 | B | 1.92 | B | 1.92 | B |
| Bicycle LOS Score / LOS | 0.58 | A | 0.59 | A | 1.21 | A | 1.24 | A |

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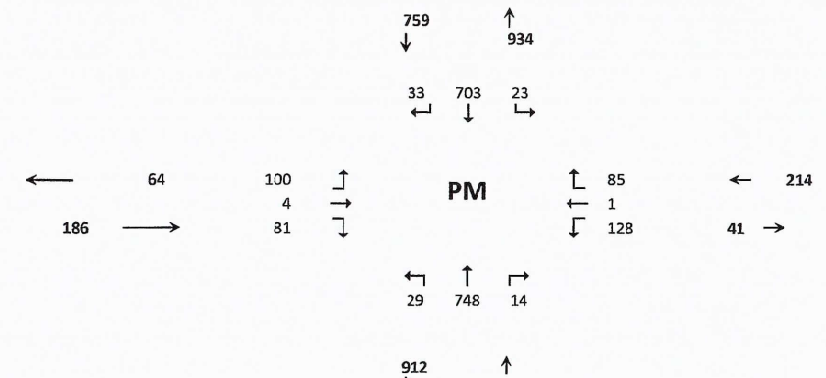
# TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Kings Highway
E/W STREET: White Road
CONTROL: TWSC
FILENAME:
COUNT DATE: 2/12/2019
DAY:
CITY: Ft Pierce
REPORT DATE: 3/24/2022
ANALYSIS YEAR: 2025 Background
Without Project

| 15 Min Period | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | | ONE HOUR SUM |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| lanes | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EER | WBL | WBT | WBR | TOTAL | |
| 4:00-4:15 | | 88 | | | 89 | | | | | | | | 177 | 813 |
| 4:15-4:30 | | 116 | | | 111 | | | | | | | | 227 | 847 |
| 4:30-4:45 | | 95 | | | 103 | | | | | | | | 198 | 810 |
| 4:45-5:00 | | 85 | | | 126 | | | | | | | | 211 | 802 |
| 5:00-5:15 | | 102 | | | 109 | | | | | | | | 211 | 730 |
| 5:15-5:30 | | 91 | | | 99 | | | | | | | | 190 | |
| 5:30-5:45 | | 98 | | | 92 | | | | | | | | 190 | |
| 5:45-6:00 | | 71 | | | 68 | | | | | | | | 139 | |




PM PEAK HOUR IS FROM: 4:15PM TO 5:15PM

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Volumes | 16 (1) | 398 | 0 | 0 | 449 | 17 (1) | 53 (1) | 0 | 43 (1) | 0 | 0 | 0 | 847 | |
| Season Factor | 16 | 398 | 0 | 0 | 449 | 17 | 53 | 0 | 43 | 0 | 0 | 0 | 976 | |
| Growth | 17 | 435 | 0 | 0 | 491 | 19 | 58 | 0 | 47 | 0 | 0 | 0 | 1067 | |
| In/Out | - | - | - | - | - | - | - | - | - | - | - | - | | |
| Percentage | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | |
| PROJECT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |

Seasonal Factor: 1
Growth Rate: 1.015
Years Grown: 6
PHF: 0.93

| | Trips In | Trips Out |
|---|---|---|
| | 0 | 0 |

SUBPROJECTS

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| % | | 10% | 15% | 25% | 15% | | | | | 45.00% | | 30% | | | | |
| In/Out | - | OUT | IN | IN | IN | - | - | - | - | OUT | - | OUT | | | | |
| Volume | 0 | 28 | 14 | 23 | 14 | 0 | 0 | 0 | 0 | 128 | 0 | 85 | 292 | Kings Highway Commerce Park (Phase 1) | 90 | 284 |
| % | | 30.0% | | | 30.0% | | | | | | | | | | | |
| In/Out | | IN | | | OUT | | | | | | | | | | | |
| Volume | 0 | 16 | 0 | 0 | 59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 74 | St Lucie Commerce Center (25%) | 52 | 196 |
| % | | 2.0% | | | 2.0% | | | | | | | | | | | |
| In/Out | | IN | | | OUT | | | | | | | | | | | |
| Volume | 0 | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | Whispering Oaks | 172 | 94 |
| % | | 2.0% | | | 2.0% | | | | | | | | | | | |
| In/Out | | IN | | | OUT | | | | | | | | | | | |
| Volume | 0 | 4 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | Bent Creek (50%) | 193 | 113 |
| % | | 15.0% | | | 15.0% | | | | | | | | | | | |
| In/Out | | IN | | | OUT | | | | | | | | | | | |
| Volume | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | Wawa Kings | 57 | 58 |
| % | | 52.0% | | | 52.0% | | | | | | | | | | | |
| In/Out | | IN | | | OUT | | | | | | | | | | | |
| Volume | 0 | 238 | 0 | 0 | 112 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 350 | Kings Highway Warehouse | 458 | 215 |
| % | | 15.0% | | | 15.0% | | | | | | | | | | | |
| In/Out | | IN | | | OUT | | | | | | | | | | | |
| Volume | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | Stonemont | 68 | 185 |
| % | | 30.0% | | | 30.0% | | | | | | | | | | | |
| In/Out | | OUT | | | IN | | | | | | | | | | | |
| Volume | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | Walsh Crossroads | 10 | 11 |
| % | 40% | 0% | 0% | 0% | 0% | 30% | 50% | 5% | 40% | 0% | 5% | 0% | | | | |
| In/Out | IN | - | - | - | - | IN | OUT | OUT | OUT | - | IN | - | | | | |
| Volume | 12 | 0 | 0 | 0 | 0 | 15 | 43 | 4 | 34 | 0 | 1 | 0 | 108 | Project Hunt | 29 | 85 |
| % | | 2.0% | | | 2.0% | | | | | | | | | | | |
| In/Out | | IN | | | OUT | | | | | | | | | | | |
| Volume | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | Celebration Pointe (25%) | 100 | 57 |
| Subtotal | 12 | 313 | 14 | 23 | 212 | 15 | 43 | 4 | 34 | 128 | 1 | 85 | 884 | Effective Growth Rate: 12.24% | | |
| Total | 29 | 748 | 14 | 23 | 703 | 33 | 100 | 4 | 81 | 128 | 1 | 85 | 1551 | | | |

(1) Based on existing uses Trip Gen & 55%/45% N/S Split

# HCS Two-Way Stop-Control Report

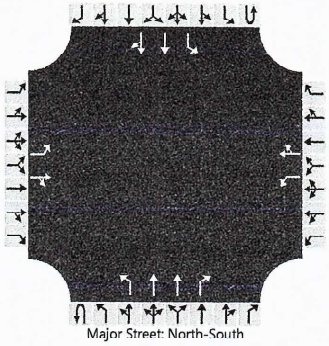
## General Information

| | |
|---|---|
| Analyst | James Kemp |
| Agency/Co. | O'Rourke Engineering |
| Date Performed | 3/6/2023 |
| Analysis Year | 2025 |
| Time Analyzed | PM Peak Hour |
| Intersection Orientation | North-South |
| Project Description | Background - without Project |

## Site Information

| | |
|---|---|
| Intersection | Kings Hwy & White Rd |
| Jurisdiction | St. Lucie County |
| East/West Street | White Road |
| North/South Street | Kings Hwy |
| Peak Hour Factor | 0.93 |
| Analysis Time Period (hrs) | 0.25 |

## Lanes




## Vehicle Volumes and Adjustments

| Approach | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Priority | | 10 | 11 | 12 | | 7 | 8 | 9 | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 |
| Number of Lanes | | 1 | 1 | 0 | | 1 | 1 | 0 | 0 | 1 | 2 | 1 | 0 | 1 | 2 | 0 |
| Configuration | | L | | TR | | L | | TR | | L | T | R | | L | T | TR |
| Volume (veh/h) | | 100 | 4 | 81 | | 128 | 1 | 85 | 0 | 29 | 748 | 14 | 0 | 23 | 703 | 33 |
| Percent Heavy Vehicles (%) | | 10 | 10 | 10 | | 18 | 18 | 18 | 3 | 10 | | | 3 | 18 | | |
| Proportion Time Blocked | | | | | | | | | | | | | | | | |
| Percent Grade (%) | | 0 | | | | 0 | | | | | | | | | | |
| Right Turn Channelized | | | | | | | | | | No | | | | | | |
| Median Type \| Storage | | Left Only | | | | | | | | 1 | | | | | | |

## Critical and Follow-up Headways

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Critical Headway (sec) | | 7.5 | 6.5 | 6.9 | | 7.5 | 6.5 | 6.9 | | 4.1 | | | | 4.1 | | |
| Critical Headway (sec) | | 7.70 | 6.70 | 7.10 | | 7.86 | 6.86 | 7.26 | | 4.30 | | | | 4.46 | | |
| Base Follow-Up Headway (sec) | | 3.5 | 4.0 | 3.3 | | 3.5 | 4.0 | 3.3 | | 2.2 | | | | 2.2 | | |
| Follow-Up Headway (sec) | | 3.60 | 4.10 | 3.40 | | 3.68 | 4.18 | 3.48 | | 2.30 | | | | 2.38 | | |

## Delay, Queue Length, and Level of Service

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Flow Rate, v (veh/h) | | 108 | | 91 | | 138 | | 92 | | 31 | | | | 25 | | |
| Capacity, c (veh/h) | | 194 | | 445 | | 176 | | 514 | | 775 | | | | 710 | | |
| v/c Ratio | | 0.55 | | 0.21 | | 0.78 | | 0.18 | | 0.04 | | | | 0.03 | | |
| 95% Queue Length, $Q_{95}$ (veh) | | 2.9 | | 0.8 | | 5.2 | | 0.7 | | 0.1 | | | | 0.1 | | |
| Control Delay (s/veh) | | 44.4 | | 15.2 | | 73.9 | | 13.5 | | 9.8 | | | | 10.3 | | |
| Level of Service (LOS) | | E | | C | | F | | B | | A | | | | B | | |
| Approach Delay (s/veh) | | 31.0 | | | | 49.6 | | | | 0.4 | | | | 0.3 | | |
| Approach LOS | | D | | | | E | | | | A | | | | A | | |

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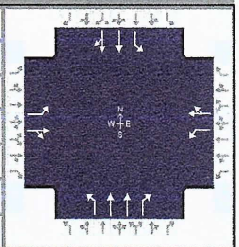
# HCS Signalized Intersection Results Summary

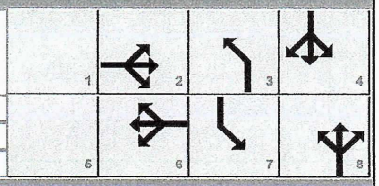
| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | O'Rourke Engineering & Planning | | | Duration, h | 0.250 |
| Analyst | MM | Analysis Date | Sep 19, 2022 | Area Type | Other |
| Jurisdiction | St. Lucie | Time Period | PM Peak Hour | PHF | 0.93 |
| Urban Street | Kings Hwy | Analysis Year | 2025 | Analysis Period | 1> 7:00 |
| Intersection | White Rd | File Name | Kings & White (WITHOUT PROJECT) - PM - 3.6.... | | |
| Project Description | Background - Without Project | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 100 | 4 | 81 | 128 | 1 | 85 | 29 | 748 | 14 | 23 | 703 | 33 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 140.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 44.0 | 14.0 | 64.0 | 0.0 | 0.0 | 0.0 | |
| Yellow | 4.0 | 4.0 | 4.0 | 0.0 | 0.0 | 0.0 | |
| Red | 2.0 | 2.0 | 2.0 | 0.0 | 0.0 | 0.0 | |




| Timer Results | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Assigned Phase | | 2 | | 6 | 3 | 8 | 7 | 4 |
| Case Number | | 6.0 | | 6.0 | 1.1 | 3.0 | 1.1 | 4.0 |
| Phase Duration, s | | 50.0 | | 50.0 | 20.0 | 70.0 | 20.0 | 70.0 |
| Change Period, ( $Y+R_c$ ), s | | 6.0 | | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Max Allow Headway ( *MAH* ), s | | 0.0 | | 0.0 | 3.1 | 3.0 | 3.1 | 3.0 |
| Queue Clearance Time ( $g_s$ ), s | | | | | 3.3 | 30.2 | 3.2 | 28.1 |
| Green Extension Time ( $g_e$ ), s | | 0.0 | | 0.0 | 0.0 | 3.8 | 0.0 | 3.8 |
| Phase Call Probability | | | | | 1.00 | 1.00 | 1.00 | 1.00 |
| Max Out Probability | | | | | 0.00 | 0.00 | 0.00 | 0.00 |

| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Adjusted Flow Rate ( *v* ), veh/h | 108 | 91 | | 138 | 92 | | 31 | 804 | 15 | 25 | 399 | 393 |
| Adjusted Saturation Flow Rate ( *s* ), veh/h/ln | 1324 | 1331 | | 1326 | 1210 | | 1485 | 1484 | 1208 | 1358 | 1559 | 1534 |
| Queue Service Time ( $g_s$ ), s | 9.2 | 7.1 | | 11.9 | 7.9 | | 1.3 | 28.2 | 1.0 | 1.2 | 26.1 | 26.1 |
| Cycle Queue Clearance Time ( $g_c$ ), s | 17.1 | 7.1 | | 19.0 | 7.9 | | 1.3 | 28.2 | 1.0 | 1.2 | 26.1 | 26.1 |
| Green Ratio ( *g/C* ) | 0.31 | 0.31 | | 0.31 | 0.31 | | 0.56 | 0.46 | 0.46 | 0.56 | 0.46 | 0.46 |
| Capacity ( *c* ), veh/h | 393 | 418 | | 401 | 380 | | 346 | 1357 | 552 | 312 | 713 | 701 |
| Volume-to-Capacity Ratio ( *X* ) | 0.274 | 0.219 | | 0.343 | 0.243 | | 0.090 | 0.593 | 0.027 | 0.079 | 0.559 | 0.560 |
| Back of Queue ( *Q* ), ft/ln ( 95 th percentile) | 144.2 | 130.5 | | 188 | 142.3 | | 24 | 449.9 | 15.6 | 20.2 | 440.5 | 434.9 |
| Back of Queue ( *Q* ), veh/ln ( 95 th percentile) | 5.8 | 4.4 | | 7.5 | 4.5 | | 0.8 | 15.2 | 0.5 | 0.6 | 14.9 | 14.7 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay ( $d_1$ ), s/veh | 42.0 | 35.3 | | 42.3 | 35.6 | | 17.0 | 28.3 | 20.9 | 17.4 | 27.7 | 27.7 |
| Incremental Delay ( $d_2$ ), s/veh | 1.7 | 1.2 | | 2.3 | 1.5 | | 0.0 | 0.5 | 0.0 | 0.0 | 0.6 | 0.6 |
| Initial Queue Delay ( $d_3$ ), s/veh | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay ( *d* ), s/veh | 43.7 | 36.5 | | 44.7 | 37.1 | | 17.1 | 28.8 | 20.9 | 17.5 | 28.3 | 28.3 |
| Level of Service (LOS) | D | D | | D | D | | B | C | C | B | C | C |
| Approach Delay, s/veh / LOS | 40.4 | D | | 41.6 | D | | 28.2 | C | | 28.0 | C | |
| Intersection Delay, s/veh / LOS | 30.8 | | | | | | C | | | | | |

| Multimodal Results | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian LOS Score / LOS | 2.45 | B | 2.30 | B | 1.92 | B | 1.92 | B |
| Bicycle LOS Score / LOS | 0.82 | A | 0.87 | A | 1.19 | A | 1.16 | A |

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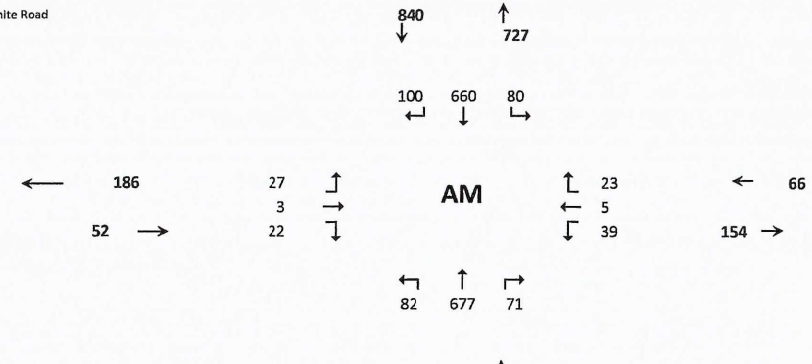
# TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Kings Highway
EW STREET: White Road
CONTROL: TWSC
FILENAME:
COUNT DATE: 2/12/2019
DAY:
CITY: Ft Pierce
INTERSECTION: Kings Highway & White Road
REPORT DATE: 6/22/2022
ANALYSIS YEAR: 2025
With Project

| 15 Min Period | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | | ONE HOUR SUM |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | TOTAL | |
| 7:00-7:15 | | 91 | | | 81 | | | | | | | | 172 | 701 |
| 7:15-7:30 | | 81 | | | 76 | | | | | | | | 157 | 708 |
| 7:30-7:45 | | 100 | | | 101 | | | | | | | | 201 | 730 |
| 7:45-8:00 | | 90 | | | 81 | | | | | | | | 171 | 672 |
| 8:00-8:15 | | 86 | | | 93 | | | | | | | | 179 | 642 |
| 8:15-8:30 | | 88 | | | 91 | | | | | | | | 179 | |
| 8:30-8:45 | | 80 | | | 63 | | | | | | | | 143 | |
| 8:45-9:00 | | 50 | | | 91 | | | | | | | | 141 | |




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

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Volumes | 44(1) | 364 | 0 | 0 | 366 | 53(1) | 17(1) | 0 | 14(1) | 0 | 0 | 0 | 730 | |
| Season Factor | 44 | 364 | 0 | 0 | 366 | 53 | 17 | 0 | 14 | 0 | 0 | 0 | 858 | |
| Growth | 48 | 398 | 0 | 0 | 400 | 58 | 19 | 0 | 15 | 0 | 0 | 0 | 938 | |
| In/Out | - | IN | IN | IN | OUT | - | - | IN | - | OUT | OUT | OUT | | |
| Percentage | 0% | 10% | 33% | 10% | 10% | 0% | 0% | 2% | 0% | 33% | 2% | 10% | | |
| PROJECT | 0 | 9 | 29 | 9 | 2 | 0 | 0 | 2 | 0 | 7 | 0 | 2 | 60 | |

Seasonal Factor: 1
Growth Rate: 1.015
Years Grown: 6
PHF: 0.91

| SUBPROJECTS | | | | | | | | | | | | | | | Trips In | Trips Out |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| % | 0% | 10% | 15% | 25% | 15% | 0% | 0% | 0% | 0% | 45% | 0% | 30% | | | | |
| In/Out | - | OUT | IN | IN | IN | - | - | - | - | OUT | - | OUT | | | | |
| Volume | 0 | 7 | 42 | 71 | 42 | 0 | 0 | 0 | 0 | 32 | 0 | 21 | 215 | Kings Highway Commerce Park (Phase 1) | 283 | 71 |
| % | | 30.0% | | | 30.0% | | | | | | | | | | | |
| In/Out | | IN | | | OUT | | | | | | | | | | | |
| Volume | 0 | 42 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | St Lucie Commerce Center (25%) | 141 | 31 |
| % | | 2.0% | | | 2.0% | | | | | | | | | | | |
| In/Out | | IN | | | OUT | | | | | | | | | | | |
| Volume | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | Whispering Oaks | 45 | 167 |
| % | | 2.0% | | | 2.0% | | | | | | | | | | | |
| In/Out | | IN | | | OUT | | | | | | | | | | | |
| Volume | 0 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | Bent Creek (50%) | 62 | 186 |
| % | | 15.0% | | | 15.0% | | | | | | | | | | | |
| In/Out | | IN | | | OUT | | | | | | | | | | | |
| Volume | 0 | 9 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | Wawa Kings | 63 | 64 |
| % | | 52.0% | | | 52.0% | | | | | | | | | | | |
| In/Out | | IN | | | OUT | | | | | | | | | | | |
| Volume | 0 | 178 | 0 | 0 | 177 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 355 | Kings Highway Warehouse | 342 | 341 |
| % | | 15.0% | | | 15.0% | | | | | | | | | | | |
| In/Out | | IN | | | OUT | | | | | | | | | | | |
| Volume | 0 | 30 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | Stonemont | 197 | 55 |
| % | | 30.0% | | | 30.0% | | | | | | | | | | | |
| In/Out | | OUT | | | IN | | | | | | | | | | | |
| Volume | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | Walsh Crossroads | 7 | 5 |
| % | 40% | 0% | 0% | 0% | 0% | 50% | 50% | 5% | 40% | 0% | 5% | 0% | | | | |
| In/Out | IN | - | - | - | - | IN | OUT | OUT | OUT | - | IN | - | | | | |
| Volume | 34 | 0 | 0 | 0 | 0 | 42 | 9 | 1 | 7 | 0 | 4 | 0 | 96 | Project Hunt | 84 | 17 |
| % | | 2.0% | | | 2.0% | | | | | | | | | | | |
| In/Out | | IN | | | OUT | | | | | | | | | | | |
| Volume | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | Celebration Pointe (25%) | 30 | 96 |
| Subtotal | 34 | 270 | 42 | 71 | 258 | 42 | 9 | 1 | 7 | 32 | 4 | 21 | 790 | Effective Growth Rate: 12.38% | | |
| Total | 82 | 677 | 71 | 80 | 660 | 100 | 27 | 3 | 22 | 39 | 5 | 23 | 1788 | | | |

(1) Based on existing uses Trip Gen & 55%/45% N/S Split

# HCS Two-Way Stop-Control Report

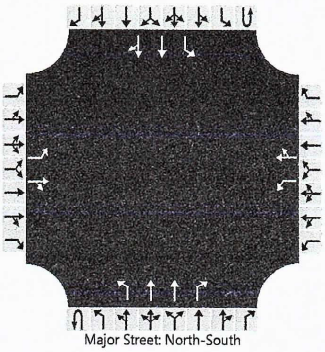
## General Information

| | |
|---|---|
| Analyst | James Kemp |
| Agency/Co. | O'Rourke Engineering |
| Date Performed | 3/6/2023 |
| Analysis Year | 2025 |
| Time Analyzed | AM Peak Hour |
| Intersection Orientation | North-South |
| Project Description | Buildout - with Project |

## Site Information

| | |
|---|---|
| Intersection | Kings Hwy & White Rd |
| Jurisdiction | St. Lucie County |
| East/West Street | White Road |
| North/South Street | Kings Hwy |
| Peak Hour Factor | 0.91 |
| Analysis Time Period (hrs) | 0.25 |

## Lanes




## Vehicle Volumes and Adjustments

| Approach | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Priority | | 10 | 11 | 12 | | 7 | 8 | 9 | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 |
| Number of Lanes | | 1 | 1 | 0 | | 1 | 1 | 0 | 0 | 1 | 2 | 1 | 0 | 1 | 2 | 0 |
| Configuration | | L | | TR | | L | | TR | | L | T | R | | L | T | TR |
| Volume (veh/h) | | 27 | 3 | 22 | | 39 | 5 | 23 | 0 | 82 | 677 | 71 | 0 | 80 | 660 | 100 |
| Percent Heavy Vehicles (%) | | 10 | 10 | 10 | | 18 | 18 | 18 | 3 | 10 | | | 3 | 18 | | |
| Proportion Time Blocked | | | | | | | | | | | | | | | | |
| Percent Grade (%) | 0 | | | | 0 | | | | | | | | | | | |
| Right Turn Channelized | | | | | | | | | No | | | | | | | |
| Median Type \| Storage | Left Only | | | | | | | | 1 | | | | | | | |

## Critical and Follow-up Headways

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Critical Headway (sec) | | 7.5 | 6.5 | 6.9 | | 7.5 | 6.5 | 6.9 | | 4.1 | | | | 4.1 | | |
| Critical Headway (sec) | | 7.70 | 6.70 | 7.10 | | 7.86 | 6.86 | 7.26 | | 4.30 | | | | 4.46 | | |
| Base Follow-Up Headway (sec) | | 3.5 | 4.0 | 3.3 | | 3.5 | 4.0 | 3.3 | | 2.2 | | | | 2.2 | | |
| Follow-Up Headway (sec) | | 3.60 | 4.10 | 3.40 | | 3.68 | 4.18 | 3.48 | | 2.30 | | | | 2.38 | | |

## Delay, Queue Length, and Level of Service

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Flow Rate, v (veh/h) | | 30 | | 27 | | 43 | | 31 | | 90 | | | | 88 | | |
| Capacity, c (veh/h) | | 127 | | 233 | | 128 | | 176 | | 745 | | | | 708 | | |
| v/c Ratio | | 0.23 | | 0.12 | | 0.33 | | 0.18 | | 0.12 | | | | 0.12 | | |
| 95% Queue Length, $Q_{95}$ (veh) | | 0.9 | | 0.4 | | 1.3 | | 0.6 | | 0.4 | | | | 0.4 | | |
| Control Delay (s/veh) | | 41.8 | | 22.5 | | 46.7 | | 29.8 | | 10.5 | | | | 10.8 | | |
| Level of Service (LOS) | | E | | C | | E | | D | | B | | | | B | | |
| Approach Delay (s/veh) | 32.5 | | | | 39.6 | | | | 1.0 | | | | 1.0 | | | |
| Approach LOS | D | | | | E | | | | A | | | | A | | | |

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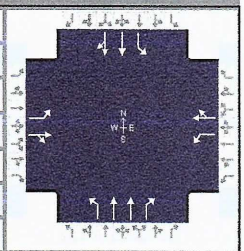
# HCS Signalized Intersection Results Summary

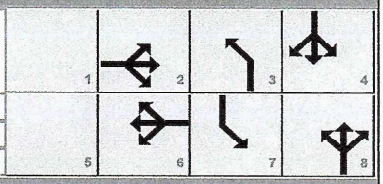
| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | O'Rourke Engineering & Planning | | | Duration, h | 0.250 |
| Analyst | MM | Analysis Date | Sep 19, 2022 | Area Type | Other |
| Jurisdiction | St. Lucie | Time Period | AM Peak Hour | PHF | 0.91 |
| Urban Street | Kings Hwy | Analysis Year | 2025 with project | Analysis Period | 1> 7:00 |
| Intersection | White Rd | File Name | Kings & White (WITH PROJECT) - AM - 3.6.23.xus | | |
| Project Description | Future Total - With Project | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 27 | 3 | 22 | 39 | 5 | 23 | 82 | 677 | 71 | 80 | 660 | 100 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 140.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 44.0 | 14.0 | 64.0 | 0.0 | 0.0 | 0.0 | |
| Yellow | 4.0 | 4.0 | 4.0 | 0.0 | 0.0 | 0.0 | |
| Red | 2.0 | 2.0 | 2.0 | 0.0 | 0.0 | 0.0 | |




| Timer Results | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Assigned Phase | | 2 | | 6 | 3 | 8 | 7 | 4 |
| Case Number | | 6.0 | | 6.0 | 1.1 | 3.0 | 1.1 | 4.0 |
| Phase Duration, s | | 50.0 | | 50.0 | 20.0 | 70.0 | 20.0 | 70.0 |
| Change Period, ( $Y+R_c$ ), s | | 6.0 | | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Max Allow Headway ( *MAH* ), s | | 0.0 | | 0.0 | 3.1 | 3.1 | 3.1 | 3.1 |
| Queue Clearance Time ( $g_s$ ), s | | | | | 6.0 | 27.4 | 6.3 | 30.7 |
| Green Extension Time ( $g_e$ ), s | | 0.0 | | 0.0 | 0.1 | 4.0 | 0.1 | 4.0 |
| Phase Call Probability | | | | | 1.00 | 1.00 | 1.00 | 1.00 |
| Max Out Probability | | | | | 0.00 | 0.00 | 0.00 | 0.00 |

| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Adjusted Flow Rate ( *v* ), veh/h | 30 | 27 | | 43 | 31 | | 90 | 744 | 78 | 88 | 427 | 408 |
| Adjusted Saturation Flow Rate ( *s* ), veh/h/ln | 1401 | 1346 | | 1405 | 1242 | | 1485 | 1484 | 1208 | 1358 | 1559 | 1487 |
| Queue Service Time ( $g_s$ ), s | 2.1 | 2.0 | | 3.1 | 2.4 | | 4.0 | 25.4 | 5.2 | 4.3 | 28.7 | 28.7 |
| Cycle Queue Clearance Time ( $g_c$ ), s | 4.6 | 2.0 | | 5.1 | 2.4 | | 4.0 | 25.4 | 5.2 | 4.3 | 28.7 | 28.7 |
| Green Ratio ( *g/C* ) | 0.31 | 0.31 | | 0.31 | 0.31 | | 0.56 | 0.46 | 0.46 | 0.56 | 0.46 | 0.46 |
| Capacity ( *c* ), veh/h | 467 | 423 | | 473 | 390 | | 330 | 1357 | 552 | 330 | 713 | 680 |
| Volume-to-Capacity Ratio ( *X* ) | 0.064 | 0.065 | | 0.091 | 0.079 | | 0.273 | 0.548 | 0.141 | 0.266 | 0.599 | 0.600 |
| Back of Queue ( Q ), ft/ln ( 95 th percentile) | 34.6 | 37 | | 50.2 | 44.4 | | 72.6 | 411.2 | 85.1 | 75.5 | 478.6 | 460.8 |
| Back of Queue ( Q ), veh/ln ( 95 th percentile) | 1.4 | 1.3 | | 2.0 | 1.4 | | 2.5 | 13.9 | 2.7 | 2.4 | 16.2 | 15.6 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay ( $d_1$ ), s/veh | 35.4 | 33.6 | | 35.4 | 33.8 | | 18.7 | 27.5 | 22.1 | 17.9 | 28.4 | 28.4 |
| Incremental Delay ( $d_2$ ), s/veh | 0.3 | 0.3 | | 0.4 | 0.4 | | 0.2 | 0.3 | 0.0 | 0.2 | 1.0 | 1.0 |
| Initial Queue Delay ( $d_3$ ), s/veh | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay ( *d* ), s/veh | 35.6 | 33.9 | | 35.8 | 34.1 | | 18.8 | 27.8 | 22.1 | 18.0 | 29.4 | 29.5 |
| Level of Service (LOS) | D | C | | D | C | | B | C | C | B | C | C |
| Approach Delay, s/veh / LOS | 34.8 | C | | 35.1 | D | | 26.4 | C | | 28.4 | C | |
| Intersection Delay, s/veh / LOS | 27.9 | | | | | | C | | | | | |

| Multimodal Results | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian LOS Score / LOS | 2.45 | B | 2.30 | B | 1.92 | B | 1.92 | B |
| Bicycle LOS Score / LOS | 0.58 | A | 0.61 | A | 1.24 | A | 1.25 | A |

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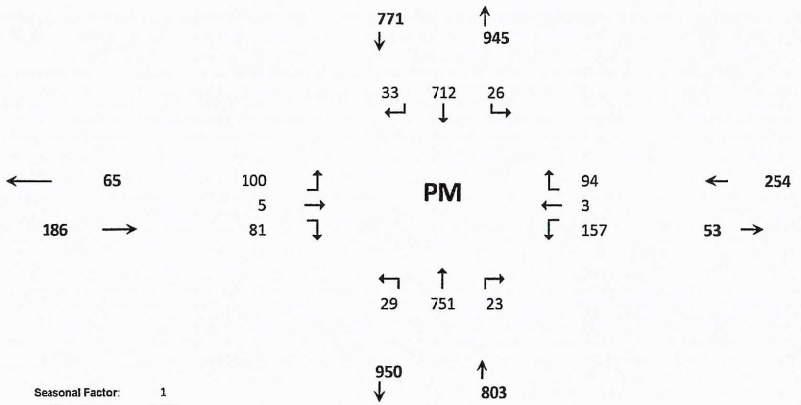
# TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Kings Highway
E/W STREET: White Road
CONTROL: TWSC
FILENAME:
COUNT DATE: 2/12/2019
DAY:
CITY: Ft Pierce
REPORT DATE: 3/24/2022
ANALYSIS YEAR: 2025
With Project

| 15 Min Period lanes | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | | ONE HOUR SUM |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | TOTAL | |
| 4:00-4:15 | | 88 | | | 89 | | | | | | | | 177 | 813 |
| 4:15-4:30 | | 116 | | | 111 | | | | | | | | 227 | 847 |
| 4:30-4:45 | | 95 | | | 103 | | | | | | | | 198 | 810 |
| 4:45-5:00 | | 85 | | | 126 | | | | | | | | 211 | 802 |
| 5:00-5:15 | | 102 | | | 109 | | | | | | | | 211 | 730 |
| 5:15-5:30 | | 91 | | | 99 | | | | | | | | 190 | |
| 5:30-5:45 | | 98 | | | 92 | | | | | | | | 190 | |
| 5:45-6:00 | | 71 | | | 68 | | | | | | | | 139 | |




PM PEAK HOUR IS FROM: 4:15PM TO 5:15PM

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Volumes | 16 [1] | 398 | 0 | 0 | 449 | 17 [1] | 53 [1] | 0 | 43 [1] | 0 | 0 | 0 | 847 | |
| Season Factor | 16 | 398 | 0 | 0 | 449 | 17 | 53 | 0 | 43 | 0 | 0 | 0 | 976 | |
| Growth | 17 | 435 | 0 | 0 | 491 | 19 | 58 | 0 | 47 | 0 | 0 | 0 | 1067 | |
| In/Out | - | IN | IN | IN | OUT | - | - | IN | - | OUT | OUT | OUT | | |
| Percentage | 0% | 10% | 33% | 10% | 10% | 0% | 0% | 2% | 0% | 33% | 2% | 10% | | |
| PROJECT | 0 | 3 | 9 | 3 | 9 | 0 | 0 | 1 | 0 | 29 | 2 | 9 | 62 | |

Seasonal Factor: 1
Growth Rate: 1.015
Years Grown: 6
PHF: 0.93

| SUBPROJECTS | | | | | | | | | | | | | | Trips In | Trips Out |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| % | | 10% | 15% | 25% | 15% | | | | | 45.00% | | 30% | | | |
| In/Out | - | OUT | IN | IN | IN | - | - | - | - | OUT | - | OUT | | | |
| Volume | 0 | 28 | 14 | 23 | 14 | 0 | 0 | 0 | 0 | 128 | 0 | 85 | 292 | Kings Highway Commerce Park (Phase 1) | 90 | 284 |
| % | | 30.0% | | | 30.0% | | | | | | | | | | |
| In/Out | | IN | | | OUT | | | | | | | | | | |
| Volume | 0 | 16 | 0 | 0 | 59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 74 | St Lucie Commerce Center (25%) | 52 | 196 |
| % | | 2.0% | | | 2.0% | | | | | | | | | | |
| In/Out | | IN | | | OUT | | | | | | | | | | |
| Volume | 0 | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | Whispering Oaks | 172 | 94 |
| % | | 2.0% | | | 2.0% | | | | | | | | | | |
| In/Out | | IN | | | OUT | | | | | | | | | | |
| Volume | 0 | 4 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | Bent Creek (50%) | 193 | 113 |
| % | | 15.0% | | | 15.0% | | | | | | | | | | |
| In/Out | | IN | | | OUT | | | | | | | | | | |
| Volume | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | Wawa Kings | 57 | 58 |
| % | | 52.0% | | | 52.0% | | | | | | | | | | |
| In/Out | | IN | | | OUT | | | | | | | | | | |
| Volume | 0 | 238 | 0 | 0 | 112 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 350 | Kings Highway Warehouse | 458 | 216 |
| % | | 15.0% | | | 15.0% | | | | | | | | | | |
| In/Out | | IN | | | OUT | | | | | | | | | | |
| Volume | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | Stonemont | 68 | 186 |
| % | | 30.0% | | | 30.0% | | | | | | | | | | |
| In/Out | | OUT | | | IN | | | | | | | | | | |
| Volume | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | Walsh Crossroads | 10 | 11 |
| % | 40% | 0% | 0% | 0% | 0% | 50% | 50% | 5% | 40% | 0% | 5% | 0% | | | | |
| In/Out | IN | - | - | - | - | IN | OUT | OUT | OUT | - | IN | - | | | | |
| Volume | 12 | 0 | 0 | 0 | 0 | 15 | 43 | 4 | 34 | 0 | 1 | 0 | 108 | Project Hunt | 29 | 85 |
| % | | 2.0% | | | 2.0% | | | | | | | | | | |
| In/Out | | IN | | | OUT | | | | | | | | | | |
| Volume | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | Celebration Pointe (25%) | 100 | 57 |
| Subtotal | 12 | 313 | 14 | 23 | 212 | 15 | 43 | 4 | 34 | 128 | 1 | 85 | 884 | Effective Growth Rate: | 12.24% | |
| Total | 29 | 751 | 23 | 26 | 712 | 33 | 100 | 5 | 81 | 157 | 3 | 94 | 2013 | | | |

(1) Based on existing uses Trip Gen & 55%/45% N/S Split

D-13

# HCS Two-Way Stop-Control Report

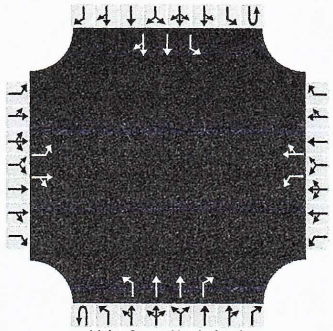
## General Information

| | |
|---|---|
| Analyst | James Kemp |
| Agency/Co. | O'Rourke Engineering |
| Date Performed | 3/6/2023 |
| Analysis Year | 2025 |
| Time Analyzed | PM Peak Hour |
| Intersection Orientation | North-South |
| Project Description | Buildout - with Project |

## Site Information

| | |
|---|---|
| Intersection | Kings Hwy & White Rd |
| Jurisdiction | St. Lucie County |
| East/West Street | White Road |
| North/South Street | Kings Hwy |
| Peak Hour Factor | 0.93 |
| Analysis Time Period (hrs) | 0.25 |

## Lanes



Major Street: North-South

## Vehicle Volumes and Adjustments

| Approach | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Priority | | 10 | 11 | 12 | | 7 | 8 | 9 | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 |
| Number of Lanes | | 1 | 1 | 0 | | 1 | 1 | 0 | 0 | 1 | 2 | 1 | 0 | 1 | 2 | 0 |
| Configuration | | L | | TR | | L | | TR | | L | T | R | | L | T | TR |
| Volume (veh/h) | | 100 | 5 | 81 | | 157 | 3 | 94 | 0 | 29 | 751 | 23 | 0 | 26 | 712 | 33 |
| Percent Heavy Vehicles (%) | | 10 | 10 | 10 | | 18 | 18 | 18 | 3 | 10 | | | 3 | 18 | | |
| Proportion Time Blocked | | | | | | | | | | | | | | | | |
| Percent Grade (%) | | 0 | | | | 0 | | | | | | | | | | |
| Right Turn Channelized | | | | | | | | | | No | | | | | | |
| Median Type \| Storage | | Left Only | | | | | | | | 1 | | | | | | |

## Critical and Follow-up Headways

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Critical Headway (sec) | | 7.5 | 6.5 | 6.9 | | 7.5 | 6.5 | 6.9 | | 4.1 | | | | 4.1 | | |
| Critical Headway (sec) | | 7.70 | 6.70 | 7.10 | | 7.86 | 6.86 | 7.26 | | 4.30 | | | | 4.46 | | |
| Base Follow-Up Headway (sec) | | 3.5 | 4.0 | 3.3 | | 3.5 | 4.0 | 3.3 | | 2.2 | | | | 2.2 | | |
| Follow-Up Headway (sec) | | 3.60 | 4.10 | 3.40 | | 3.68 | 4.18 | 3.48 | | 2.30 | | | | 2.38 | | |

## Delay, Queue Length, and Level of Service

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Flow Rate, v (veh/h) | | 108 | | 92 | | 169 | | 104 | | 31 | | | | 28 | | |
| Capacity, c (veh/h) | | 183 | | 413 | | 172 | | 454 | | 768 | | | | 701 | | |
| v/c Ratio | | 0.59 | | 0.22 | | 0.98 | | 0.23 | | 0.04 | | | | 0.04 | | |
| 95% Queue Length, $Q_{95}$ (veh) | | 3.2 | | 0.8 | | 7.8 | | 0.9 | | 0.1 | | | | 0.1 | | |
| Control Delay (s/veh) | | 49.4 | | 16.2 | | 118.2 | | 15.3 | | 9.9 | | | | 10.3 | | |
| Level of Service (LOS) | | E | | C | | F | | C | | A | | | | B | | |
| Approach Delay (s/veh) | | 34.1 | | | | 78.9 | | | | 0.4 | | | | 0.3 | | |
| Approach LOS | | D | | | | F | | | | A | | | | A | | |

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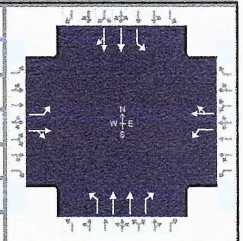
# HCS Signalized Intersection Results Summary

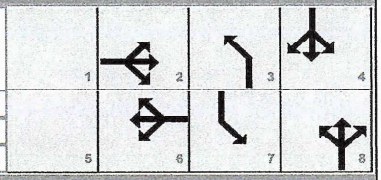
| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | O'Rourke Engineering & Planning | | | Duration, h | 0.250 |
| Analyst | MM | Analysis Date | Sep 19, 2022 | Area Type | Other |
| Jurisdiction | St. Lucie | Time Period | PM Peak Hour | PHF | 0.93 |
| Urban Street | Kings Hwy | Analysis Year | 2025 | Analysis Period | 1> 7:00 |
| Intersection | White Rd | File Name | Kings & White (WITH PROJECT) - PM - 3.6.23.xus | | |
| Project Description | Future Total - With Project | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 100 | 5 | 81 | 157 | 3 | 94 | 29 | 751 | 23 | 26 | 712 | 33 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 140.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 44.0 | 14.0 | 64.0 | 0.0 | 0.0 | 0.0 | |
| Yellow | 4.0 | 4.0 | 4.0 | 0.0 | 0.0 | 0.0 | |
| Red | 2.0 | 2.0 | 2.0 | 0.0 | 0.0 | 0.0 | |




| Timer Results | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Assigned Phase | | 2 | | 6 | 3 | 8 | 7 | 4 |
| Case Number | | 6.0 | | 6.0 | 1.1 | 3.0 | 1.1 | 4.0 |
| Phase Duration, s | | 50.0 | | 50.0 | 20.0 | 70.0 | 20.0 | 70.0 |
| Change Period, ( $Y+R_c$ ), s | | 6.0 | | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Max Allow Headway ( *MAH* ), s | | 0.0 | | 0.0 | 3.1 | 3.0 | 3.1 | 3.0 |
| Queue Clearance Time ( $g_s$ ), s | | | | | 3.3 | 30.4 | 3.3 | 28.6 |
| Green Extension Time ( $g_e$ ), s | | 0.0 | | 0.0 | 0.0 | 3.9 | 0.0 | 3.9 |
| Phase Call Probability | | | | | 1.00 | 1.00 | 1.00 | 1.00 |
| Max Out Probability | | | | | 0.00 | 0.00 | 0.00 | 0.00 |

| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Adjusted Flow Rate ( *v* ), veh/h | 108 | 92 | | 169 | 104 | | 31 | 808 | 25 | 28 | 404 | 397 |
| Adjusted Saturation Flow Rate ( *s* ), veh/h/ln | 1310 | 1333 | | 1324 | 1214 | | 1485 | 1484 | 1208 | 1358 | 1559 | 1534 |
| Queue Service Time ( $g_s$ ), s | 9.4 | 7.2 | | 15.1 | 9.0 | | 1.3 | 28.4 | 1.6 | 1.3 | 26.5 | 26.6 |
| Cycle Queue Clearance Time ( $g_c$ ), s | 18.4 | 7.2 | | 22.2 | 9.0 | | 1.3 | 28.4 | 1.6 | 1.3 | 26.5 | 26.6 |
| Green Ratio ( *g/C* ) | 0.31 | 0.31 | | 0.31 | 0.31 | | 0.56 | 0.46 | 0.46 | 0.56 | 0.46 | 0.46 |
| Capacity ( *c* ), veh/h | 379 | 419 | | 400 | 382 | | 343 | 1357 | 552 | 311 | 713 | 701 |
| Volume-to-Capacity Ratio ( *X* ) | 0.284 | 0.221 | | 0.422 | 0.273 | | 0.091 | 0.595 | 0.045 | 0.090 | 0.566 | 0.567 |
| Back of Queue ( Q ), ft/ln ( 95 th percentile) | 146.2 | 132.2 | | 227 | 162.4 | | 24 | 452.3 | 25.8 | 22.9 | 446.9 | 441.3 |
| Back of Queue ( Q ), veh/ln ( 95 th percentile) | 5.8 | 4.5 | | 9.1 | 5.2 | | 0.8 | 15.3 | 0.8 | 0.7 | 15.1 | 14.9 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay ( $d_1$ ), s/veh | 42.9 | 35.4 | | 43.6 | 36.0 | | 17.1 | 28.3 | 21.1 | 17.5 | 27.8 | 27.8 |
| Incremental Delay ( $d_2$ ), s/veh | 1.9 | 1.2 | | 3.2 | 1.8 | | 0.0 | 0.5 | 0.0 | 0.0 | 0.7 | 0.7 |
| Initial Queue Delay ( $d_3$ ), s/veh | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay ( *d* ), s/veh | 44.8 | 36.6 | | 46.8 | 37.8 | | 17.1 | 28.8 | 21.1 | 17.6 | 28.5 | 28.5 |
| Level of Service (LOS) | D | D | | D | D | | B | C | C | B | C | C |
| Approach Delay, s/veh / LOS | 41.0 | D | | 43.4 | D | | 28.2 | C | | 28.1 | C | |
| Intersection Delay, s/veh / LOS | 31.3 | | | | | | C | | | | | |

| Multimodal Results | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian LOS Score / LOS | 2.45 | B | 2.30 | B | 1.92 | B | 1.92 | B |
| Bicycle LOS Score / LOS | 0.82 | A | 0.94 | A | 1.20 | A | 1.17 | A |

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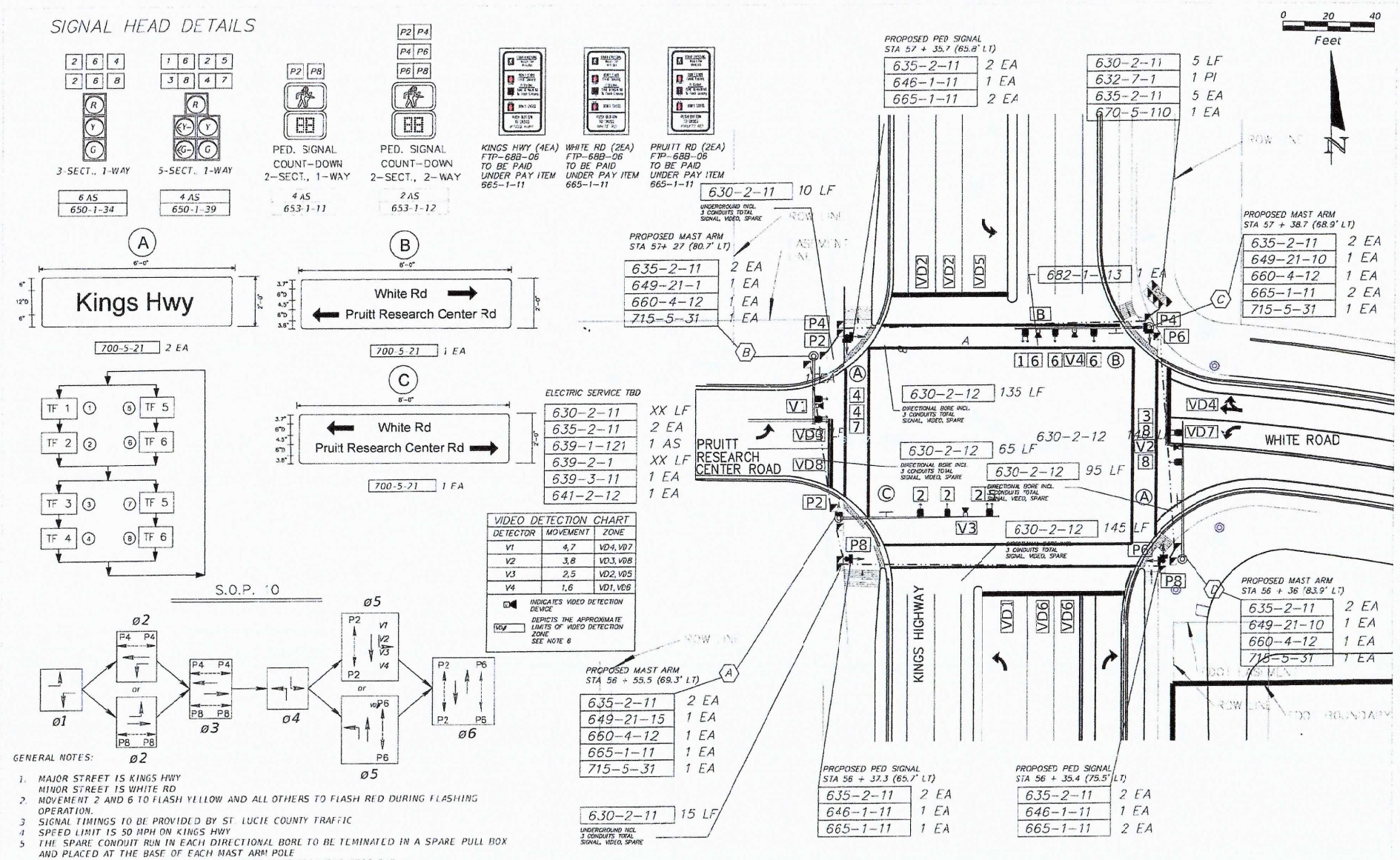



VIDEO DETECTION CHART

| DETECTOR | MOVEMENT | ZONE |
|---|---|---|
| V1 | 4,7 | VD4, VD7 |
| V2 | 3,8 | VD3, VD8 |
| V3 | 2,5 | VD2, VD5 |
| V4 | 1,6 | VD1, VD6 |

INDICATES VIDEO DETECTION DEVICE

VD# DEPICTS THE APPROXIMATE LIMITS OF VIDEO DETECTION ZONE SEE NOTE 6

GENERAL NOTES:

1. MAJOR STREET IS KINGS HWY
   MINOR STREET IS WHITE RD
2. MOVEMENT 2 AND 6 TO FLASH YELLOW AND ALL OTHERS TO FLASH RED DURING FLASHING OPERATION.
3. SIGNAL TIMINGS TO BE PROVIDED BY ST. LUCIE COUNTY TRAFFIC
4. SPEED LIMIT IS 50 MPH ON KINGS HWY
5. THE SPARE CONDUIT RUN IN EACH DIRECTIONAL BORE TO BE TEMINATED IN A SPARE PULL BOX AND PLACED AT THE BASE OF EACH MAST ARM POLE
6. THE VIDEO DETECTION ZONE WILL BE SET 60 FEET FROM THE STOP BAR.

REVISIONS

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

Susan E. O'Rourke PE #42684
O'Rourke Engineering & Planning
22 SE Seminole Street
Stuart, FL 34994
772-781-7918
Cert of Auth: 26869

ST. LUCIE COUNTY, FL
TRAFFIC ENGINEERING DIVISION

SIGNALIZATION PLAN

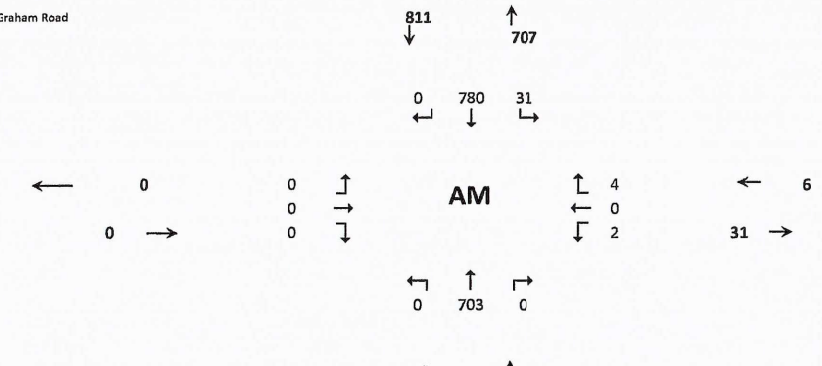
| ROAD NO. | COUNTY | FINANCIAL PROJECT ID |
|---|---|---|

SHEET NO. T-4

# TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Kings Highway
E/W STREET: Graham Road
CONTROL: TWSC
FILENAME:
COUNT DATE: 2/12/2019
DAY:
CITY: Ft Pierce
With Project
INTERSECTION: Kings Highway & Graham Road
REPORT DATE: 6/22/2022
ANALYSIS YEAR: 2025

| 15 Min Period | Northbound NBL | NBT | NBR | Southbound SBL | SBT | SBR | Eastbound EBL | EBT | EBR | Westbound WBL | WBT | WBR | TOTAL | ONE HOUR SUM |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7:00-7:15 | | 91 | | | 81 | | | | | | | | 172 | 701 |
| 7:15-7:30 | | 81 | | | 76 | | | | | | | | 157 | 708 |
| 7:30-7:45 | | 100 | | | 101 | | | | | | | | 201 | 730 |
| 7:45-8:00 | | 90 | | | 81 | | | | | | | | 171 | 672 |
| 8:00-8:15 | | 86 | | | 93 | | | | | | | | 179 | 642 |
| 8:15-8:30 | | 88 | | | 91 | | | | | | | | 179 | |
| 8:30-8:45 | | 80 | | | 63 | | | | | | | | 143 | |
| 8:45-9:00 | | 50 | | | 91 | | | | | | | | 141 | |




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

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Volumes | 0 | 364 | 0 | 0 | 366 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 730 | | |
| Season Factor | 0 | 364 | 0 | 0 | 366 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 730 | | |
| Growth | 0 | 398 | 0 | 0 | 400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 798 | | |
| In/Out | - | OUT | - | IN | IN | - | - | - | - | OUT | - | OUT | | | |
| Percentage | 0% | 25% | 0% | 35% | 10% | 0% | 0% | 0% | 0% | 10% | 0% | 20% | | | |
| PROJECT | 0 | 5 | 0 | 31 | 9 | 0 | 0 | 0 | 0 | 2 | 0 | 4 | 51 | | |
| SUBPROJECTS | | | | | | | | | | | | | | | |
| % | 0% | 40% | 0% | 0% | 40% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | |
| In/Out | - | OUT | - | - | IN | - | - | - | - | - | - | - | | | |
| Volume | 0 | 28 | 0 | 0 | 113 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 142 | Kings Highway Commerce Park | |
| % | | 30.0% | | | 30.0% | | | | | | | | | | |
| In/Out | | IN | | | OUT | | | | | | | | | | |
| Volume | 0 | 42 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | St Lucie Commerce Center (25%) | |
| % | | 2.0% | | | 2.0% | | | | | | | | | | |
| In/Out | | IN | | | OUT | | | | | | | | | | |
| Volume | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | Whispering Oaks | |
| % | | 2.0% | | | 2.0% | | | | | | | | | | |
| In/Out | | IN | | | OUT | | | | | | | | | | |
| Volume | 0 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | Bent Creek (50%) | |
| % | | 15.0% | | | 15.0% | | | | | | | | | | |
| In/Out | | IN | | | OUT | | | | | | | | | | |
| Volume | 0 | 9 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | Wawa Kings | |
| % | | 52.0% | | | 52.0% | | | | | | | | | | |
| In/Out | | IN | | | OUT | | | | | | | | | | |
| Volume | 0 | 178 | 0 | 0 | 177 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 355 | Kings Highway Warehouse | |
| % | | 15.0% | | | 15.0% | | | | | | | | | | |
| In/Out | | IN | | | OUT | | | | | | | | | | |
| Volume | 0 | 30 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | Stonemont | |
| % | | 30.0% | | | 30.0% | | | | | | | | | | |
| In/Out | | OUT | | | IN | | | | | | | | | | |
| Volume | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | Walsh Crossroads | |
| % | 0% | 50% | 0% | 0% | 50% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | |
| In/Out | - | OUT | - | - | IN | - | - | - | - | - | - | - | | | |
| Volume | 0 | 9 | 0 | 0 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | Project Hunt | |
| % | | 2.0% | | | 2.0% | | | | | | | | | | |
| In/Out | | IN | | | OUT | | | | | | | | | | |
| Volume | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | Celebration Pointe (25%) | |
| Subtotal | 0 | 300 | 0 | 0 | 371 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 671 | | |
| Total | 0 | 703 | 0 | 31 | 780 | 0 | 0 | 0 | 0 | 2 | 0 | 4 | 1520 | | |

Seasonal Factor: 1
Growth Rate: 1.015
Years Grown: 6
PHF: 0.91

Effective Growth Rate: 12.36%

| | Trips In | Trips Out |
|---|---|---|
| | 89 | 20 |
| Kings Highway Commerce Park | 283 | 71 |
| St Lucie Commerce Center (25%) | 141 | 31 |
| Whispering Oaks | 45 | 167 |
| Bent Creek (50%) | 62 | 186 |
| Wawa Kings | 63 | 54 |
| Kings Highway Warehouse | 342 | 341 |
| Stonemont | 197 | 55 |
| Walsh Crossroads | 7 | 5 |
| Project Hunt | 84 | 17 |
| Celebration Pointe (25%) | 30 | 96 |

# HCS Two-Way Stop-Control Report

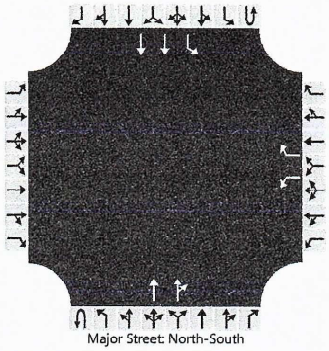
## General Information

| | |
|---|---|
| Analyst | James Kemp |
| Agency/Co. | O'Rourke Engineering |
| Date Performed | 3/6/2023 |
| Analysis Year | 2025 |
| Time Analyzed | AM Peak Hour |
| Intersection Orientation | North-South |
| Project Description | Buildout - with Project |

## Site Information

| | |
|---|---|
| Intersection | Kings Hwy & Graham Rd |
| Jurisdiction | St. Lucie County |
| East/West Street | Graham Road |
| North/South Street | Kings Hwy |
| Peak Hour Factor | 0.91 |
| Analysis Time Period (hrs) | 0.25 |

## Lanes




## Vehicle Volumes and Adjustments

| Approach | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Priority | | 10 | 11 | 12 | | 7 | 8 | 9 | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 |
| Number of Lanes | | 0 | 0 | 0 | | 1 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 1 | 2 | 0 |
| Configuration | | | | | | L | | R | | | T | TR | | L | T | |
| Volume (veh/h) | | | | | | 2 | | 4 | | | 703 | 0 | 0 | 31 | 780 | |
| Percent Heavy Vehicles (%) | | | | | | 18 | | 18 | | | | | 3 | 18 | | |
| Proportion Time Blocked | | | | | | | | | | | | | | | | |
| Percent Grade (%) | | | | | | 0 | | | | | | | | | | |
| Right Turn Channelized | | | | | | No | | | | | | | | | | |
| Median Type \| Storage | | Left Only | | | | | | | | 1 | | | | | | |

## Critical and Follow-up Headways

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Critical Headway (sec) | | | | | | 7.5 | | 6.9 | | | | | | 4.1 | | |
| Critical Headway (sec) | | | | | | 7.16 | | 7.26 | | | | | | 4.46 | | |
| Base Follow-Up Headway (sec) | | | | | | 3.5 | | 3.3 | | | | | | 2.2 | | |
| Follow-Up Headway (sec) | | | | | | 3.68 | | 3.48 | | | | | | 2.38 | | |

## Delay, Queue Length, and Level of Service

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Flow Rate, v (veh/h) | | | | | | 2 | | 4 | | | | | | 34 | | |
| Capacity, c (veh/h) | | | | | | 257 | | 569 | | | | | | 742 | | |
| v/c Ratio | | | | | | 0.01 | | 0.01 | | | | | | 0.05 | | |
| 95% Queue Length, $Q_{95}$ (veh) | | | | | | 0.0 | | 0.0 | | | | | | 0.1 | | |
| Control Delay (s/veh) | | | | | | 19.1 | | 11.4 | | | | | | 10.1 | | |
| Level of Service (LOS) | | | | | | C | | B | | | | | | B | | |
| Approach Delay (s/veh) | | | | | | 14.0 | | | | | | | | 0.4 | | |
| Approach LOS | | | | | | B | | | | | | | | A | | |

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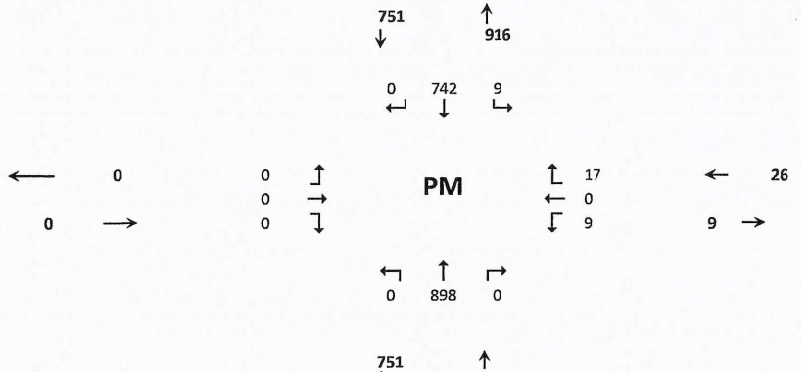
# TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Kings Highway
E/W STREET: Graham Road
CONTROL: TWSC
FILENAME:
COUNT DATE: 2/12/2019
DAY:
CITY: Ft Pierce
REPORT DATE: 3/24/2022
ANALYSIS YEAR: 2025
With Project

| 15 Min Period lanes | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | | ONE HOUR SUM |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | TOTAL | |
| 4:00-4:15 | | 88 | | | 89 | | | | | | | | 177 | 813 |
| 4:15-4:30 | | 116 | | | 111 | | | | | | | | 227 | 847 |
| 4:30-4:45 | | 95 | | | 103 | | | | | | | | 198 | 810 |
| 4:45-5:00 | | 85 | | | 126 | | | | | | | | 211 | 802 |
| 5:00-5:15 | | 102 | | | 109 | | | | | | | | 211 | 730 |
| 5:15-5:30 | | 91 | | | 99 | | | | | | | | 190 | |
| 5:30-5:45 | | 98 | | | 92 | | | | | | | | 190 | |
| 5:45-6:00 | | 71 | | | 68 | | | | | | | | 139 | |




PM PEAK HOUR IS FROM: 4:15PM TO 5:15PM

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Volumes | 0 | 398 | 0 | 0 | 449 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 847 | |
| Season Factor | 0 | 398 | 0 | 0 | 449 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 847 | |
| Growth | 0 | 435 | 0 | 0 | 491 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 926 | |
| In/Out | - | OUT | - | IN | IN | - | - | - | - | OUT | - | OUT | | |
| Percentage | 0% | 25% | 0% | 35% | 10% | 0% | 0% | 0% | 0% | 10% | 0% | 20% | | |
| PROJECT | 0 | 22 | 0 | 9 | 3 | 0 | 0 | 0 | 0 | 9 | 0 | 17 | 60 | |

Seasonal Factor: 1
Growth Rate: 1.015
Years Grown: 6
PHF: 0.93

| | Trips In | Trips Out |
|---|---|---|
| | 26 | 87 |

SUBPROJECTS

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| % | 0% | 40% | 0% | 0% | 40% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | | |
| In/Out | - | OUT | - | - | IN | - | - | - | - | - | - | - | | | | |
| Volume | 0 | 114 | 0 | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 150 | Kings Highway Commerce Park | 90 | 284 |
| % | | 30.0% | | | 30.0% | | | | | | | | | | | |
| In/Out | | IN | | | OUT | | | | | | | | | | | |
| Volume | 0 | 16 | 0 | 0 | 59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 74 | St Lucie Commerce Center (25%) | 52 | 196 |
| % | | 2.0% | | | 2.0% | | | | | | | | | | | |
| In/Out | | IN | | | OUT | | | | | | | | | | | |
| Volume | 0 | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | Whispering Oaks | 172 | 94 |
| % | | 2.0% | | | 2.0% | | | | | | | | | | | |
| In/Out | | IN | | | OUT | | | | | | | | | | | |
| Volume | 0 | 4 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | Bent Creek (50%) | 193 | 113 |
| % | | 15.0% | | | 15.0% | | | | | | | | | | | |
| In/Out | | IN | | | OUT | | | | | | | | | | | |
| Volume | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | Wawa Kings | 57 | 58 |
| % | | 52.0% | | | 52.0% | | | | | | | | | | | |
| In/Out | | IN | | | OUT | | | | | | | | | | | |
| Volume | 0 | 238 | 0 | 0 | 112 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 350 | Kings Highway Warehouse | 458 | 216 |
| % | | 15.0% | | | 15.0% | | | | | | | | | | | |
| In/Out | | IN | | | OUT | | | | | | | | | | | |
| Volume | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | Stonemont | 68 | 186 |
| % | | 30.0% | | | 30.0% | | | | | | | | | | | |
| In/Out | | OUT | | | IN | | | | | | | | | | | |
| Volume | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | Walsh Crossroads | 10 | 11 |
| % | 0% | 50% | 0% | 0% | 50% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | | |
| In/Out | - | OUT | - | - | IN | - | - | - | - | - | - | - | | | | |
| Volume | 0 | 43 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 | Project Hunt | 29 | 85 |
| % | | 2.0% | | | 2.0% | | | | | | | | | | | |
| In/Out | | IN | | | OUT | | | | | | | | | | | |
| Volume | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | Celebration Pointe (25%) | 100 | 57 |
| Subtotal | 0 | 441 | 0 | 0 | 249 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 690 | Effective Growth Rate: | 11.37% | |
| Total | 0 | 898 | 0 | 9 | 742 | 0 | 0 | 0 | 0 | 9 | 0 | 17 | 1676 | | | |

# HCS Two-Way Stop-Control Report

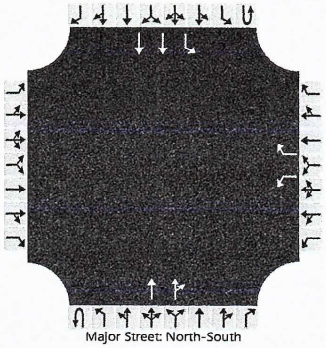
## General Information

| | |
|---|---|
| Analyst | James Kemp |
| Agency/Co. | O'Rourke Engineering |
| Date Performed | 3/6/2023 |
| Analysis Year | 2025 |
| Time Analyzed | PM Peak Hour |
| Intersection Orientation | North-South |
| Project Description | Buildout - with Project |

## Site Information

| | |
|---|---|
| Intersection | Kings Hwy & Graham Rd |
| Jurisdiction | St. Lucie County |
| East/West Street | Graham Road |
| North/South Street | Kings Hwy |
| Peak Hour Factor | 0.93 |
| Analysis Time Period (hrs) | 0.25 |

## Lanes




## Vehicle Volumes and Adjustments

| Approach | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Priority | | 10 | 11 | 12 | | 7 | 8 | 9 | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 |
| Number of Lanes | | 0 | 0 | 0 | | 1 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 1 | 2 | 0 |
| Configuration | | | | | | L | | R | | | T | TR | | L | T | |
| Volume (veh/h) | | | | | | 9 | | 17 | | | 898 | 0 | 0 | 9 | 742 | |
| Percent Heavy Vehicles (%) | | | | | | 18 | | 18 | | | | | 3 | 18 | | |
| Proportion Time Blocked | | | | | | | | | | | | | | | | |
| Percent Grade (%) | | | | | | 0 | | | | | | | | | | |
| Right Turn Channelized | | | | | | No | | | | | | | | | | |
| Median Type \| Storage | | Left Only | | | | | | | | 1 | | | | | | |

## Critical and Follow-up Headways

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Critical Headway (sec) | | | | | | 7.5 | | 6.9 | | | | | | 4.1 | | |
| Critical Headway (sec) | | | | | | 7.16 | | 7.26 | | | | | | 4.46 | | |
| Base Follow-Up Headway (sec) | | | | | | 3.5 | | 3.3 | | | | | | 2.2 | | |
| Follow-Up Headway (sec) | | | | | | 3.68 | | 3.48 | | | | | | 2.38 | | |

## Delay, Queue Length, and Level of Service

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Flow Rate, v (veh/h) | | | | | | 10 | | 18 | | | | | | 10 | | |
| Capacity, c (veh/h) | | | | | | 223 | | 489 | | | | | | 619 | | |
| v/c Ratio | | | | | | 0.04 | | 0.04 | | | | | | 0.02 | | |
| 95% Queue Length, $Q_{95}$ (veh) | | | | | | 0.1 | | 0.1 | | | | | | 0.0 | | |
| Control Delay (s/veh) | | | | | | 21.9 | | 12.6 | | | | | | 10.9 | | |
| Level of Service (LOS) | | | | | | C | | B | | | | | | B | | |
| Approach Delay (s/veh) | | | | | | 15.8 | | | | | | | | 0.1 | | |
| Approach LOS | | | | | | C | | | | | | | | A | | |

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Jeff H. Iravani, Inc.
Consulting Engineers
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Tel: (561) 575-6030 Fax: (561) 575-6088
Email: JHI@JHIinc.com Website: www.JHIinc.com

# Fire Flow Calculations
# For
# Kings Highway Commerce Center

## Fort Pierce, Florida

NFPA-1, 2018 edition

Table 18.4.5.2.1
Type-II construction
Fire Flow Area 390 ksf
Q = 6,000 gpm

18.4.5.3.3
Q = 6,000 (1-0.75) fire sprinkler reduction = 1,500 gpm
Q min = 1,500 gpm
Duration = 4 hr

Jeff H. Iravani, P.E.
Florida Registration #33155
COA #6986

Jeff H. Iravani, Inc.
Consulting Engineers
**1934 Commerce Lane, Suite 5 Jupiter, Florida 33458**
**Tel: (561) 575-6030 Fax: (561) 575-6088**
**Email: JHI@JHIinc.com Website: www.JHIinc.com**

April 15, 2024

City of Fort Pierce
Planning Department
100 North U.S 1
Fort Pierce, FL 34950

Attn: Vennis Gilmore

Re: Kings Highway Commerce Center
JHI Project No. 1402

Dear Vennis,

We are in receipt of your latest comments dated February 15, 2024, for the above noted project. Please consider the followings

**Fort Pierce Planning Department**

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.
   **Response: Acknowledged.**

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.
   **Response: Acknowledged, a Vegetation disposition plan and Vegetation Assessment report shall be provided prior to the issuance of any site clearing permits.**

3. 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 conducted before the issuance of a Building Permit.
   **Response: Acknowledged.**

4. After completion of the Unity of Title and Lot Combination, please submit a General Address Request Form for the newly created Parcel ID and for each proposed building.
   **Response: Acknowledged.**

5. There appears to a few discrepancies in your Site Data:
   i) Parcel ID: 2313-333-0001-000-7 is approximately 294,117 sq ft and Parcel ID: 2313-331- 0000-000-4 is approximately 840,272.4 sq ft. The total square footage is 1,134,389.4 sq ft. The listed impervious area is 1,015,250 sq ft. City Code Section 125-207. (c) Open Space Standards – Commercial Parkway Zone (CP-1) requires:
   (1)A minimum of 20 percent of the gross area of land to be devoted to a commercial parkway development must be reserved for use as parks, recreation areas, marinas, open space, planting, or other public purposes other than rights-of-way, utility easements, and parking areas. At the request of the developer and subject to the approval of the city commission, use of recreational facilities may be offered to the general public. Areas that are natural or manmade floodways, lakes, and stormwater retention areas may be also be used to satisfy the total open space requirement.

   (2) All land dedicated for open space shall be under the legal control of the developer.
   ii) Per City Code Section 125-207. (2) Yards. – Commercial Parkway Zone (CP-1) states the
   following:

   a. The minimum depth of the front yard shall be 25 feet.

   b. The minimum depth of the rear yard shall be 20 feet.

   c. The minimum depth of the side yard shall be ten feet, except on corner lots the minimum side yard depth on a street side will be 20 feet.

   iii) The Site Data lists “Lakes”, however there is one (1) “Lake”.
   iv) The Site Data lists four (4) Parcel ID(s), however there are two (2) Parcel ID(s).
   v) Please review the site data and resubmit with valid corrections.
   vi) The Location Map depicts the original site plan location.
   **Response: Please see revised site data on MSP-2;**
   **(i) Site data has been revised w/ open space @ 26%.**
   **(ii) The minimum setbacks have been revised.**
   **(iii) Site data now shows “Lake”.**
   **(iv) Parcel IDs have been revised.**
   **(v) Site data has been revised.**
   **(vi) Location map has been revised to show the current site plan.**

6. Per City Code Section 125-317. – Sidewalks. Please provide labeled sidewalks and sidewalk linkages along the Graham Road and White Road Frontages.
   **Response: Please see the revised site plan set with shading and callouts showing the sidewalks Sidewalk including the walks on the adjacent roads.**

7. Per City Code Section 125-317. – Provide labeled sidewalk linkages to Kings Highway.
   **Response: Please see the revised site plan set with shading and callouts showing the sidewalk connection to Kings Hwy.**

8. Please consider EV Charging spaces within the Site Plan.
   **Response: Please note that EV charging spaces will be considered by owner w/ building permit applications.**

9. Please provide a color rendering of the landscape plan if possible.
   **Response: A colored rendering of the landscape plan will be submitted prior to Public Presentation of the project.**

10. Provide a detailed narrative description for the amended site plan application.
    **Response: Please see attached narrative description.**

11. Provide a detailed design review narrative description for the amended site plan application.
    **Response: Please see attached design review narrative description.**

12. Please adhere to City Code Section 125-314 (Design Review) and review the Design Review Checklist submitted for your review.
    **Response: Thank you.**

13. Per City Code Section 125-314 (Design Review) - Reverse the architectural elevations of the structures to ensure that the ramp bays are not as visible from the street view.
    **Response: Please see attached revised site plan with Building-I orientation reversed. This orientation creates access difficulty for the truck access. Please see truck circulation TC-1.**
    **It is essential for this project marketability and function that the truck access bean easy and the shortest possible from the road, not have mixed circulation with employees and other vehicles.**
    **The original design w/ loading facing the White Road provides the best access for the trucks.**
    **Therefore, we have revised the original site plan w/loading facing White Road by providing a 6' wall along south Property line and placing landscaping on the outside of the wall facing the road. This provides an attractive view from the road which buffers the building rear elevation while maintaining a functional circulation for the trucks.**

14. Per City Code Section 125-314 (Design Review) – Provide more detail and articulation on the elevations located where the ramp bays exist.
    **Response: Please see attached rear building elevation.**

15. Please adhere to City Code Section 123-37 (General Landscaping Requirements) and review the Checklist submitted for your review.
    **Response: The landscape plans have been reviewed along with Article 123-37 for compliance. Specifications related to trees have been revised to reflect a min. 2.5" caliper per this section. The provided checklist has also been reviewed for compliance relative to the use of compatible scale materials, (24'ht Oaks and relocated large existing Oaks), as well as varied heights to provide interest and visual appeal to the landscape. All perimeter landscaping has been designed to provide appropriate visual screening, while providing access for maintenance of the site.**

16. Per City Code Section 123-37 (General Landscaping Requirements) – A Dry Retention area cannot be calculated as part of the required landscape buffer.
    **Response: Please note that a bioswale is located along White Road.**
    **There is also a 10' landscape buffer between the bioswale and south property line.**

17. Incorporate the green walls shown on the elevation into the landscape plan.
    **Response: The Landscape plans have been updated to reflect the green walls as shown on the elevation drawing.**

18. There must be coordination between what's presented on the landscape plan and on the site plan.
    **Response: Please see attached revised landscape plan.**

19. Please specify the location of the refuse collection area and any trash receptacles.
    **Response: The refuse collection shall be by compactor inside the building.**

20. Include a buffer which includes fencing and planted material so as to provide a visual and noise buffer between the St. Lucie County Agricultural Residential Zone to the east of the property.
    **Response: Please note that there are no residential buildings to our east, only tree groves and farms.**

**Engineering Comments:**

1. Provide a minimum 15' setback as measured from the White Road ultimate R/W line and the proposed top of banks for detention area 4 and 5 as per the requirements specified in the City of Fort Pierce Code of Ordinances Section 119-9(c).
   **Response: Please note that the there is a bioswale along White Road located 10' From the right-of-way. This bioswale location was previously approved by City Commission on Jan 17th, 2023 with the 35 ac version of this site plan.**

2. The match lines on plan sheets SP-3 & SP-4 and SP-5 & SP-6 do not correspond with one another. Please provide updated plans.
   **Response: Please see revised plans.**

**Advisory Comments:**

1. An updated environmental assessment is required at DPCR.
   **Response: An updated environmental assessment shall be submitted at DPCR**

2. Please coordinate with St. Lucie County for work with Right of Way of White Road and Graham Road. Please coordinate with FDOT for work within Kings Highway Right of Way
   **Response: The location of the driveways on both White & Graham Road was previously approved by St. Lucie County with the approved 35 ac version of this site plan.**

3. NSLRWCD/SFWMD permits will be required prior to DPCR approval.
   **Response: NSLRWCD/SFWMD permits shall be submitted prior to DPCR approval.**

4. A Unity of Title is needed for the two parcels prior to DPCR approval.
   **Response: A Unity of Title shall be submitted prior to DPCR approval.**

5. Drainage was only conceptually reviewed; a full drainage review will be completed at DPCR submittal. Please specify that City Code Chapter 119-3 (e)(7) values were used for design elevations:

   *Rainfall quantities to be used for stormwater management design and calculations shall be as follows:*

   - *Ten-year-one-day storm = 6.00 inches (for minimum roadway/parking lot elevation)*
   - *Ten-year one – hour storm = 3.20 inches (for exfiltration trench design).*
   - *Twenty-five-year-three-day storm = 9.50 inches (for off-site discharge & min. perimeter elevation)*
   - *One-hundred-year-three-day storm = 12.23 inches (for minimum floor elevation).*

   **Response: The above rainfall values are utilized in the stormwater management Report.**

**FPUA W/WW Engineering:**

FPUA has both water and sewer available to serve this site. Please submit three complete sets of utility construction plans, along with a completed plan review application and a complete commercial service application, to the Water and Wastewater Engineering Department for review. The department is located at 1701 S 37th Street, Fort Pierce, Florida. For further information or inquiries, please contact John Biggs at 772-466-1600, extension 3474
**Response: Thank you.**

**St. Lucie County Public Works Department:**

**Corrections:**

1. South Kings Highway is an FDOT Right-of-Way. Please coordinate with FDOT for permitting improvements within the Right-of-Way or any required Right-of-Way dedications.
   **Response: We have coordinated w/ FDOT and have obtained the pre-application letter as attached.**

2. Graham road is identified on the County's Right -of-Way protection plan. A Right-of-Way dedication of 10 feet may be required.
   **Response: Per our conversation at TRC, additional R/W would not be required.**

3. A right-in turn lane may be required on Graham Road because of its proximity to the intersection.
   **Response: The westerly driveway on Graham Road @ 595' from kings Hwy ultimate R/W exceeds FDOT requirement of 200' as indicated on pre-application letter.**

4. A 6 FT sidewalk is required along adjacent road Right-of-Ways. The Board of County Commissioners may authorize the applicant to pay a Fee-in-Lieu of construction of the sidewalk.
   **Response: 6' sidewalks are provided on both adjacent county roads along the project frontage.**

5. Dimension the driveway width, radius of return, and setback from side property lines and adjacent driveways. Section 7.05.06 of the Land Development Code includes minimum setback requirements for driveways.
   **Response: Please see revised site plan w/ width and setback shown. Both driveways exceed the 5' min setback from side P/L.**

6. Provide a truck circulation plan depicting how the dumpster collection, fire department, and delivery trucks will safely maneuver onsite.
   **Response: Please see WB-67 truck circulation. The site is designed for Tractor trailers which are longer and require wider turning radii than both fire and garbage trucks. The trash is compacted internally and hauled off to landfill.**

7. Provide typical pavement sections for all vehicular use areas. Vehicular use or storage areas are required to be paved with asphalt or concrete.
   **Response: Please see typical pavement sections are shown on civil plans sheet C-19.**

8. The TIR will be reviewed by a third party. Written acceptance to reimburse the County for associated fees is required to initiate the review. If you are in a position to move forward as such, please provide written notice.
   **Response: Please note that this project has been reviewed and approved. The new traffic study is updated to match the reduced square footages. An additional formal review should not be required. Rather a confirmation that indeed the new study reflects lower trips than the approved study.**

**Conditions:**

9. A Site Development Permit is required prior to performing site improvement activities.
   **Response: Acknowledged & agreed.**

10. A Road Improvement Agreement and appropriate bond will be required for all permanent improvements within the Right-of-Way on White Road.
    **Response: White Road improvements are to be completed by Kings Highway Commerce Park. Any white Road improvements from Kings Highway up to and including this project frontage shall be done by this project if required and bonded.**

Vennis Gilmore
King Highway Commerce Center
April 15, 2024

**St Lucie County Fire**

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 completed application for Development/Site Plan Review (St. Lucie County Fire District Development & Site Plan Review Application) upon approval of the site plan.**

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

3. Please provide an electronic revised copy of the site plan (pdf format).
   **Response: An electronic revised copy of the site plan is attached**.

4. Please provide written acknowledgement of the conditions/revisions provided.
5. **Response: Please see written acknowledgement of the conditions/revisions provided.**

6. A separate review and permit is required for Underground Fire Mains connected to standpipes or sprinkler systems.
   **Response: Acknowledged.**

7. 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: All vehicular access areas in this project meets NFPA requirements for dimensions and loads.**

8. Security gates must either be manned 24 hour/day or provide an access control key switch on the control panel to allow for Fire Department entry in an emergency. Security gates must maintain a clear width of 12 feet when open and provide a means to open the gates manually upon loss of power.
   **Response: N/A**

9. 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: Acknowledged**

10. The Fire District reserves the right for future comments at the site plan & building construction phase.
    **Response: Acknowledged**

11. FD access roads (shall be) are provided such that any portion of an un-sprinklered facility or exterior wall is located not more than 150’ from FD access roads as measured by an approved route around the exterior of the building or facility. (450’ for NFPA 13, 13D, 13R sprinklered protected buildings).
    **Response: Both buildings are sprinkled.**

12. Be advised: Dimensions of largest vehicle are as follows: 38 tons or 77,000 lbs, 47.5
    **Response: Acknowledged**

13. Minimum roadway pavement width (two-way traffic) shall be twenty (20) ft.
    **Response: Minimum road widths exceed 20’**

14. Minimum roadway pavement width (one-way traffic) shall be twelve (12) ft.
    **Response: N/A**

15. 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. The minimum length must be equal to the length of the longest fire apparatus.
    **Response: N/A**

16. 18.2.3.3 Multiple Access Roads. More than one fire department access road shall be provided when it is determined by the AHJ that access by a single road could be impaired by vehicle congestion, condition of terrain, climatic conditions, or other factors that could limit access.
    **Response: Multiple Access Roads are provided**

17. 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: The proposed water/fire protection system meets/exceeds above requirements. Please see attached fire flow calculations.**

18. 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: Acknowledged**

19. 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). NFPA 1141 Chapter 10.1.3.
    **Response: Acknowledged.**

20. Fire department connections shall be located on the street side of buildings and shall be located and arranged so that hose lines can be readily attached to the inlets without interference from any nearby objects, including buildings, fences, landscaping, or other fire department connections. The locations of connections shall be based upon the access requirements of the fire department.
    **Response: The proposed fire protection system meets above requirements.**

21. The distance allowed between the fire department connection and a fire hydrant shall be no more than one hundred fifty (150) feet as a vehicle travels.
    **Response: The distance allowed between the fire department connection and a fire hydrant are less than one hundred fifty (150').**

22. 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: The proposed water/fire protection system meets/exceeds above requirements.**

23. 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: Acknowledged.**

24. Hydrants shall be located no more than 12ft. from the curb of roadways or from the edge of payment. Clearances of three feet (3 ft.) shall be maintained around the circumference of hydrants. A clear space of not less than five feet (5ft.) shall be provided in front of each hydrant connection having a diameter greater than 2 ½ inches. The center of hose outlet shall be not less than 18 inches above final grade. (SLCFD Fire Prevention Code Resolution 740-23).
    **Response: The proposed fire protection system meets/exceeds above requirements.**

Vennis Gilmore
King Highway Commerce Center
April 15, 2024

**St Lucie County Transportation Planning Organization**

- Traffic Analysis: A reduced growth rate of 1.5 percent was used. However, the St. Lucie TPO has adopted the BEBR high growth rate for the historical growth rate which reflects the actual annual growth rate in the County since 1995. Therefore, The Traffic Analysis should be revised to include a growth rate of 2.5 percent.
  Please feel free to contact me should you have any questions.
  **Response: The traffic study uses 1.5% "plus" committed traffic. The resultant growth in traffic is over the 2.5% that the TPO has referenced. In fact short term growth on Kings Highway is over 50% per year when considering committed traffic.**

- Sidewalks/Pedestrian and Bicyclist Connectivity: The proposed development does not appear to include sidewalks or bicycle facilities connecting Kings Highway to the driveway at Graham Road along the north side, respectively, of the proposed development. Sidewalk, bicycle lane and pedestrian connectivity should be provided from King's highway to the driveway at Graham Road for pedestrian and bicyclist safety.
  **Response: The connection between Kings Highway and this project is along the frontage of the parcel to the west, which is not part of this development, and would be responsible for its construction.**

Thank you,

*J H Iravani*

Jeff H. Iravani, P.E.
President

**Planning Board** **6. e.**

**Meeting Date:** 06/10/2024

**Re:** Waiver of Distance: Convenience Store 908 Ave. D

**Submitted For:** Kev Freeman, Planning Director, Planning Department

## Information

**SUBJECT:**

Waiver of Distance - Convenience Store - 908 Avenue D

**SUMMARY:**

A Waiver of Distance application has been submitted for review by 908 Ave. D Food Market. The property is located at 908 Ave. D, Parcel ID 2410-601-0086-000-6. The applicant is seeking approval so that a 2APS alcohol license can be granted for off-premise consumption.

**RECOMMENDATION:**

After review of the submitted documents by the applicant, Staff recommendation is to **Not Approve** the 'waiver of distance' due to the following unmet conditions:

1. Unimproved landscape according to Sec. 123
2. Bring up to code, Access Control Sec. 125-316
3. Parking not brought up to code according to Sec. 125-315
4. Unmet accessibility requirements:
    1. ADA parking space(s)
    2. Means of egress
    3. Accessible route

**ALTERNATIVES:**

1. Recommend Approval with additional or no conditions.
2. Recommend Disapproval.

**RESPONSIBLE STAFF:**

Kerry C. Driver - Planner

**COORDINATED WITH:**

Technical Review Committee

## Fiscal Impact

**OTHER INFORMATION:**

N/A

## Attachments

Staff Presentation

Applicant File
Staff Supporting Documents
City Code Chapter 4 Alcohol Beverages

## Form Review

Form Started By: Kerry Driver Started On: 05/28/2024 04:01 PM
Final Approval Date: 06/03/2024

# CITY OF FORT PIERCE

## PLANNING BOARD

June 10th, 2024

Convenience Store: Waiver of Distance
908 Avenue D

**APPLICANT**

Yaser Mahmoud

**PROPERTY OWNER(S)**

Khenobi Real Estate Investment LLC

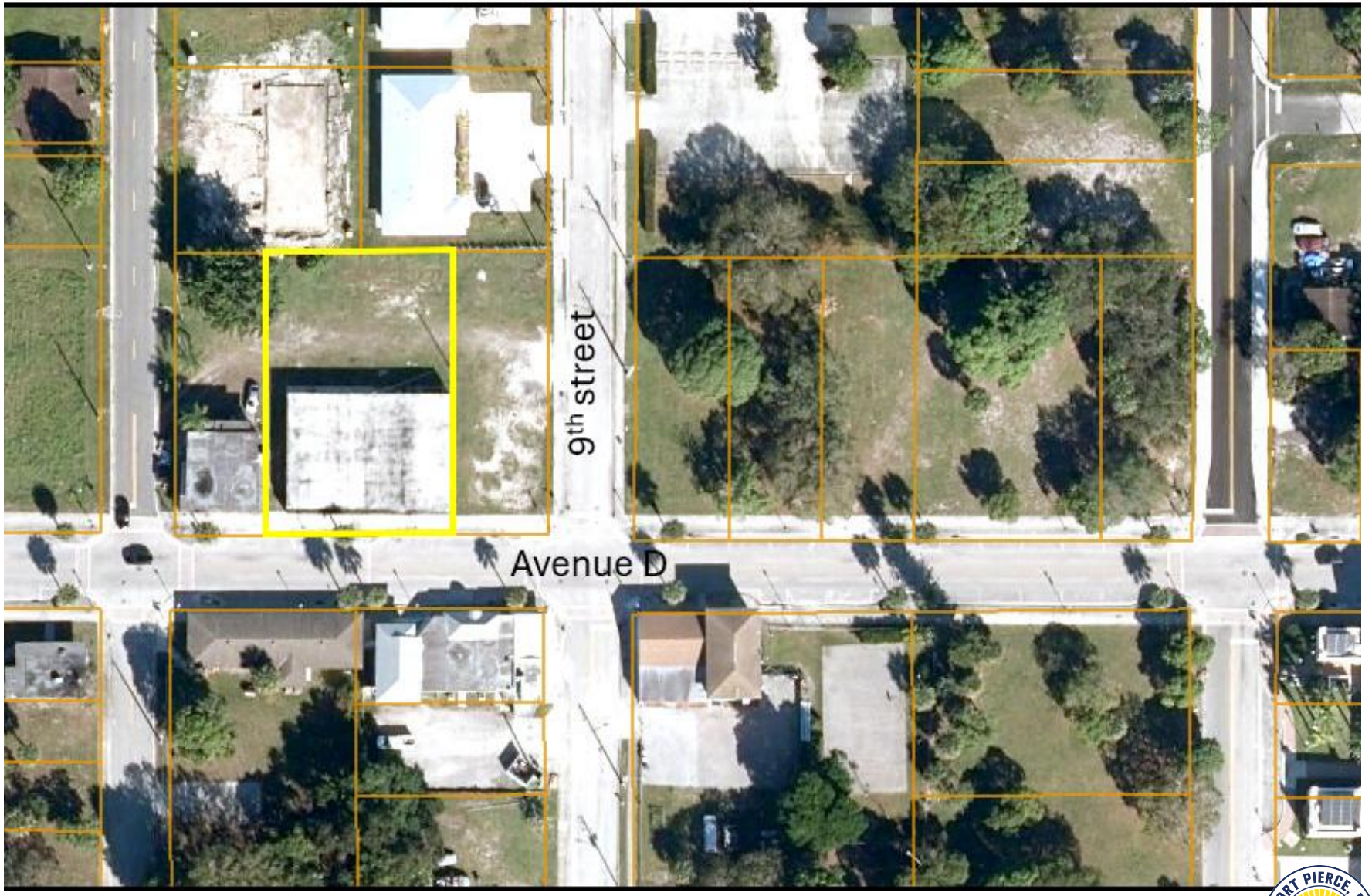
**PARCEL ID #(S):**

2410-601-0086-000-6

## SUMMARY

A waiver of distance application has been submitted for review by Khenobi Real Estate Investment, LLC. The property is located at 908 Ave. D in the historic Avenue D and Lincoln Park district. The application has been submitted for approval to allow the applicant to sell beer and wine (2APS) for off-premise consumption.

# SITE LOCATION




SITE AREA= 0.34 +/- Acres, **Store = 1,800 sq. ft.**

WAIVER OF DISTANCE

# EXISTING FUTURE LAND USE/ZONE

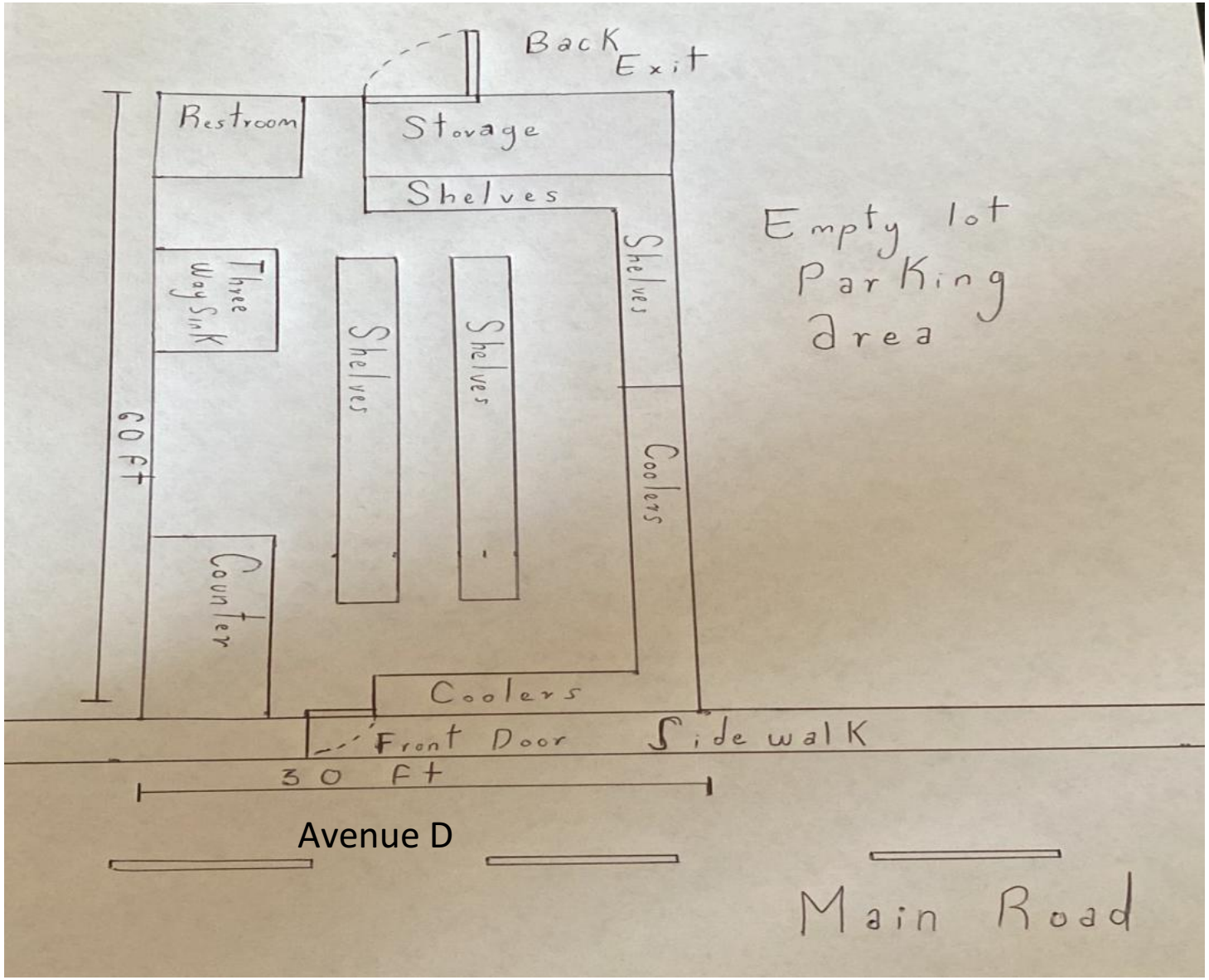
FLU: GC
(General Commercial)

ZONE: C-3
(General commercial)




WAIVER OF DISTANCE

# FLOOR PLAN




WAIVER OF DISTANCE

# BUSINESS OPERATION INFORMATION

- 9TH Street Food Market (Yaser Mahmoud LLC)
- HOO: 7am – 11pm (7-days a week)
- Number of Employees: 1
- Parking: not formally provided; adjacent empty lot is customarily used as a parking lot
- Landscape: There is no current landscape or any landscape plans
- Lighting: There is no lighting on the adjacent empty lot used customarily as parking. There is lighting on the road 3ft. long from the main entry consisting of 1 electric lantern

# CITY CODE: WAIVER OF DISTANCE

- Sec. 4-6. Areas for sale of alcoholic beverages – Distance restrictions established for consumption on- or off-premises

| Minimum Distance Requirements for Consumption On- or Off-Premises | | | | |
|---|---|---|---|---|
| | Consume | Church | School | Other Licensed Establishment |
| Restaurant | On-premises | N/A | N/A | N/A |
| Bar/lounge | On-premises | 1,000 feet | 1,000 feet | N/A |
| Nightclub | On-premises | 1,000 feet | 1,000 feet | N/A |
| Liquor store | Off-premises | 500 feet | 500 feet | N/A |
| Grocery | Off-premises | 500 feet | 500 feet | N/A |

- Sec. 4-14. Minimum standards for review for Waiver of Distance
  1. Actual location and distance
  2. Type and size of establishment
  3. Adequate parking and landscaping
  4. Facility well buffered from all adjacent resident zoned areas
  5. Generated traffic

# PHOTOS OF BUISNESS PARKING








WAIVER OF DISTANCE

# CONDITIONS OF APPROVAL

1. Improve landscape according to Sec.123
2. Access Control, Sec. 125-316 (brought up to code)
3. Off-street Parking and Loading Sec. 125-315 (must be provided)
4. Meet the following accessibility requirements:
    1. Accessible route
    2. ADA parking space(s)
    3. Means of egress

## RECOMMENDATION

Staff recommendation is for the Planning Board to move the proposed application type for **Disapproval** to City Commission due to the previous listed four (4) conditions.

## ALTERNATIVE RECOMMENDATION

1. Recommend Approval with additional or no conditions.

2. Recommend Disapproval.

# CITY OF FORT PIERCE

## PLANNING BOARD

June 10th, 2024

Convenience Store: Waiver of Distance
908 Avenue D

THE SUNRISE CITY
FORT PIERCE
PLANNING DEPARTMENT
Florida

# WAIVER OF DISTANCE

Property address or Location 908 AVENUE D FORT PIERCE FL 34950

Parcel ID #(s) 2410-601-0086-000-6

Project description Convenience Store (Grocery)

KHENOBI REAL ESTATE INVESTMENT, LLC
CHOYAH TROUTMAN

Property Owner(s)

411 N. US. Hwy #1

Street Address

FORT PIERCE FL 34950

City State Zip

CHOYAH@YAHOO.COM

Phone Number

(770)538-1786

Email Address TERRY.CALHOUN@CBRHODES.COM

COMMERCIAL PROPERTY MANAGER

MAHMOUD YASER, MGRM, YASER MAHMOUD, LLC.

Applicant/Representative, Title, Company

6556 NW chugwater circle

Street Address Port St. Lucie, Florida, 34983

City State Zip

772-446-2217

Phone Number

yaserr4370@gmail.com

Email Address

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

Choyah Troutman, Khenobi Real Estate Inv, LLC

*Property Owner(s) Signature(s)*

STATE OF FLORIDA -- COUNTY

The foregoing instrument was acknowledged before me this 25 day of JANUARY, 2024, by CHOYAH TROUTMAN who is personally known to me or has produced _____ as identification.

Terry M. Calhoun

Signature of Notary (seal)

NOTARY PUBLIC STATE OF FLORIDA
TERRY CALHOUN
Commission # HH 075164
Expires April 28, 2025
Bonded Thru Budget Notary Services

NOTARY PUBLIC STATE OF FLORIDA
TERRY CALHOUN
Commission # HH 075164
Expires April 28, 2025
Bonded Thru Budget Notary Services

**INTAKE MEETINGS ARE REQUIRED FOR ALL SUBMITTALS. CALL (772) 467-3737**

## TO BE COMPLETED BY STAFF

| Zoning | Future Land Use | Total Acres | Historic District | Historic Designation |
|---|---|---|---|---|
| | | | | Contributing Individual<br>Non-Contributing None |

Pre-Application Meeting Date _____ Fees _____ Control # _____ B. Permit # _____

Intake Planner _____

Planner Assigned _____

Approved By _____ Date _____

Comments _____

Intake Date Stamp

# ❑ WAIVER OF DISTANCE

***Submit one (1) original & seven (7) hard copies and one (1) CD of the following. Additional copies will be required of subsequent submittals.***

- ☑ As-built site drawing, to scale, including the building, front door, parking area, traffic ingress and egress, sidewalks, landscaping and exterior lighting
- ☑ Sketch of the building's interior layout including square footage of the following: kitchen, bar area, seating arrangement, and restrooms
- ☐ Complete, notarized

***Application Type:***

- ☑ 1 APS/2APS: Beer Only / Package Sales or On-Premises Consumption
- ☐ 1 COP/2COP: Beer and Wine/Package Sales or On-Premises Consumption
- ☐ 3 APS: Beer, Wine & Liquor/Package Sales Only
- ☐ 4 COP: Beer, Wine & Liquor/On-Premises Consumption
- ☐ Arcade

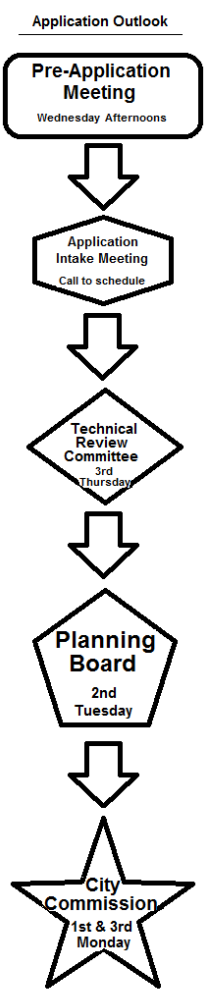
*Business Information:*

- ■ New Business
- ❑ Transfer from:_____ Open since:_____
  *address* *year*

Building Size 1800 Sq ft Maximum Occupancy 12 Total Seating 0 Parking Spaces 0

Hours of Operation:

| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
|---|---|---|---|---|---|---|
| to 7:00-23:00 | to 7:00-23:00 | to 7:00-23:00 | to 7:00-23:00 | to 7:00-23:00 | to 7:00-23:00 | to 7:00-23:00 |




**Minimum requirements for on-premises consumption.**

(1) An applicant holding a "Beer and Wine—Consume on Premises and Package Sales" license must be engaged in conducting a bona fide restaurant establishment, for which such waiver is sought, and to qualify as a bona fide restaurant the restaurant must:

(a) Have tables capable of seating not fewer than twenty (20) persons simultaneously, for the purpose of serving meals;

(b) Must dispense sales of beer and wine only to persons patronizing the establishment for the main purpose of ordering and consuming food;

(c) Have permanent kitchen facilities with a commercial stove, refrigerator and oven located within the premises in which meals are regularly prepared for service to patrons of the establishment.

(2) An applicant holding a "Beer, Wine and Liquor—Consume on Premises and Package Sales" license must demonstrate that any parking area provided for is illuminated by not less than three (3) footcandles per square foot of parking lot area.

**Sec. 125-325. - Amusement arcades and arcade amusement centers.**

Amusement arcades and arcade amusement centers shall comply with the following regulations:

(1) *General operating standards.*

c. No arcade amusement center shall be located within 1,250 feet of another arcade amusement center. Such distance shall be measured from closest property line to closest property line.

e. No amusement arcade or arcade amusement centers shall be located within 250 feet of the Downtown Business and Entertainment Overlay District boundaries.

Business legal name: Yaser Mahmoud LLC

Store Name: 9th St Food Market

Type of business: Limited Liability Company

Type of items to be sold:  Beer and wine for off premises consumption.

Location: 908 Avenue D Fort Pierce Fl 34950

Hours of Operation: 7:00 a.m to 11:00 pm 7 Days a week

Number of employees: 1

Square footage of the store: 1800 Sq Ft

Parking: Parking is not formally provided; adjacent empty lot is customarily used as a parking lot.

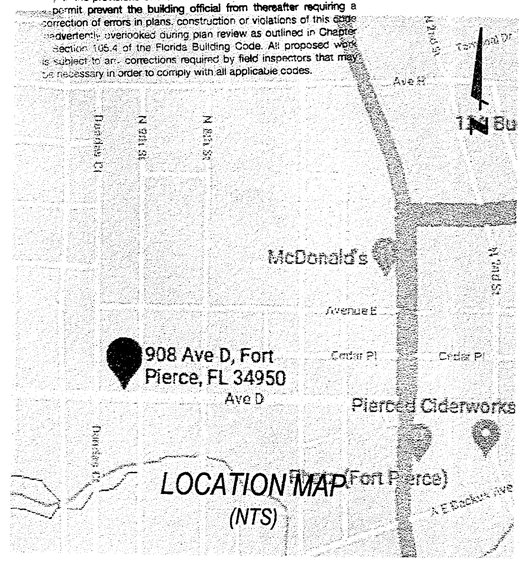
Landscape: There is no  current landscape or any planned landscape.

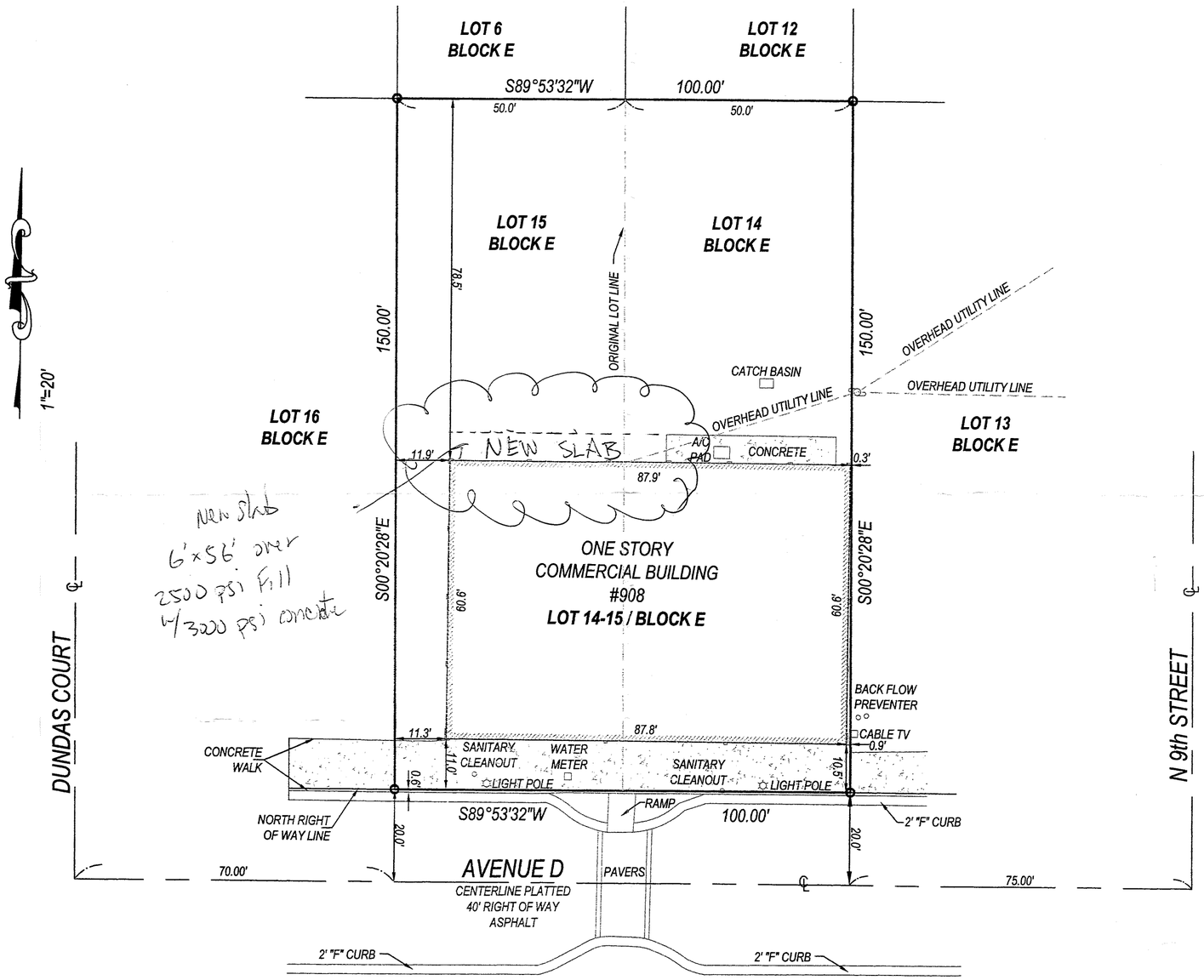
Lighting: There is no lighting on the adjacent empty lot used customarily as parking. There is lighting on the road side 3 Ft long from the main entry which consists of 1 electric lantern.

Alcohol license pursued: 2APS as beer and wine for off premises consumption's sell is a lawful business.

"REVIEWED FOR CODE COMPLIANCE"

...mit issued shall be construed to be a license to proceed with ... and not as authority to violate, cancel, alter or set aside ... the provisions of the technical codes, nor shall issuance of ... permit prevent the building official from thereafter requiring a ... correction of errors in plans, construction or violations of this code ... inadvertently overlooked during plan review as outlined in Chapter ... Section 105.4 of the Florida Building Code. All proposed work ... is subject to any corrections required by field inspectors that may ... be necessary in order to comply with all applicable codes.




GRAPHIC SCALE

0 10 20 40

1 inch = 20 ft.

**PROPERTY ADDRESS:**
908 AVENUE D
FORT PIERCE FLORIDA 34950

These plans and all proposed work are subject to any corrections required by field inspectors that may be necessary in order to comply with all applicable codes.

**FLOOD ZONE:** "X"
**PANEL NO:** 12111C 0179K
**DATE:** FEBRUARY 19, 2020

**CERTIFIED TO:**
1. KHENOBI REAL ESTATE INVESTMENT LLC

**LEGAL DESCRIPTION:**
LOT 14 & 15, BLOCK E, FEE AND MAYS ADDITION TO FT. PIERCE, ACCORDING TO THE PLAT THEREOF FILE IN THE OFFICE OF THE CLERK OF THE CIRCUIT COURT IN AND FOR ST. LUCIE COUNTY, FLORIDA, RECORDED IN PLAT BOOK 3, PAGE 48, SAID SITUATE, LYING AND BEING IN ST. LUCIE COUNTY, FLORIDA.

**SURVEYORS' NOTES:**
1. I HEREBY CERTIFY THIS SURVEY MEETS STANDARDS OF PRACTICE PURSUANT TO FLORIDA STATUTES.
2. THE SURVEY MAP AND REPORT AND THE COPIES THEREOF ARE NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.
3. UNDERGROUND OR OBSCURED IMPROVEMENTS WERE NOT LOCATED.
4. DIMENSIONS ARE RECORD AND FIELD UNLESS OTHERWISE NOTED.
5. STATED DIMENSIONS TAKE PRECEDENCE OVER SCALED DIMENSIONS.
6. THIS FIRM'S CERTIFICATE OF AUTHORIZATION NUMBER IS LB 8261.
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.
8. SURVEY SUBJECT TO RESERVATIONS, RESTRICTIONS, EASEMENTS AND RIGHTS-OF-WAY OF RECORD. (UNLESS A TITLE REVIEW, COMMITMENT REVIEW, OR OWNERSHIP AND ENCUMBRANCE REVIEW IS PRESENT ON THE FACE OF THIS DOCUMENT, THIS SURVEY HAS BEEN COMPLETED IN THE ABSENCE OF A TITLE INSURANCE POLICY).
9. LOCATION MAP IS GLEANED FROM ONLINE MAPPING SITES AND AND IS ONLY APPROXIMATE.

**CITY OF FORT PIERCE**
Reviewed: _____
Date: 1/21/21

City of Fort Pierce
JAN 28 2021
Engineering Dept.

01-02-21 DATE
CD DRAFT
MS FIELD
BOUNDARY SURVEY PURPOSE
S20120971 JOB#

SIGNED:
DOUG WALKER
PROFESSIONAL LAND SURVEYOR AND MAPPER
FLORIDA CERTIFICATE No. 7211

BOUNDARY SURVEY


PRINCIPAL MERIDIAN SURVEYING, Inc.
LICENSED BUSINESS No. 8261
4546 CAMBRIDGE STREET
WEST PALM BEACH, FL 33415
OFFICE 561-478-7764

# R.A. LUHTA CONSTRUCTION, LLC

## GENERAL CONTRACTOR

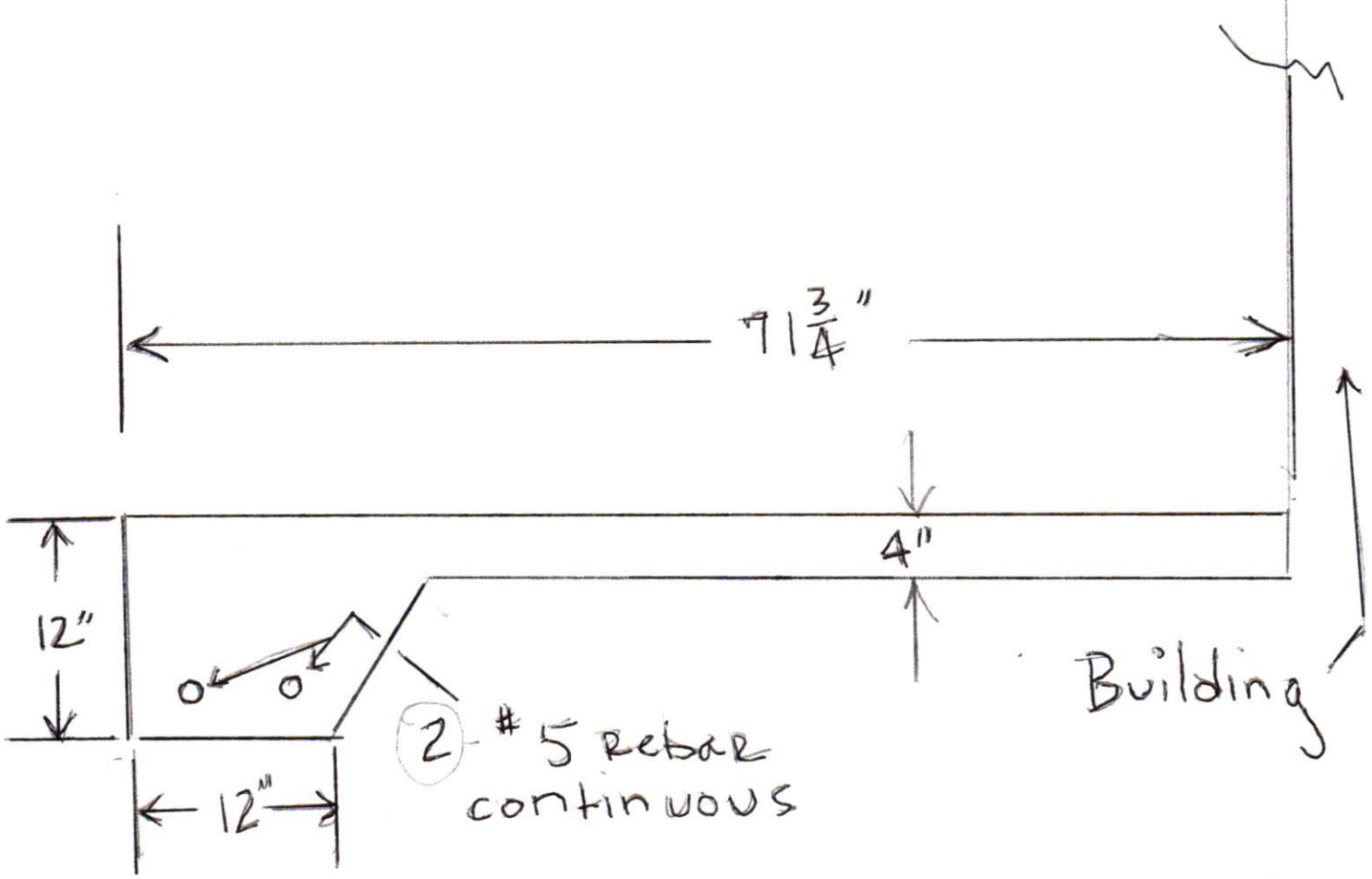
LICENSED AND INSURED

130 Dusk Way, Fort Pierce, Florida 34945 Office: (772) 288-2800; Fax: (772) 461-0560

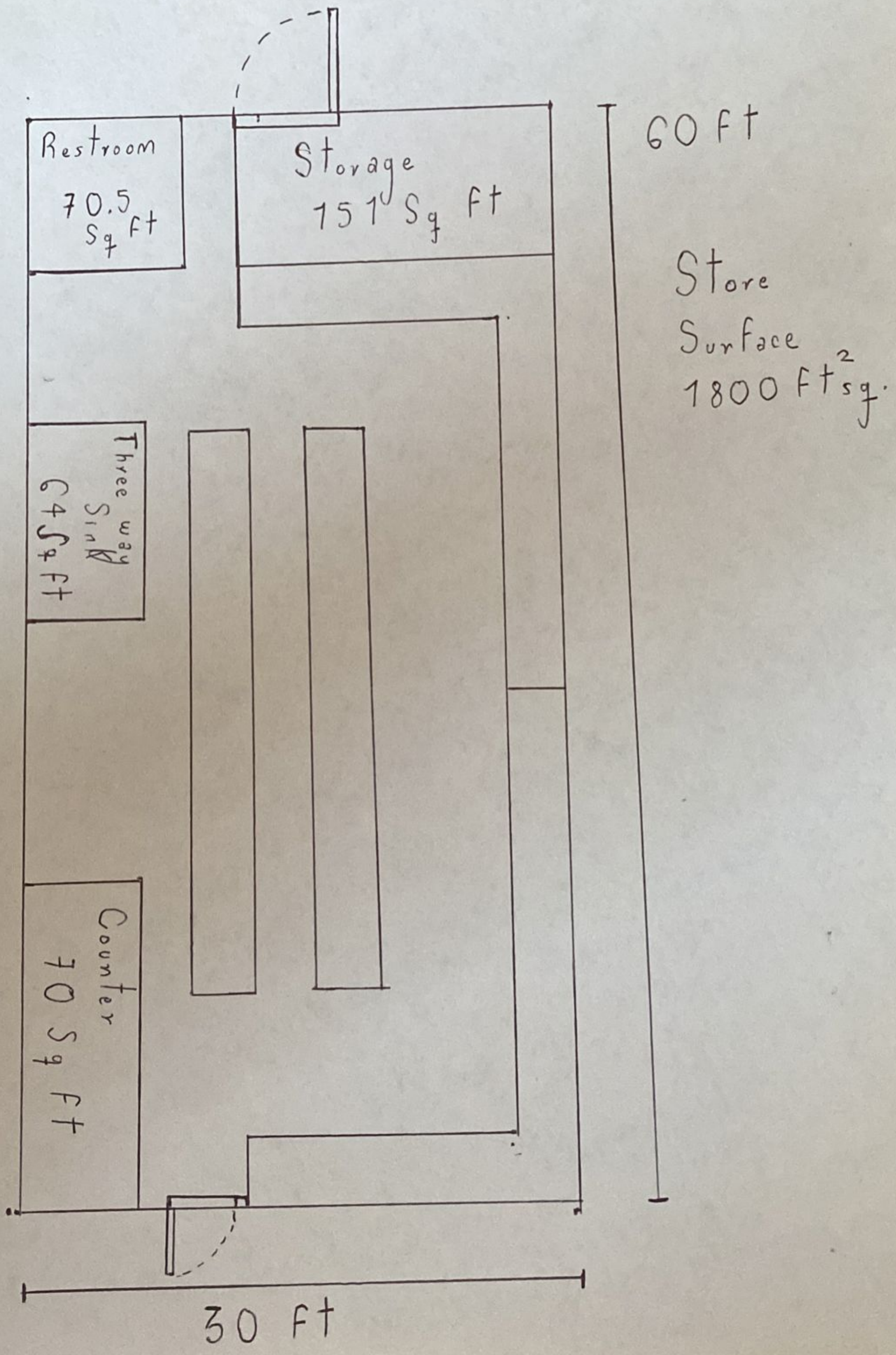
Mobile: (954) 818-6394


908 Ave D

SLAB DETAIL N.T.S.




Concrete - 3000 P.S.I. w/ fiber on
2500 P.S.I. Compacted fill.


Restroom
70.5 Sq ft
Storage
151 Sq ft
60 ft
Store Surface
1800 Ft sq.
Three way Sink
64 Sq ft
Counter
40 Sq ft
30 ft

Back Exit

Restroom

Storage

Shelves

Shelves

Shelves

Three Way Sink

Counter

Coolers

Coolers

Front Door

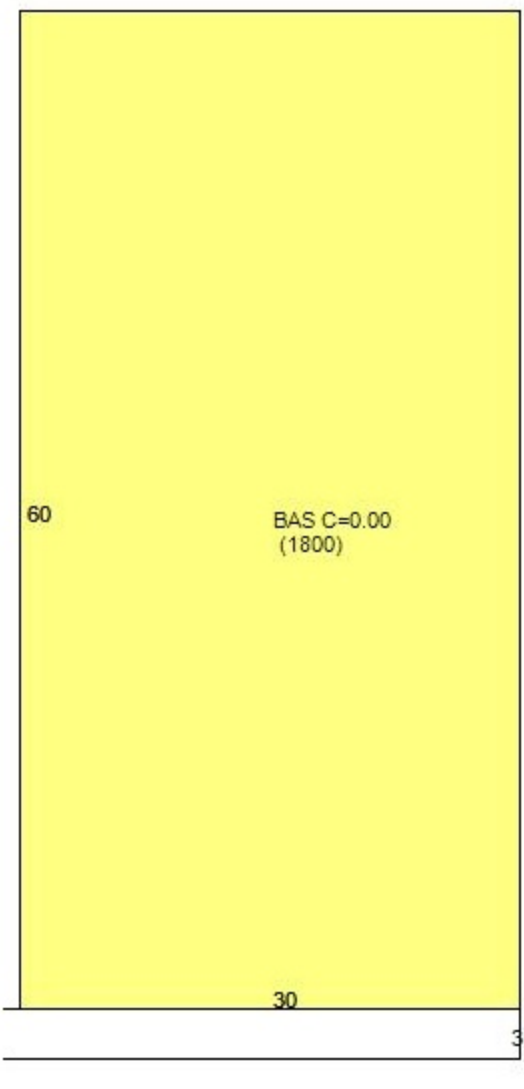
Sidewalk

60 ft

30 ft

Empty lot Parking Area

Main Road


60
BAS C=0.00
(1800)
30

THE SUNRISE CITY
FORT PIERCE
PLANNING DEPARTMENT
Florida

Yaser Mahmoud
6996 NW Chugwater
Port St. Lucie, FL 34983

**Subject: Waiver of Distance– One parcel at 908 Avenue D– Technical Review Committee Comments for March 21, 2024 TRC Meeting**

## City of Fort Pierce Planning Department

The property is subject to the City's Design Review code. Please adhere to the following sections of the City's Code:

- Landscape Sec. 123
- Design Review Sec. 125-314
- Off-street Parking and Loading Sec. 125-315
- Access Control Sec. 125-316
- Minimum Standards for Review for Waiver of Distance Sec. 4-14

## Fort Pierce Engineering Department

Recommend: Approval

## Fort Pierce Building Department

1. Building Official or his representative has no comments at the time of this meeting but reserves the submission of comments upon completion of the official plan review.
2. All new construction or alterations shall meet the requirements of the Florida Building Code 8th Edition
3. Building Permit required
4. Signed and sealed construction drawings required
5. Must meet the following Accessibility requirements:
    a. Accessible route
    b. Handicapped parking spaces
    c. Means of egress
6. Change of Use required

a. Shall include a signed and sealed Life Safety Plan
b. Shall include a signed and sealed comprehensive drawing, detailing how the building and MEC elements will comply with the Florida Building Code requirements.

7. Property exists in Special Flood Hazard Area. All Federal and State requirements shall be addressed.
8. Shall meet the Fire Prevention Code:

**Fort Pierce Police Department**

Please ensure the lighting at the property is proper, adequate and meets the required code set forth by the City of Fort Pierce. Please also consider the installation of signage to deter loitering/trespass and consider the use of the Fort Pierce Department's Trespass Enforcement Program.

**St. Lucie County Planning Department**

No comments at this time.

**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: FPUA Water/Wastewater Engineering Dept. has reviewed the application with the following comments:
  - **Rejected**. Need to see the plumbing plans. Please note that a 3-compartment sink requires a grease trap.
  - Please call 772-466-1600 ext. 3425 with any questions
- FPUA Electric & Gas Engineering: FPUA Electric & Gas Engineering has reviewed the application.
  - **Rejected.** Revise plans to show Panel schedule and riser diagram.
  - Please contact Sal Scimeca with any questions
    - Sal Scimeca
      Engineering Technician III

Electric & Gas Engineering
Fort Pierce Utilities Authority
sscimeca@fpua.com
772-466-1600 ext. 6957

- FPUA Gas: **Approved**
- FPUA Fiber: FPUAnet **Approves.**

**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.

Yaser Mahmoud
6996 NW Chugwater
Port St. Lucie, FL 34983

**Subject: Waiver of Distance– One parcel at 908 Avenue D– Technical Review Committee Comments for March 21, 2024 TRC Meeting**

After considering the comments from the technical review committee, we have taken the respective counter measures to comply with the current policies and codes:

1. We have ensured the proper lighting of the property.




2. A 3-compartment sink with it's respective grease trap has been set and reviewed





FPUA
COMMUNITY PROUD

Fort Pierce Utilities Authority
Water Reclamation
403 Seaway Drive (PO Box 3191)
Fort Pierce, FL 34949 (34948)

May 21, 2024

Business Name: Yaser R. Mahmoud
Business Addresses: 908 Avenue D.
Fort Pierce, FL. 34950
Location No: 22366000

To whom it may concern,

It was brought to our attention that tenant at 908 Ave. D has a kitchen/cooking equipment previously unknown to us. Upon inspection it was determined that the grease trap servicing this location was undersized and noncompliant. On April 16th 2024 we issued a "Notice to Correct" to the customer specifying the type of grease trap required for this location. On May 16th 2024 Mr. Mahmoud contacted this office for inspection of new grease trap that was installed. On May 17th 2024 the grease trap was inspected and found to meet our requirements.

If you have any questions or concerns, please contact me at (772) 466-1600 ext. 5511 or reschmann@fpua.com

Rob Eschmann

Rob Eschmann
IPP Specialist
Fort Pierce Utilities Authority
403 Seaway Drive
Fort Pierce, FL. 34949
(772) 466-1600 Ext. 5511
reschmann@fpua.com

Please contact (772) 466-1600 extension 5526 for questions related to this notice

Please let us know any further questions, we are always looking forward to comply with the city codes.

500 Blk N 9 900 Blk Ave D

118.4232

OOD MARKET

DELI

ATM

Cold cuts

Phillycheese Steak

SNACKS & DRINKS



# Chapter 4 ALCOHOLIC BEVERAGES[1]

[1]State law reference(s)—Alcoholic beverages, F.S. ch. 561 et seq.; municipal regulation of hours, location and sanitation of alcoholic beverage businesses, F.S. § 562.45; Municipal Home Rule Powers Act, F.S. ch. 166.

## Sec. 4-1. Definitions.

The following words and phrases, when used in this chapter, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

*Alcoholic beverage* means any beverages containing more than one percent of alcohol by volume. The percentage of alcohol by volume shall be determined by measuring the volume of the standard ethyl alcohol in the beverage and comparing it with the volume of the remainder of the ingredients as though said remainder ingredients were distilled water.

*Beer* means a brewed beverage that meets the federal definition of beer in 27 C.F.R. § 25.11 and contains less than six percent alcohol by volume.

*Bottle club* means a commercial establishment, operated for a profit, whether or nonprofit is actually made, wherein patrons consume alcoholic beverages which are brought onto the premises and not sold or supplied to the patrons by the establishment, whether the patrons bring in and maintain custody of their own alcoholic beverages or surrender custody to the establishment for dispensing on the premises, and which is located in a building or other enclosed permanent structure. The term "bottle club" does not apply to sporting facilities where events sanctioned by nationally recognized regulatory athletic or sports associations are held, bona fide restaurants licensed by the division of hotels and restaurants of the department of business and professional regulation whose primary business is the service of full course meals, or hotels and motels licensed by the division of hotels and restaurants of the department of business and professional regulation.

*Club* means persons associated together as a chartered or incorporated club, including social clubs incorporated by orders of circuit judges after their charters have been found to be for objects authorized by law and approved by such judges as organized for lawful purposes and not for the purpose of evading license taxes on dealers in alcoholic beverages, as defined in this section, which organizations are bona fide clubs, and at the time of application for license hereunder, shall have been in continuous active existence and operation for a period of not less than two years.

*Container* means any can, cup, bottle, glass or other receptacle containing an alcoholic beverage.

*Intoxicating beverage* or *intoxicating liquor* means only those alcoholic beverages containing more than 3.2 percent of alcohol by weight.

*Malt beverage* means any brewed beverage containing malt.

*Manufacturer* means all persons who make alcoholic beverages except those who make beer or wine for personal or family consumption pursuant to F.S. § 562.165.

*Motor vehicle* means any self-propelled vehicle not operated upon rails or guideway, but not including any bicycle, motorized scooter, electric personal assistive mobility device, or moped.

*Nightclub* means any place of business operating after 11:00 p.m. and where food, alcoholic beverages and refreshments are served and sold to the public in connection with dancing, theatrical or similar entertainment; and where, in addition to the space occupied by chairs and tables for service of meals, there shall be provided a floor space of at least 400 square feet, suitably prepared for dancing, and a band, orchestra or other form of music or musical entertainment is provided.

*Restaurant* means a business licensed as a restaurant by the state division of hotels and restaurants and by the city to be a place where full-course meals are prepared, in a full-service kitchen with a commercial stove, refrigerator and oven, which facility provides seating for at least 20 patrons with standard height dining room tables or booths of adequate size to accommodate the service of full-course meals in accordance with the number of chairs found at the table, with such seating exclusive of seating at bars, counters, or cocktail tables and has a city local business tax receipt as a restaurant. The primary operation of the restaurant shall be for the serving of full-course meals.

*Sale* or *sell* means any transfer of an alcoholic beverage for a consideration, any gift of an alcoholic beverage in connection with, or as a part of, a transfer of property other than an alcoholic beverage for a consideration, or the serving of an alcoholic beverage by a club licensed under F.S. chs. 561—568.

*Wine* means all beverages made from fresh fruits, berries, or grapes, either by natural fermentation or by natural fermentation with brandy added, in the manner required by the laws and regulations of the United States, and includes all sparkling wines, champagnes, combination of the aforesaid beverages, sake, vermouths, and like products. Sugar, flavors, and coloring materials may be added to wine to make it conform to the consumer's taste, except that the ultimate flavor or the color of the product may not be altered to imitate a beverage other than wine or to change the character of the wine

(Code 1960, § 3-1(a)—(g); Code 1983, § 3-1; Ord. No. L-216, § 1, 7-5-2011)

State law reference(s)—Similar provisions, F.S. §§ 561.01, 563.01, 564.01.

## Sec. 4-2. Consumption of alcoholic beverages—In public places generally.

It is unlawful for any person to consume, and for any person other than the licensed beverage salesman or agent, to carry in any cup, can or other open or unsealed container any alcoholic beverage on the streets and sidewalks within the city, except as elsewhere provided in chapter 32.

(Code 1960, § 3-12; Code 1983, § 3-2; Ord. No. K-07, § 3, 4-17-2000)

## Sec. 4-3. Consumption of alcoholic beverages—At curb or drive-in stands.

It is unlawful for any person to consume any alcoholic beverage at curb or drive-in stands, except within the building which is the address of the person holding a license for the sale or consumption of such alcoholic beverages on the premises.

(Code 1960, § 3-11; Code 1983, § 3-3)

## Sec. 4-4. Preservation of existing business.

Businesses under this chapter in existence on September 30, 1971, but in conflict with the provisions of section 4-6, may continue in business until such time as the present owner of such establishments terminates operations or business, whereupon such nonconforming use shall not thereafter be reestablished.

(Code 1960, § 3-5; Code 1983, § 3-4)

## Sec. 4-5. Voluntary relocation.

A business in existence on September 30, 1971, may be voluntarily relocated to a second site if:

(1) Such site is within the zoning area as designated in section 125-401; and

(2) Such site is within the distance restrictions as provided in section 4-6.

(Code 1960, § 3-6; Code 1983, § 3-5; Ord. No. L-216, § 3, 7-5-2011)

## Sec. 4-6. Areas for sale of alcoholic beverages—Distance restrictions established for consumption on- or off-premises.

(a) *Minimum requirements.* Establishments located in the zoning districts outlined in section 125-401 shall meet the minimum distance requirements identified in Table 1.

| Minimum Distance Requirements for Consumption On- or Off-Premises |
|---|

| | Consume | Church | School | Other Licensed Establishment |
|---|---|---|---|---|
| Restaurant | On-premises | N/A | N/A | N/A |
| Bar/lounge | On-premises | 1,000 feet | 1,000 feet | N/A |
| Nightclub | On-premises | 1,000 feet | 1,000 feet | N/A |
| Liquor store | Off-premises | 500 feet | 500 feet | N/A |
| Grocery | Off-premises | 500 feet | 500 feet | N/A |

(b) *Exceptions.* Hotels or motels with 100 rooms or more and restaurants with a minimum seating capacity of 200 and containing a minimum of 4,000 square feet shall not be subject to distant restrictions.

(c) *Distance restrictions established for consumption on- or off-premises.* Distance restrictions as established in this chapter for consumption on- or off-premises shall not apply to properties identified in the downtown business and entertainment overlay district and properties fronting US Highway-1, Okeechobee Road, and Orange Avenue (with the exception of those in the Peacock Arts District).

(d) *Subsequent establishment of religious institution or school.* Whenever a vendor of alcoholic beverages has procured a license certificate permitting the sale of alcoholic beverages and thereafter a religious institution or school has been established within 500 feet of the vendor of alcoholic beverages, the establishment of the religious institution or school shall not be cause for the discontinuance or classification as a non-conforming use of the business as a vendor of alcoholic beverages.

(Code 1960, § 3-3; Code 1983, § 3-7; Ord. No. J-49, § 1, 9-7-1993; Ord. No. L-216, § 5, 7-5-2011; Ord. No. 21-007, § 1, 4-5-2021)

## Sec. 4-7. Areas for sale of alcoholic beverages—Measurement of distance restrictions.

(a) The manner of measurement of the distance referred to in section 4-6 shall be as follows: Begin at the main entrance of the church or school building or licensed premises, regardless of which zoning they are in, thence run to the centerline of the street right-of-way in front of such entrance, thence along the centerline of such street right-of-way to a point immediately opposite the main entrance of the proposed licensed premises, thence to the center of the main entrance of the building of the proposed licensed premises.

(b) If there is more than one public entrance to an establishment, the main entrance shall be construed to mean the principal or leading entrance to the premises involved and to which the traffic route, whether vehicular or pedestrian, of those going to and from said premises chiefly directs itself.

(Code 1960, § 3-4; Code 1983, § 3-8)

## Sec. 4-8. Waiver of distance procedure.

Any person whose location or place of business does not meet the distance restrictions in section 4-6(a) and who is applying to the state division of alcoholic beverages and tobacco for a license may have this distance waived in the following manner:

(1) A request for waiver may be initiated by filing an application in writing for such waiver in the office of the department of planning and development.

(2) The department of planning and development shall refer such application to the city planning board for review and report after conferring with affected city departments. Such recommendation and report shall be forwarded to the city commission within 90 days of the receipt of a complete application.

(3) Upon receipt of the report from the planning board, the city commission shall conduct a public hearing thereon giving at least 15 days' notice thereof in a newspaper having general circulation in the city.

(4) Before consideration of a request for waiver by the city commission pursuant to this section, notice by mail shall be given pursuant to section 125-37.

(5) Before any action is taken upon any application as provided in this section, either by the planning board or the city commission, the applicant shall deposit with the city a fee established by the city commission by resolution to cover the approximate cost of the procedure and such sum is not refundable in any event.

(Code 1960, § 3-10; Code 1983, § 3-9; Ord. No. I-60, § 1, 4-16-1984; Ord. No. I-104, § 1, 3-18-1985; Ord. No. J-49, § 2, 9-7-1993; Ord. No. L-86, § 1, 7-20-2009; Ord. No. L-216, § 6, 7-5-2011; Ord. No. 20-006, § 1, 3-16-2020)

## Sec. 4-9. Hours—Delivery by wholesale vendor.

It shall be unlawful for any wholesale vendor to sell or deliver or attempt to sell or deliver, to any retail vendor any alcoholic beverage on Sunday between the hours of 12:00 midnight on Saturday and 12:00 midnight on Sunday.

(Code 1960, § 3-7; Code 1983, § 3-10)

## Sec. 4-10. Hours—Sale, etc.

No alcoholic beverages may be sold, consumed, served or permitted to be served or consumed in any place holding a license under the division of alcoholic beverages and tobacco of the state department of business and professional regulation for the sale of alcoholic beverages regardless of alcoholic content, between the hours of 2:00 a.m. and 7:00 a.m. each day.

(Code 1960, § 3-8; Code 1983, § 3-11; Ord. No. J-41, § 2, 4-19-1993; Ord. No. K-51, § 1, 12-4-2000; Ord. No. L-40, §§ 1, 2, 9-15-2008)

## Sec. 4-11. Hours—Notification of violation.

The city clerk shall, upon conviction of any person for the violation of any of the terms of section 4-10, notify by certified mail within five days the director of the state division of alcoholic beverages and tobacco of such conviction, giving the name of the person so convicted, the date of conviction, the date of the violation and other such information as shall be necessary to properly apprise the director of the circumstances of the violation and conviction.

(Code 1960, § 3-12; Code 1983, § 3-1)

## Sec. 4-12. Bottle clubs.

(a) *Definition.* For the purposes of this section, the term "bottle club" means a business establishment providing facilities for the consumption of alcoholic beverages by its patrons on the premises, but not licensed to sell alcoholic beverages, without regard as to whether the patrons are required to be members of the bottle club. The term "bottle club" does not include a social, fraternal or civic association or organization which only occasionally or intermittently provides facilities for on-premises consumption of alcoholic beverages by its members and their guests and is not licensed to sell alcoholic beverages. A bottle club can be a private club or a public business establishment in which the principal revenue would be derived from the sale of setups, mixers, ice and water, and charges for any entertainment provided.

(b) *Prohibited.* No bottle clubs, as defined in subsection (a) of this section, will be licensed or authorized to do business within the city.

## Sec. 4-13. Minimum requirements for on-premises consumption.

(a) An applicant holding a "beer and wine—consume on premises and package sales" license must be engaged in conducting a bona fide restaurant establishment, for which such waiver is sought, and to qualify as a bona fide restaurant the restaurant must:

(1) Have tables capable of seating not fewer than 20 persons simultaneously, for the purpose of serving meals;

(2) Dispense sales of beer and wine only to persons patronizing the establishment for the main purpose of ordering and consuming food;

(3) Have permanent kitchen facilities with a commercial stove, refrigerator and oven located within the premises in which meals are regularly prepared for service to patrons of the establishment.

(b) An applicant holding a "beer, wine and liquor—consume on premises and package sales" license must demonstrate that any parking area provided for is illuminated by not less than three footcandles per square foot of parking lot area.

(Code 1983, § 3-14; Ord. No. L-216, § 7, 7-5-2011)

## Sec. 4-14. Minimum standards for review for waiver of distance.

The city commission shall determine if the health, safety, or general welfare has been provided with any waiver request and may impose any condition which it finds to be necessary to protect the best interest of the surrounding property of the city.

(1) The actual location and distance of the proposed establishment with respect to other places of business licensed to sell intoxicating beverages, whether on or off the premises, as well as churches and schools;

(2) The type and size of the establishment, including any bar floor space and seating capacity, and whether, in view of such type or size, the proposed establishment is likely to create a public nuisance or traffic impediment by drawing crowds or persons milling about outside the building;

(3) Whether adequate parking and landscaping for the facility is provided so as to meet the requirements set forth in sections 125-314 through 125-316;

(4) Whether the facility is physically separated or well buffered from all adjacent residentially zoned areas;

(5) Whether traffic generated by patrons or pickup/delivery vehicles will pass through low or moderate density residentially zoned neighborhood;

(6) Whether, if the facility is located within 1,600 feet of a church or school, it will generate traffic which may adversely affect the safety of persons attending such church or school;

(7) Before any action is taken upon any application as provided in this section, either by the planning board or the city commission, the applicant shall deposit with the city a fee established by the city commission by resolution to cover the approximate cost of the procedure and such sum is not refundable in any event.

(Code 1983, § 3-15; Ord. No. L-216, § 8, 7-5-2011)

## Sec. 4-15. Waiver exemptions.

A location that has been granted a waiver of distance by the city commission shall not be required to obtain a new waiver of distance as a result of a change in tenancy, ownership or management unless a change in use occurs for a time period of 12 months or more.

(Code 1983, § 3-16; Ord. No. L-216, § 9, 7-5-2011)