



DESIGN REVIEW

Property Information

Property address or Location 4601 Regina Drive

Parcel ID #(s) 3403-501-0025-000-5

Project description Site Plan Amendment for townhome community.

Treasure Townhomes LLC

Property Owner(s)

12300 South Shore Blvd Suite 214

Street Address

Wellington FL 33414

City

State

Zip

305-303-5295

Phone Number

mugarte@ivydevelopmentgroup.com

Email Address

Cotleur & Hearing

Applicant/Representative, Title, Company

1934 Commerce Ln, Ste 1

Street Address

Jupiter FL 33458

City

State

Zip

561-747-6336

Phone Number

msanz@cotleur-hearing.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. 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-Rev>

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.



CONCURRENCY CAPACITY ANALYSIS

I. Site Data:

	Existing Use	Future Land Use	Zoning
North			
South			
East			
West			

	Future Land Use	Zoning Classification	Maximum Intensity Residential: Dwelling Units per Acre Other: Square Footage	Total Acreage	Flood Zone
Current					
**Proposed					N/A

II. Public Facilities Information:

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

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

C. Parks and Recreation (Residential Classifications Only): (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): 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	
**Proposed Zoning/FLU	Enrollment	
**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	
**Proposed Zoning/FLU	
*Change in Demand	

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

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

IV. Project Description

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

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

NON-RESIDENTIAL DATA					
Type(s) specify	Phase	Square footage	Acres	Expecting beginning date	Expected completion date

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:

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

July 15, 2024

City of Fort Pierce
Planning Department
100 N US Highway 1
Fort Pierce, FL 34950

407 Weatherbee Site Plan Application Narrative

Description:

Parcel ID: 3403-501-0025-000-5

Site Location: East of US-1, on the south side of E Weatherbee Rd, west of Regina Dr

Project Site: 9.574 acres

Existing Land Use: RM

Existing Zoning: R-4

To whom it may concern,

On Behalf of the applicant, Treasure Townhomes LLC, please accept this narrative as part of the Site Plan application for the proposed residential development project on E Weatherbee Road, west of Regina Drive. This 9-acre site has an existing land use of RM and existing zoning of R-4 and is identified as Parcel ID 3403-501-0025-000-5 and has an address of 4601 Regina Drive.

Due to the site's proximity to the major commercial corridor of US Highway 1, being within 1,500 feet, this site is optimal for medium density residential, as also demonstrated by the existing Land Use and Zoning designations. The proposed townhome community is an excellent transition between the existing Tanglewood Mobile Home Park to the west (with an existing zoning of C-3) and the single-family residences to the east.

The applicant is proposing a total of 114 townhome units, divided into 19 six-unit buildings, consistent with the permitted medium-density residential density of no more than 12 units per acre. Per the existing R-4 Land Development Regulations, the standard maximum density is 10 units per acre, and can be up to 12 units per acre for innovative residential developments. The attached Density Justification file included in this submittal details how this project qualifies for this density bonus.

There is no native upland habitat located on site. The environmental assessment report acknowledges that there is native vegetation present, but they are not considered to be native habitat due to not having significant associations. Please see attached environmental assessment report representing sample of vegetative species observed during the site visit.

Furthermore, there are no wetlands present on site. However, there is a lake of less than one (1) acre located within central north portion of the subject site. As stated above, the existing lake acts as a focal point for the proposed development. Environmental surveyor also conducted a pedestrian survey to investigate for the presence of any listed plant or animal. Per environmental report, Gopher Tortoises were detected on site. A Gopher Tortoise Permit will be obtained by an authorized agent to relocate the tortoises prior to any land clearing activities. Apart from this, no other animal or plant species were found on site. Please see attached environmental assessment report for detailed information on existing environmental condition of the subject property.

This ungated community will feature aesthetic architecture compatible with the surrounding residences. The first floor façade will be of textured stucco, while the second floor will feature vertical and horizontal siding veneer, preventing visual monotony and creating depth and dimension to the buildings.

We look forward to working with staff to facilitate the development of this project. Should you have any questions or clarification about this project, please do not hesitate to contact me at dsorrow@cotleur-hearing.com or 561-747-6336.

Sincerely,



Daniel T. Sorrow, AICP, PLA, LEED AP BD+C
Cotleur & Hearing
1934 Commerce Lane, Suite 1
Jupiter, FL 33458

July 15, 2024

City of Fort Pierce
Planning Department
100 N US Highway 1
Fort Pierce, FL 34950

407 Weatherbee Site Plan Application Density Bonus Justification

Description:

Parcel ID: 3403-501-0025-000-5

Site Location: East of US-1, on the south side of E Weatherbee Rd, west of Regina Dr

Project Site: 9.574 acres

Existing Land Use: RM

Existing Zoning: R-4

To whom it may concern,

On behalf of the applicant, Treasure Townhomes LLC, please accept this density bonus justification for the additional 2du/ac requested on the property site located at 4601 Regina Drive. As mentioned in the *Narrative* provided for this Site Plan Application, the development proposes to build 114 multifamily residential townhome units on this 9.57-acre parcel, equaling 12du/ac. Although the site is currently vacant, the existing RM Land Use and R-4 Zoning indicate its appropriateness for medium-density residential. The maximum density per the land use is 12du/ac, and the maximum density per the zoning designation is generally 10du/ac, although this can be increased to 12du/ac for innovative developments per **Land Development Ordinances Section 125-194**. This justification explains how each point under **Section 125-243(e)** is being considered in this project for the additional density requested.

The first criterion for additional density is *landscaping*, as described in **Land Development Ordinances Section 125-243(e)(1)**. Per the environmental report provided, although there is some native vegetation onsite, these do not have significant associations and are not considered native upland habitat. Most of the existing vegetation is exotic and needs to be removed. The tree mitigation plan included in this application shows the extensive effort made to relocate most of the trees that are considered protected or meet the DBH criteria. The oaks and pines are not able to be relocated, as they have poor chances of survival, however, approximately 85 cabbage palms are being relocated and utilized throughout the proposed development plan. These relocations, in addition to the heavily revegetated perimeter buffer areas, grant an additional 1du/ac to the development.

The second criterion is *siting*, per **Land Development Ordinances Section 125-243(e)(2)**. One noteworthy aspect of the overall project site's location is its proximity two four bus stops – two northbound and two southbound – of the St. Lucie County Fixed Route 1 system along US Highway 1. Two stops are approximately 1,300 feet north of Weatherbee Road, and the other two are approximately 1,800 feet south of Weatherbee Road. This indicates that the future residents of this development would have public transportation access along US Highway 1 between downtown Fort Pierce and the Treasure Coast Mall. Additionally, the ungated site is designed so that the entrance is directly facing the lake feature. Therefore, pedestrians and drivers who pass the sight are also able to enjoy the water views and fountain. Since this is ungated, they would also be able to walk along the sidewalk on the northern edge of the lake. With this criterion being met, the development receives an additional 0.5du/ac.

The final point of innovation for this site is the *design*, as explained in **Land Development Ordinances Section 125-243(e)(3)**. Firstly, as described in the narrative, the two-story townhome buildings will have façade indentations, three different building materials/sidings, and varied roof shapes. These added features enhance the aesthetics of the community and eliminate architectural monotony. Additionally, the proposed site design utilizes the existing +/- 0.8ac lake. As shown on the site plan, approximately 0.7ac of this lake is being improved and retained, utilizing the existing stormwater infrastructure and drainage patten, while simultaneously capturing, treating, and improving runoff in the area. These design features therefore grant an additional 0.5du/ac to the development.

Finally, with the criteria above being met and justified, this project receives the additional bonus 2du/ac, allowing a total of 12du/ac. At this permitted density, the maximum number of units for this development is 114, which is consistent with the proposed plan.

We look forward to working with the City on this project and are available to answer any questions or concerns you may have at this time. Please let us know if you need any further information from us.

Sincerely,



Daniel T. Sorrow
1934 Commerce Lane, Suite 1
Jupiter, FL 33458
561.800.8426 Cell
561.747.6336 Office

This Instrument Prepared By:
DENNIS G. CORRICK, ESQ.
Dean, Mead, Minton & Moore
1903 South 25th Street, Suite 200
Fort Pierce, Florida 34947
(772) 464-7700

For Official Use Only
Tax Parcel Identification No. 3403-501-0025-000-5

SPECIAL WARRANTY DEED

THIS SPECIAL WARRANTY DEED is made as of the 16th day of November, 2021, by JOHO PROPERTIES, LLC, a Florida limited liability company, Document Number L11000026893, whose address is 2400 S. Ocean Drive, PH 4200 D, Fort Pierce, Florida 34949 (“Grantor”), to TREASURE TOWNHOMES, LLC, a Florida limited liability company, Document Number L21000232043, whose address is 4750 W. Commercial Blvd., Tamarac, Florida 33319 (“Grantee”).

(Whenever used herein, the terms “Grantor” and “Grantee” include all the parties to this instrument and the heirs, personal representatives and assigns of individuals and the successors and assigns of corporations, limited liability companies, partnerships, governmental and quasi-governmental entities.)

WITNESSETH:

THAT GRANTOR, for and in consideration of the sum of Ten Dollars (\$10.00) and other valuable consideration, the receipt and sufficiency of which is hereby acknowledged, by these presents does grant, bargain, sell, alien, remise, release, convey and confirm unto Grantee, all that certain parcel of real property (the “Land”) situate in St. Lucie County, Florida and more particularly described as follows:

Lots 1 through 26, Block 2; and Lots 1 through 26, Block 3; Regina Palms, according to the plat thereof, as recorded in Plat Book 4, Page 82, of the Public Records of St. Lucie County, Florida.

Together with that part of vacated Englar Avenue adjacent thereto.

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

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

AND GRANTOR hereby covenants with Grantee that Grantor is lawfully seized of the Land in fee simple; that Grantor has good right and lawful authority to sell and convey Grantor's interest in and to the Land and hereby warrants the title to the Land and will defend the same against the lawful claims of all persons claiming by, through or under Grantor, but not otherwise. This conveyance is subject to taxes accruing subsequent to December 31, 2020, and to easements, restrictions, agreements, conditions, limitations, reservations and other matters of record, if any, but this reference to the foregoing shall not operate to reimpose the same.

IN WITNESS WHEREOF, the party referred to above as Grantor has caused this instrument to be executed and delivered in its name and has intended the same to be and become effective as of the day and year first above written.

Signed, sealed and delivered
in the presence of:

GRANTOR

Witness 1:

Signature: [Signature]
Print Name: Pennis G. Carrick

JOHO PROPERTIES, LLC, a Florida limited liability company

By: [Signature]
John M. Sigler, Manager

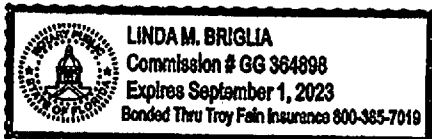
Witness 2:

Signature: [Signature]
Print Name: Linda M. Briglia

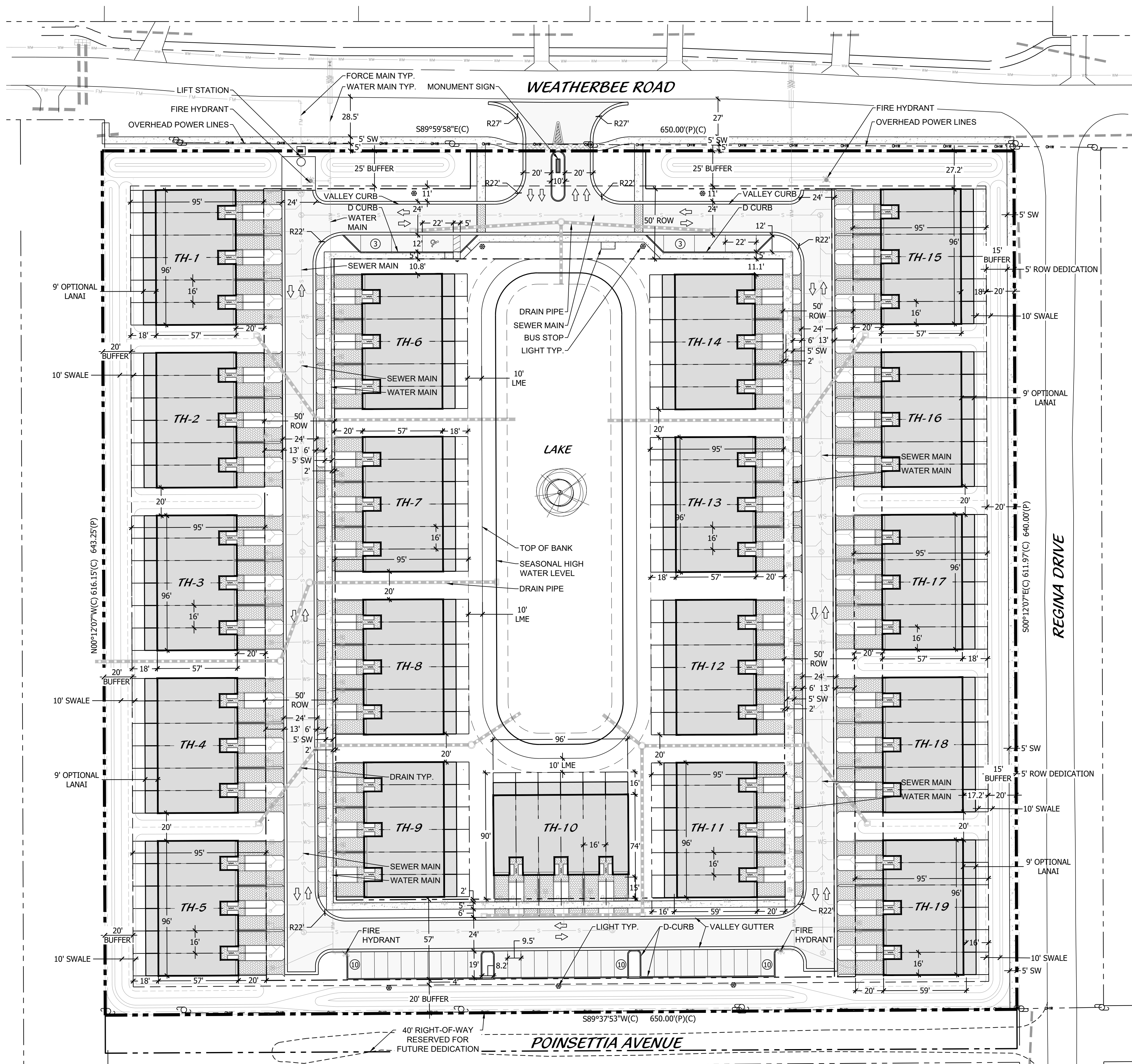
STATE OF FLORIDA
COUNTY OF ST. LUCIE

The foregoing instrument was acknowledged before me by means of (check one) physical presence or online notarization this 11th day of November, 2021, by John M. Sigler, as Manager of JOHO Properties, LLC, a Florida limited liability company. Said person (check one) is personally known to me, produced a driver's license issued by a state of the United States within the last five (5) years as identification, or produced other identification, to wit: _____

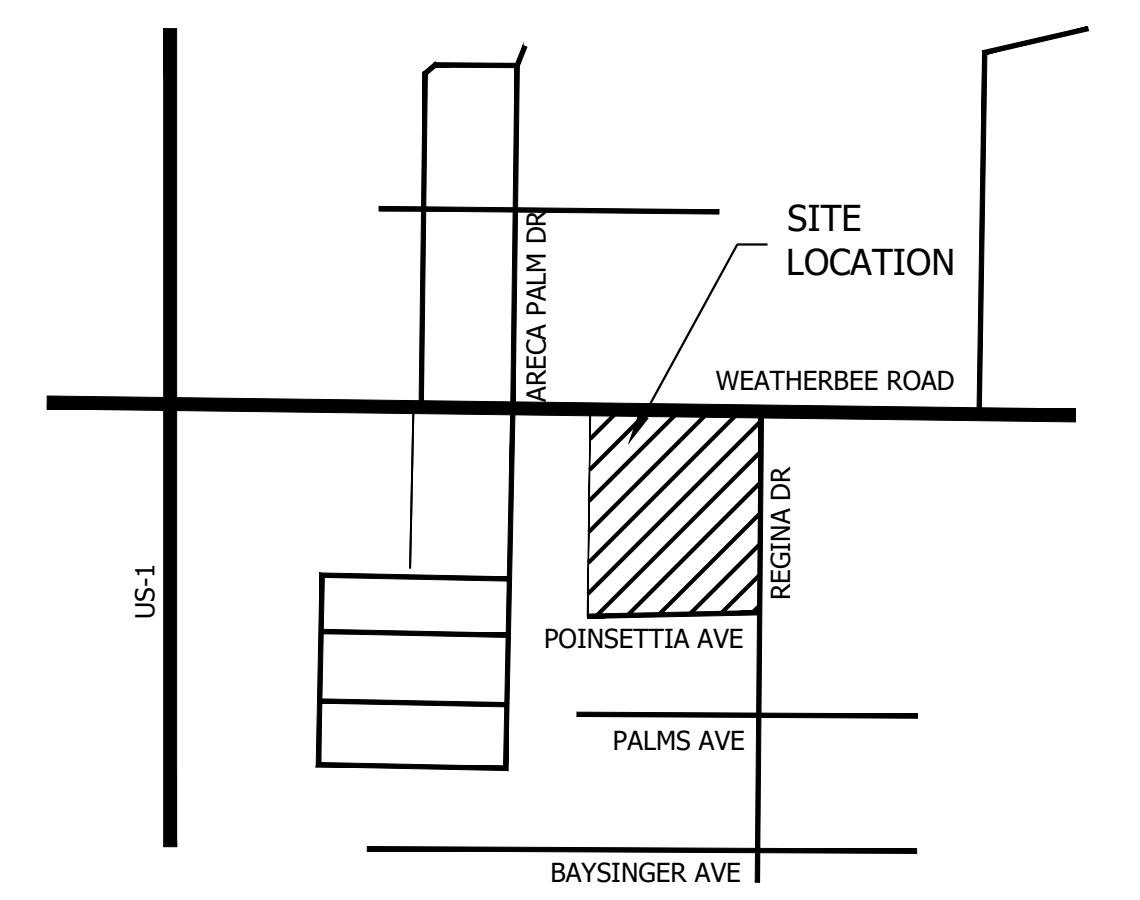
[Affix Notary Seal]



[Signature]
Print Name: Linda Briglia
Notary Public, State of Florida
Commission No.: GG 364898
My Commission Expires: 9/1/23



KEY MAP



LEGEND

- HC HANDICAP LANDSCAPE BUFFER
- LB SETBACK
- SW SIDEWALK TYPICAL
- HC SIGN
- STOP SIGN
- DO NOT ENTER
- PEDESTRIAN CROSSING
- PARKING LIGHT
- BUILDING/ACCENT LIGHT

TREASURE TOWNHOMES SITE DATA

PARCEL: 340350100250005
4601 REGINA DRIVE

LAND USE ZONING	RM
FIRM/FLOOD ZONE	R-4 ZONE X, A; MAP # 12111C0279K

BUILDING DATA	ACRES	SQUARE FEET
TOTAL SITE AREA	9.574	417,043
TOTAL BUILDINGS (6 UNIT TOWNHOMES)	19	BUILDINGS
TOTAL PROPOSED UNITS	114	UNITS
DENSITY	12	UNITS/ACRE

PARKING CALCULATIONS	ACRES	SQUARE FEET	PERCENT
REQUIRED PARKING	228	SPACES	
*1.5 SPACES PER UNIT			
PROVIDED PARKING			
OFF-STREET STANDARD PARKING	35	SPACES	
OFF-STREET HANDICAPPED PARKING	1	SPACES	
DRIVEWAY PARKING	114	SPACES	
GARAGE PARKING	114	SPACES	
TOTAL	264	SPACES	

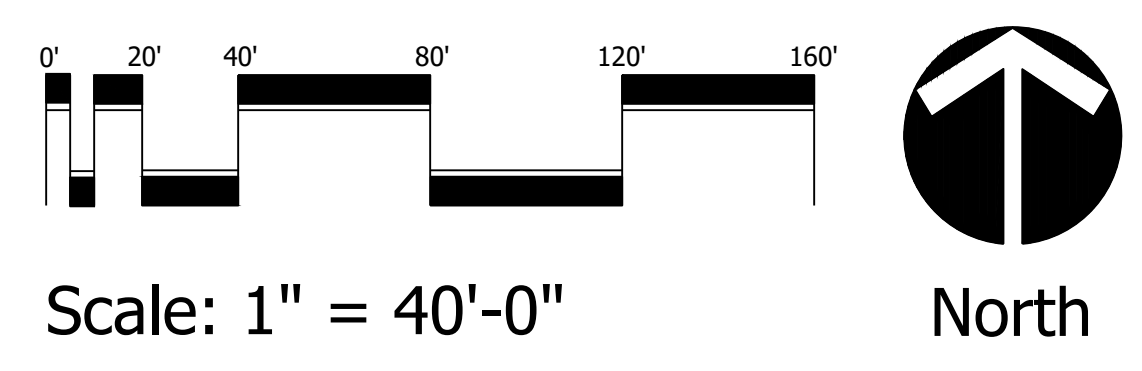
PERVIOUS/IMPERVIOUS CALCULATIONS	ACRES	SQUARE FEET	PERCENT
PERVIOUS			
BUFFER TRACT	1.08	46,873	11.2%
LAKE MAINTENANCE EASEMENT	1.06	46,031	11.0%
40' WIDTH TRACT	0.41	17,916	4.3%
OTHER LANDSCAPE AREA	1.25	54,640	13.1%
SUB-TOTAL	3.80	165,460	39.7%
IMPERVIOUS			
BUILDING COVERAGE	2.23	97,290	23.3%
VEHICULAR USE AREA	1.27	55,319	13.3%
PAVER DRIVEWAYS & WALKS	0.95	41,559	10.0%
OPTIONAL LANAI (MAX COVERAGE)	0.38	16,416	3.9%
SIDEWALKS, CONCRETE PADS	0.26	11,529	2.8%
WATER SURFACE	0.68	29,471	7.1%
SUB-TOTAL	5.78	251,584	60.3%
TOTAL	9.574	417,043	100.0%

LEGAL DESCRIPTION

LEGAL DESCRIPTION SOURCE [ORB 4723, PG. 2287]:
 LOTS 1 THROUGH 26, INCLUSIVE, BLOCK 2; LOTS 1 THROUGH 26, INCLUSIVE, BLOCK 3 AND THAT PART OF VACATED ENGLAR AVENUE ADJACENT THERETO, REGINA PALMS, ACCORDING TO THE MAP OR PLAT THEREOF, RECORDED IN PLAT BOOK 4, PAGE 82, OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA.
 CONTAINING 9.574 ACRES, MORE OR LESS.
 LEGAL DESCRIPTION (AS SURVEYED):
 A PARCEL OF LAND LYING IN BLOCKS 2 AND 3, REGINA PALMS ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 4, PAGE 82 OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA. BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTH EAST CORNER OF SAID BLOCK 2; THENCE SOUTH 00°12'07" EAST ALONG THE EAST LINE OF SAID BLOCKS 2 AND 3, ALSO BEING THE WEST RIGHT-OF-WAY LINE OF REGINA DRIVE (A 60.00 FOOT RIGHT-OF-WAY), A DISTANCE OF 611.97 FEET TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF POINSETTIA AVENUE (A 40.00 FOOT RIGHT-OF-WAY)(AS LAID OUT AND IN SUE); THENCE SOUTH 89°37'53" WEST ALONG SAID NORTH RIGHT-OF-WAY LINE, A DISTANCE OF 650.00 FEET TO A POINT ON THE WEST LINE OF SAID BLOCKS 2 AND 3, ALSO BEING THE EAST RIGHT-OF-WAY LINE OF NORTH ST. LUCIE RIVER WATER CONTROL DISTRICT (A 60.00 FOOT CANAL RIGHT-OF-WAY); THENCE NORTH 00°12'07" WEST ALONG THE WEST LINE OF SAID BLOCKS 2 AND 3, A DISTANCE OF 616.15 FEET TO A POINT ON THE NORTH LINE OF SAID BLOCK 2, ALSO BEING THE SOUTH RIGHT-OF-WAY LINE OF WEATHERBEE BOULEVARD (A 90.00 FOOT RIGHT-OF-WAY); THENCE SOUTH 89°59'58" EAST ALONG THE NORTH LINE OF SAID BLOCK 2, A DISTANCE OF 650.00 FEET TO THE POINT OF BEGINNING.
 CONTAINING 9.163 ACRES, MORE OR LESS.

SITE PLAN



Scale: 1" = 40'-0"

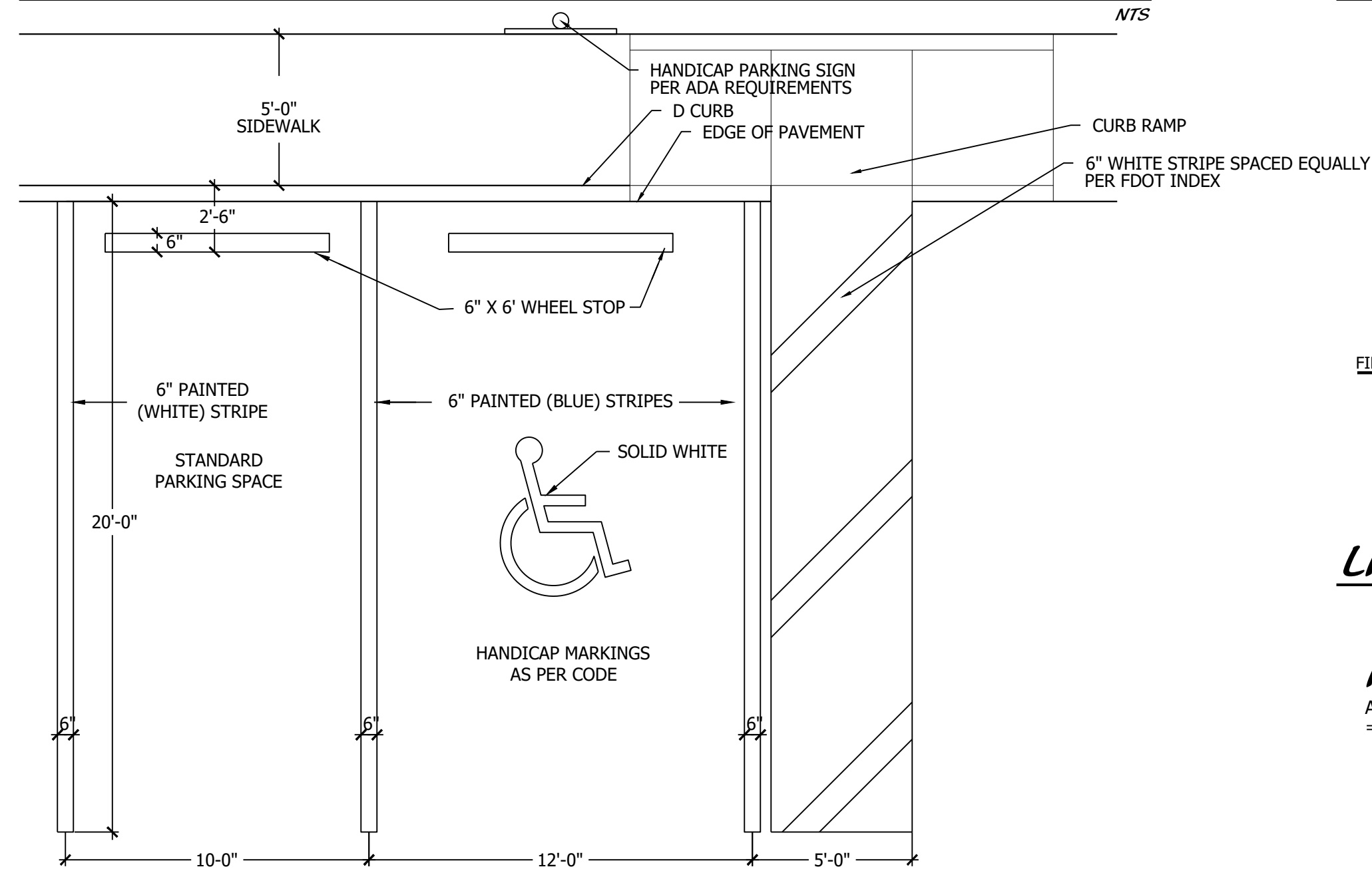
Cotleur & Hearing
 Landscape Architects
 Land Planners
 Environmental Consultants
 1934 Commerce Lane
 Suite 1
 Jupiter, Florida 33458
 561.747.6336 • Fax 747.1377
 www.cotleurhearing.com
 Lic# LC-C000239

TREASURE TOWNHOMES

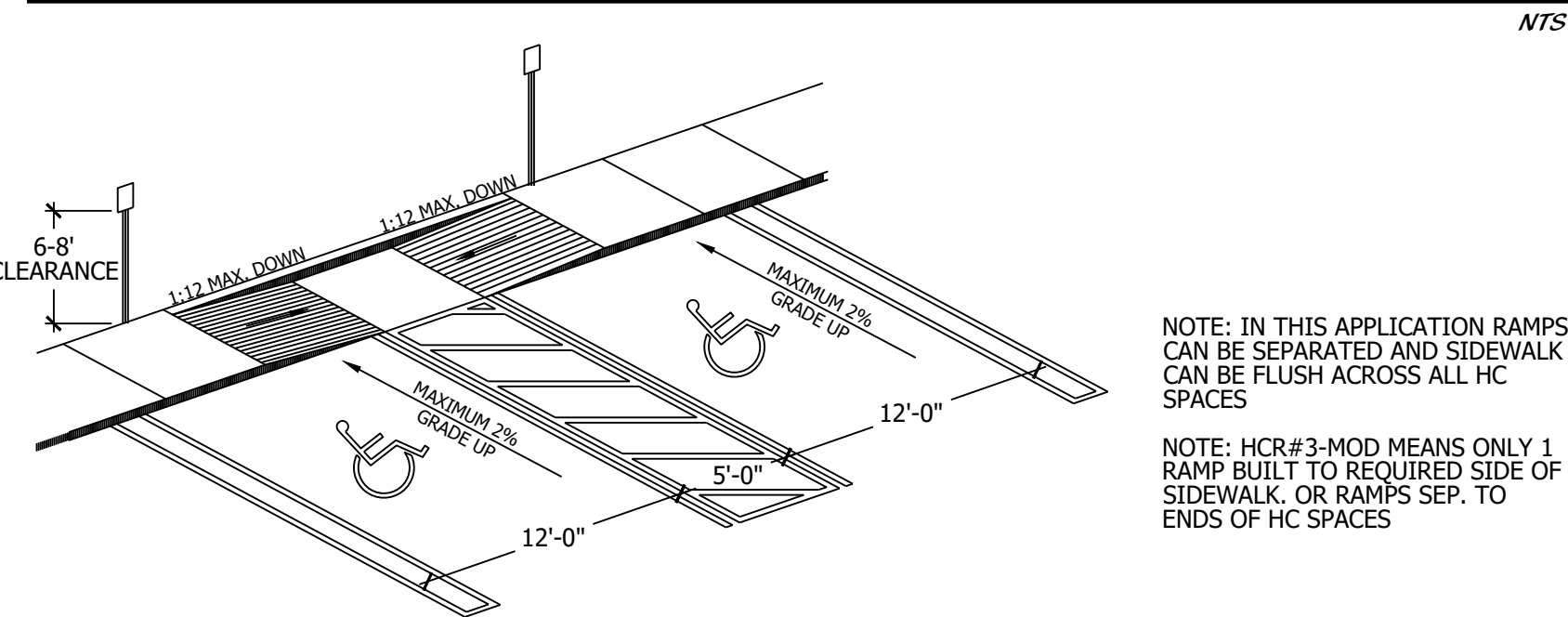
Fort Pierce, Florida

DESIGNED ACE, LAH
 DRAWN ACE, LAH
 APPROVED DTS
 JOB NUMBER 24-0303
 DATE 07-17-24
 REVISIONS

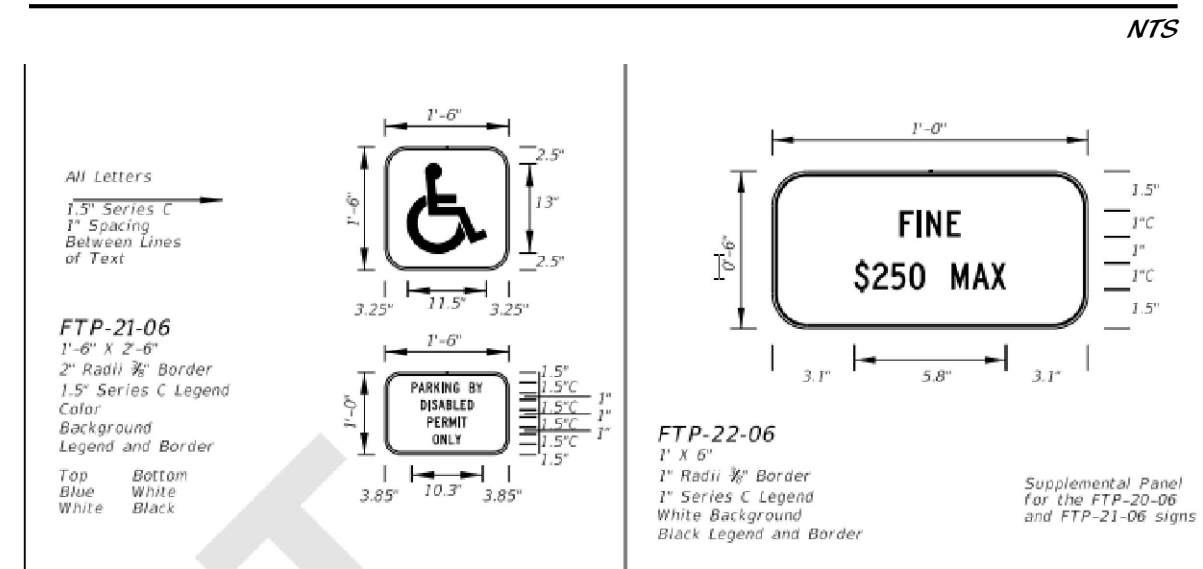
TYPICAL GUEST AND HANDICAP PARKING DETAIL



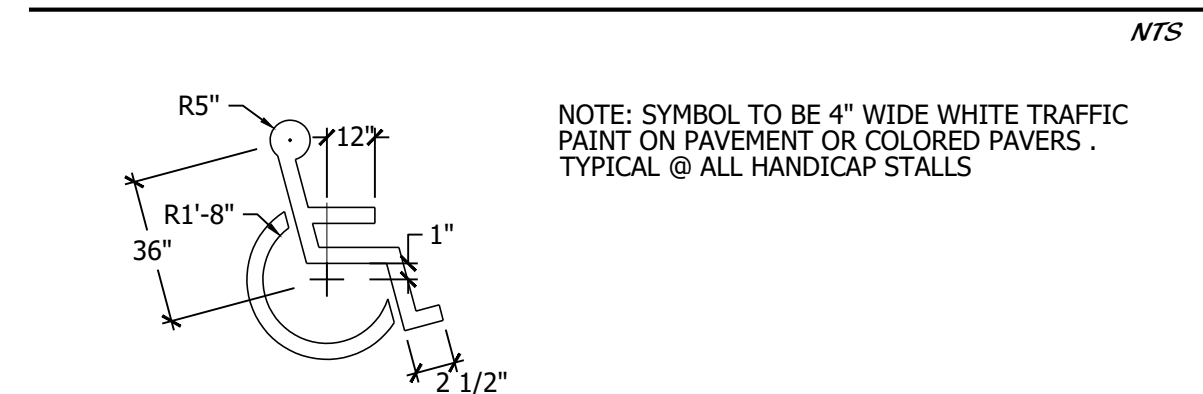
HANDICAP RAMP DETAIL



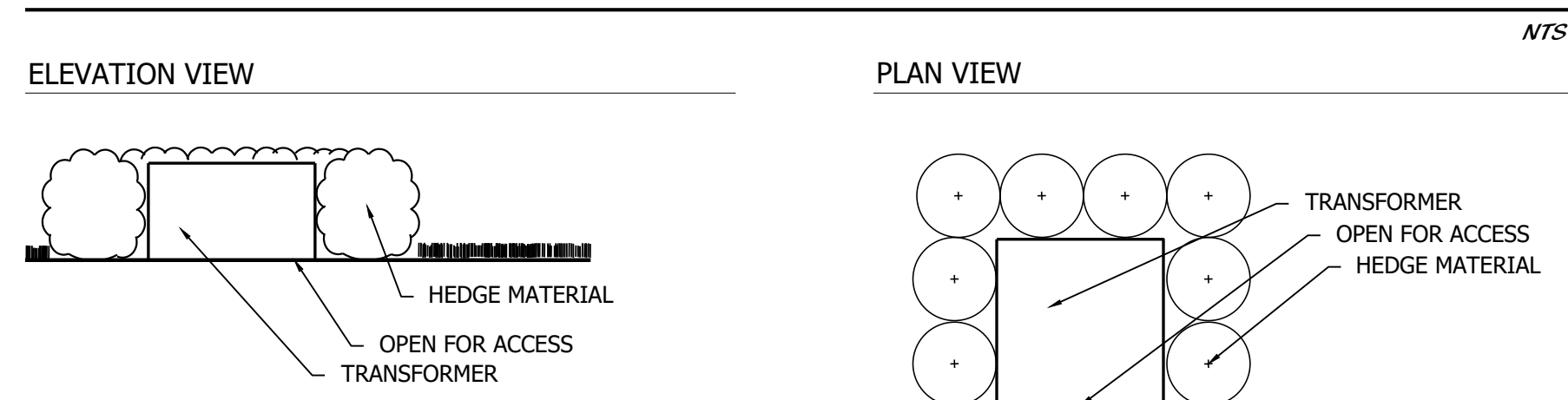
HANDICAP SIGN DETAIL



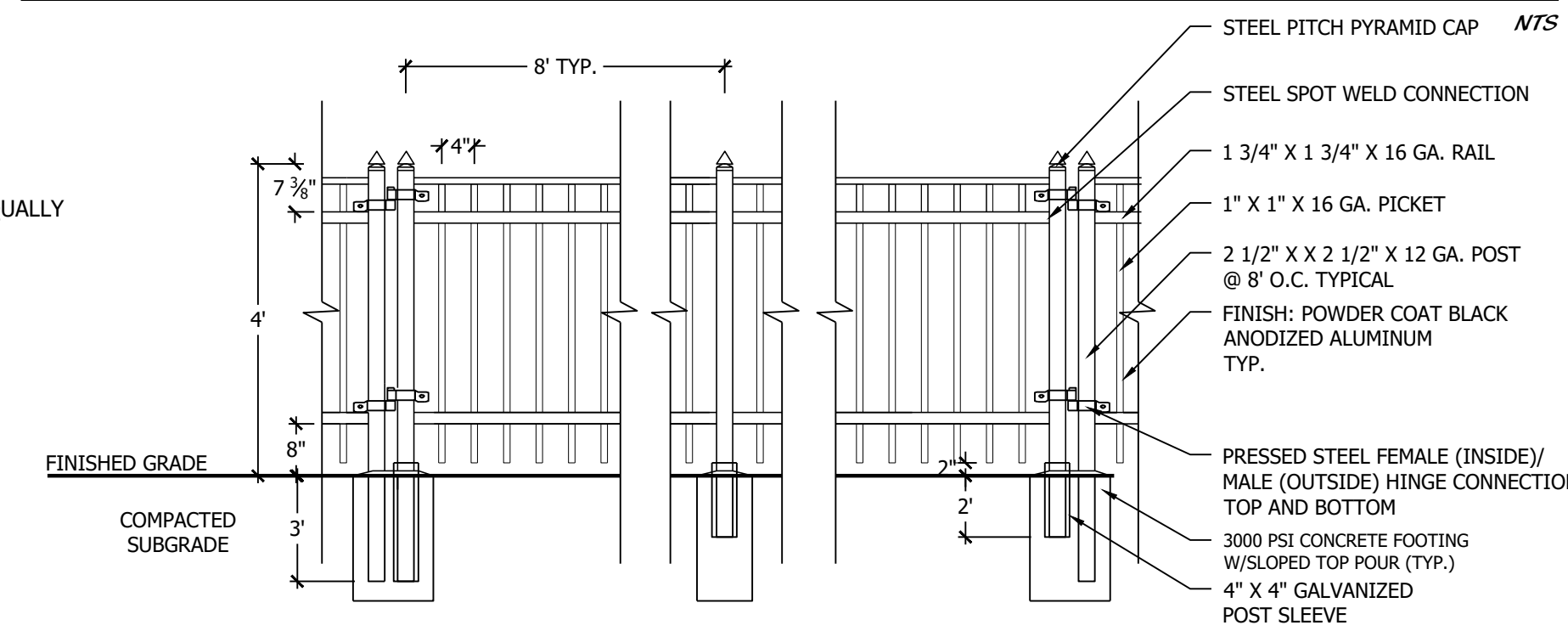
HANDICAP SYMBOL DETAIL



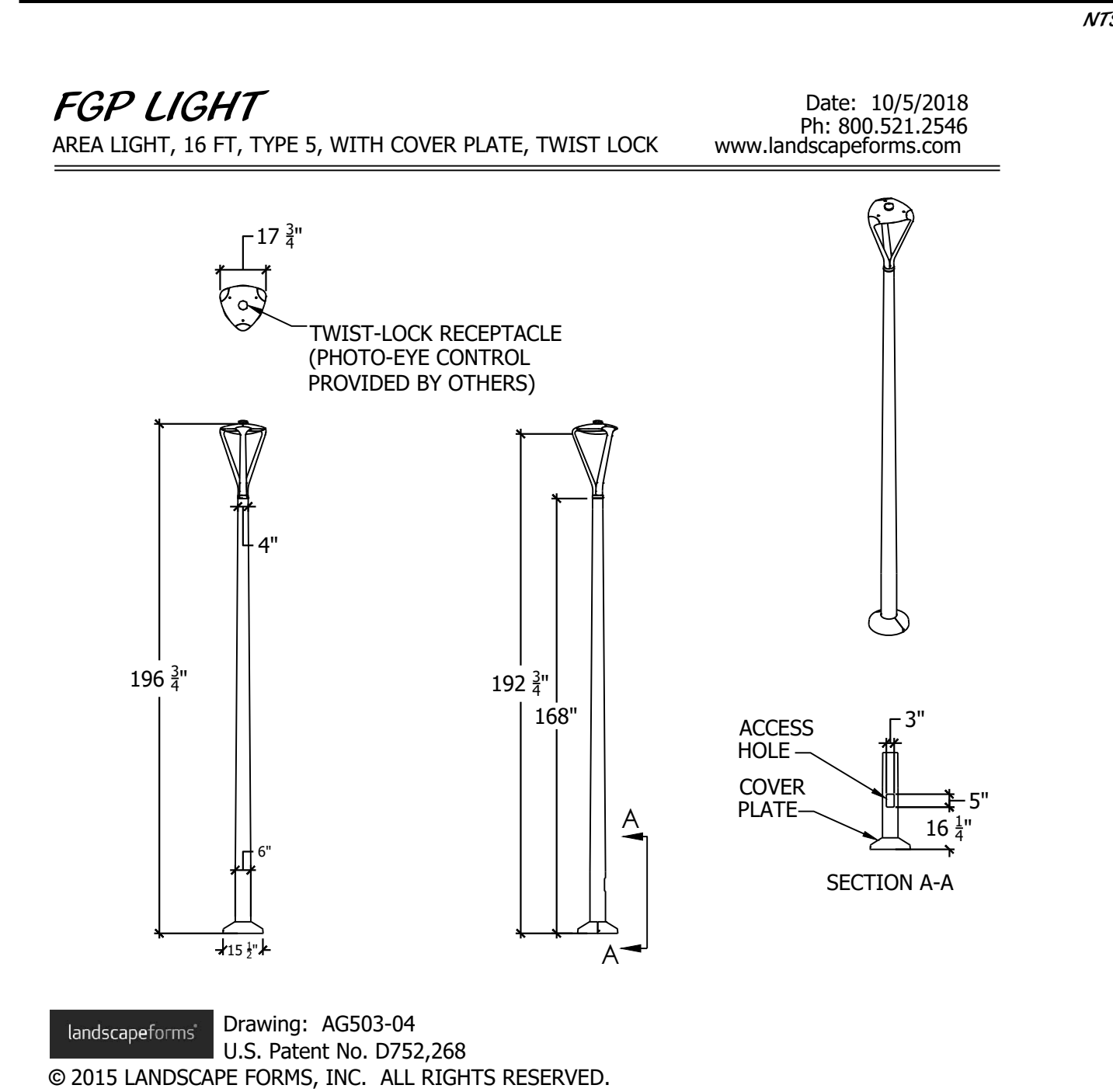
TRANSFORMER DETAIL



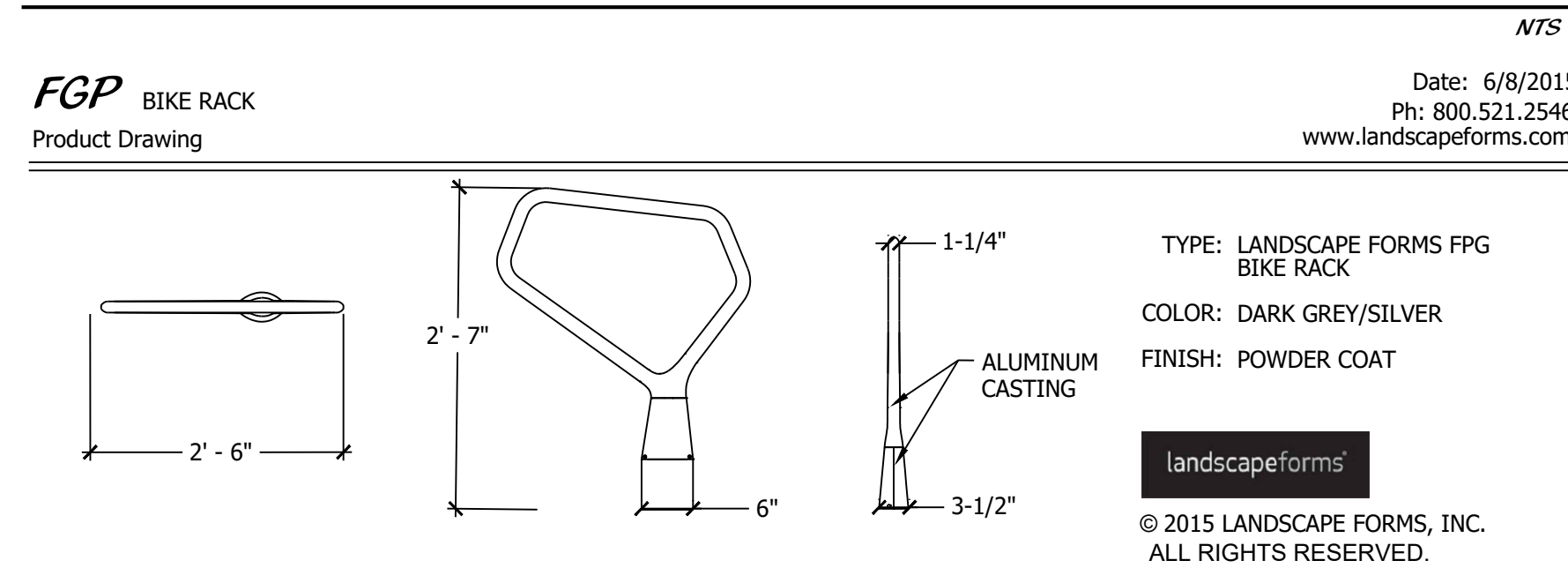
DECORATIVE FENCE DETAIL



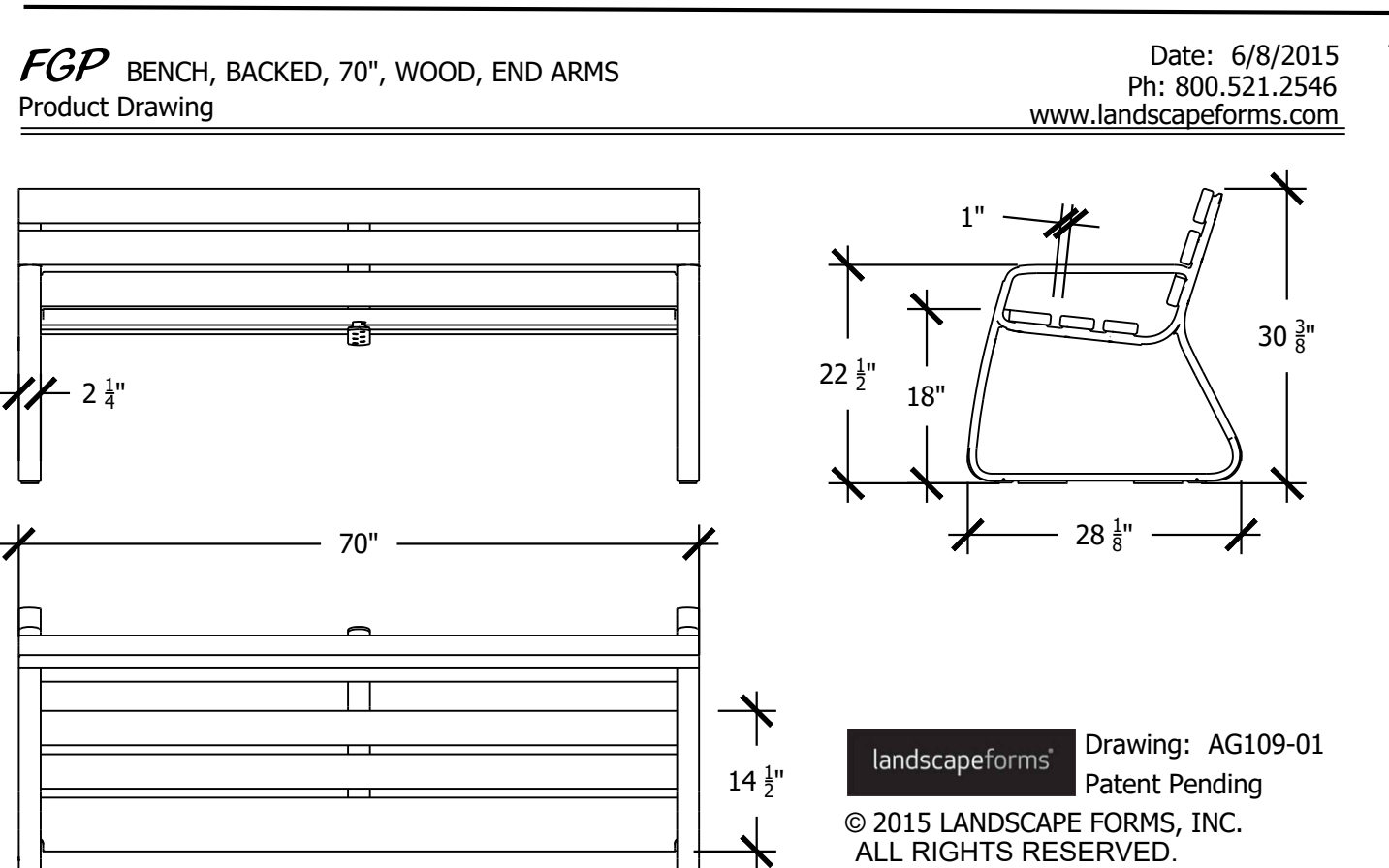
LIGHTING DETAIL



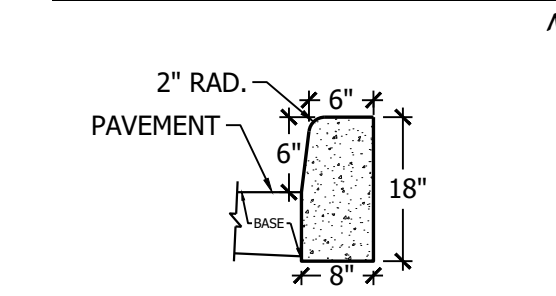
BIKE RACK DETAIL



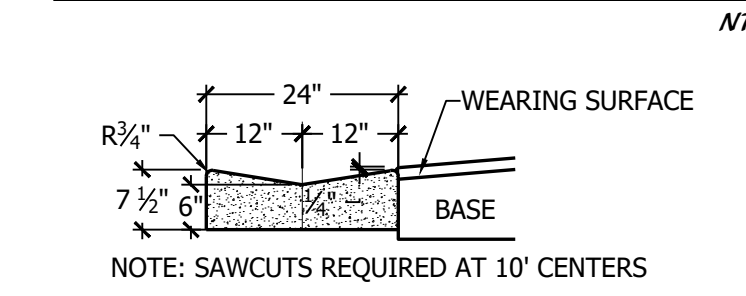
BENCH DETAIL



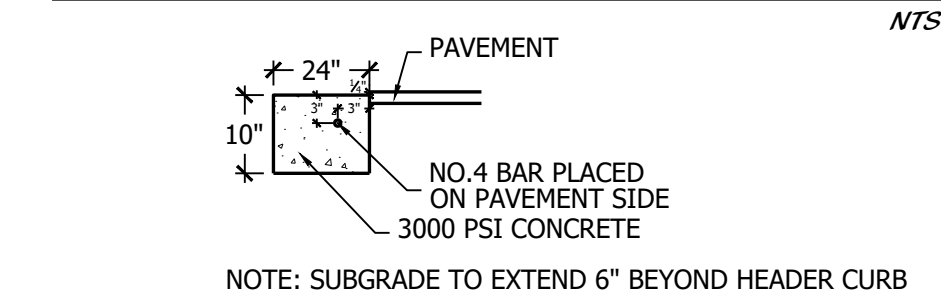
D CURB DETAIL



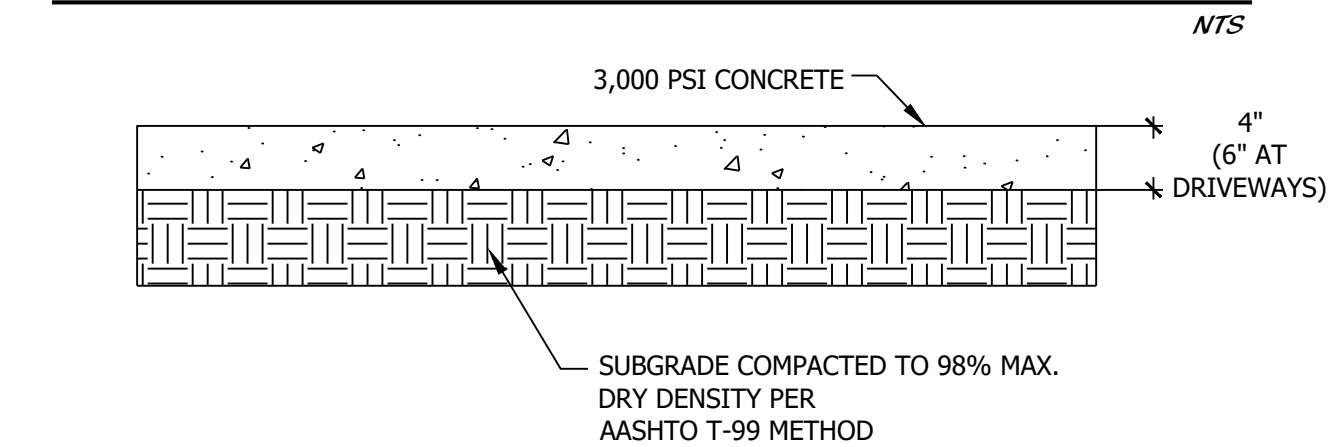
VALLEY CURB DETAIL



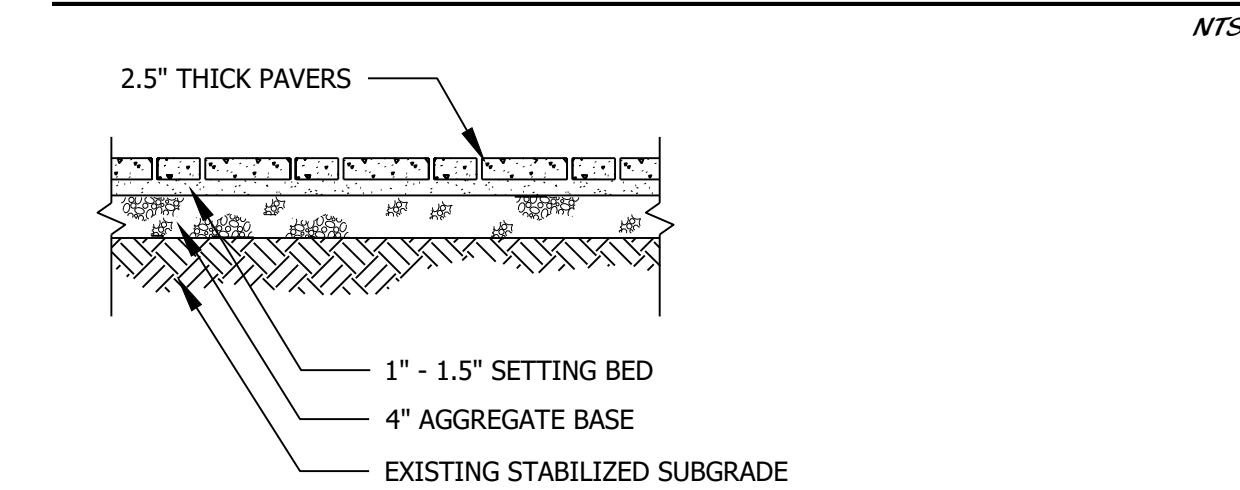
HEADER CURB DETAIL



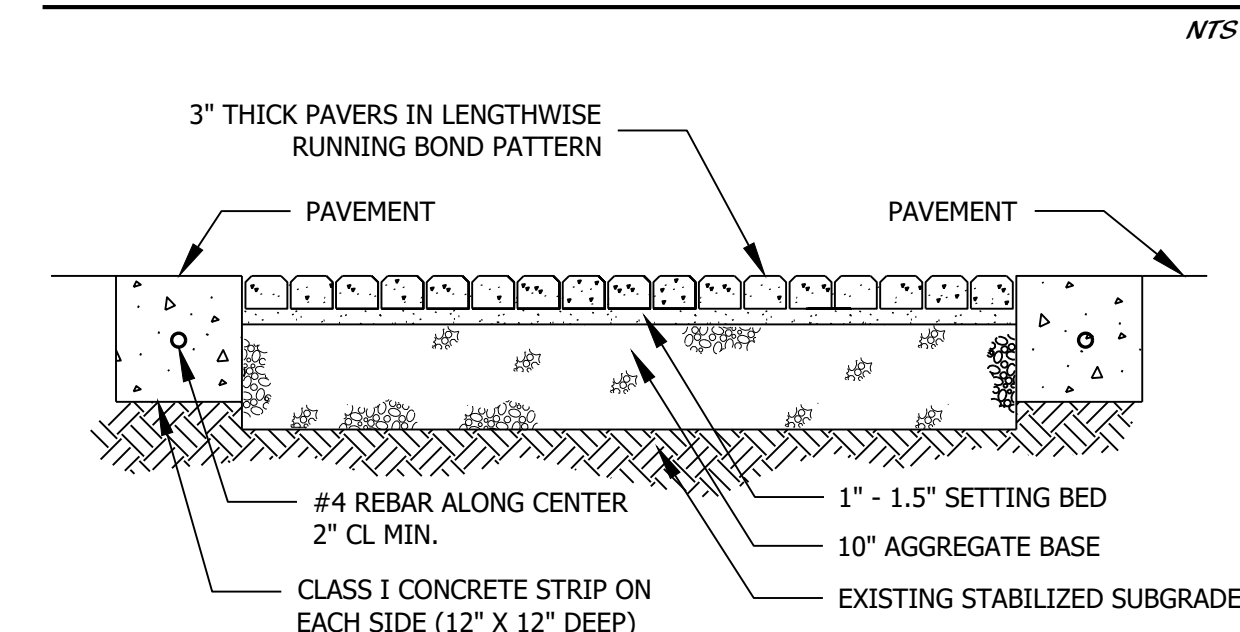
SIDEWALK DETAIL



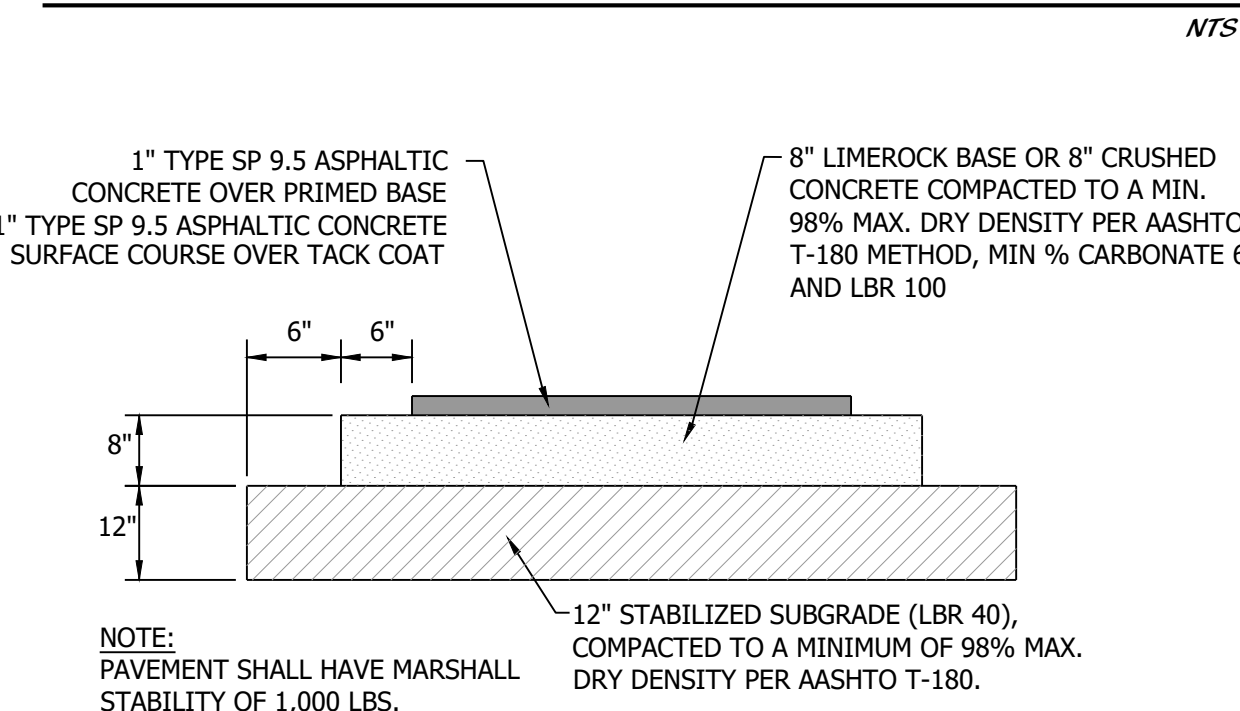
PEDESTRIAN PAVER DETAIL



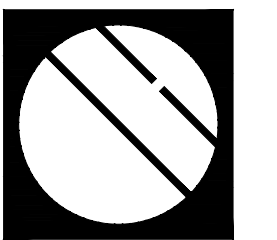
VEHICULAR PAVER DETAIL



VEHICULAR PAVEMENT DETAIL



SITE DETAILS



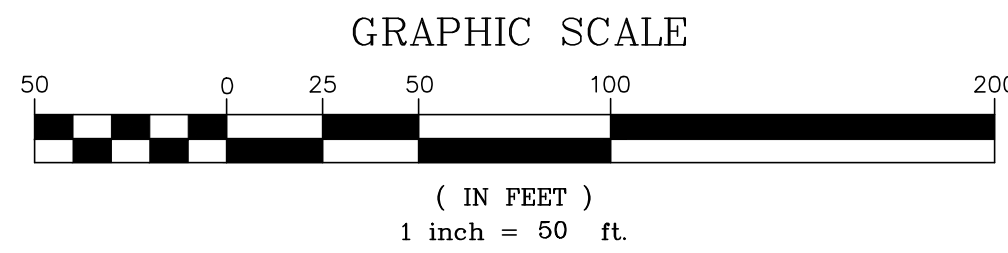
Cotleur & Hearing

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-C000239

TREASURE TOWNHOMES

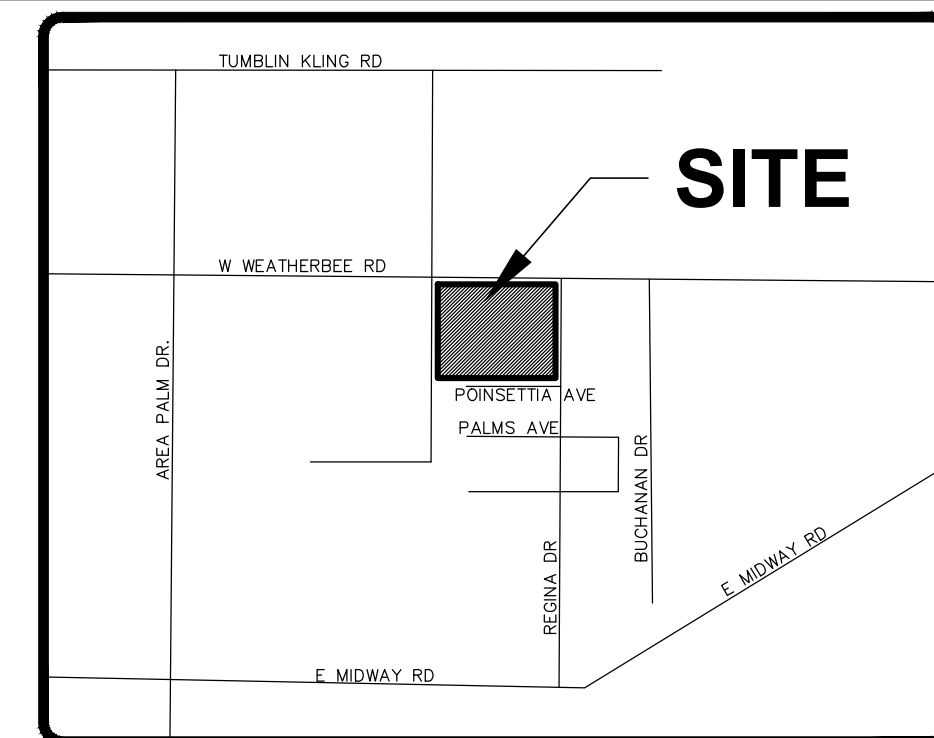
Fort Pierce, Florida

DESIGNED ACE, LAH
DRAWN ACE, LAH
APPROVED DTS
JOB NUMBER 24-0303
DATE 07-17-24
REVISIONS

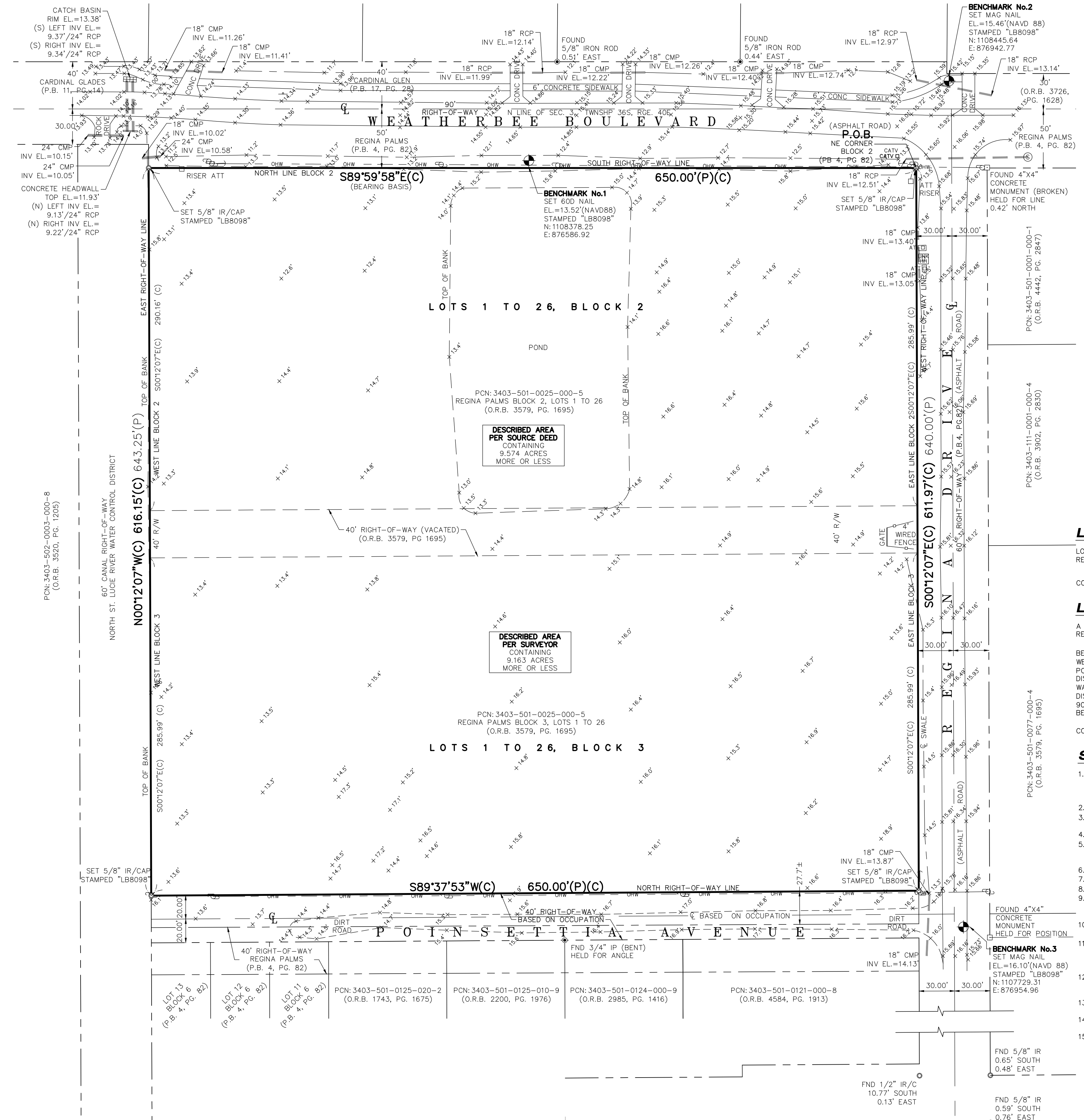


BOUNDARY SURVEY WITH TOPOGRAPHY

FOR: BALLARENA CONSTRUCTION



10250 VILLAGE PARKWAY
UNIT 201
PORT ST. LUCIE, FL 34987
772-462-2455
www.edc-inc.com



CERTIFIED TO:

- TREASURE TOWNHOMES, LLC, A FLORIDA LIMITED LIABILITY COMPANY
- OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY
- DEAN, MEAD, MINTON & MOORE

SYMBOL & ABBREVIATION LEGEND:

⊙	AIR RELEASE VALVE	DIP	DUCTILE IRON PIPE	HWF	HOG WIRE FENCE	PCN	PARCEL CONTROL NUMBER	S	SOUTH
AL	ARC LENGTH	EOW	EDGE OF WATER	IN	INCH	PK NAIL	PARKER-KALON NAIL & DISK	SP	SPIGOT
ASPH	ASPHALT	EB	ELECTRIC BOX	INV	INVERT	PK/D	PERMANENT CONTROL POINT	S.L.C.	ST. LUCIE COUNTY
BFP	BACK FLOW PREVENTER	EH	ELECTRIC HAND HOLE (EHH)	IP	IRON PIPE	PCP	PERMANENT REFERENCE POINT	STA	STATION
BM	BENCHMARK (BM)	EM	ELECTRIC METER	IR	IRON ROD	PRM	PERMANENT REFERENCE MONUMENT	STW	STORMWATER DRAINAGE MANHOLE
BK	BIKE RACK	EP	ELECTRICAL PANEL	IR/C	IRON ROD AND CAP	P.B.	PLAT BOOK	STR	STREET SIGN
CB	CATCH BASIN	EL/ELEV.	ELEVATION	IRR	IRRIGATION CONTROL VALVE	(P)	POINT OF BEGINNING	TEL	TELEPHONE RISER BOX
CD	CENTRAL	FEMA	FEDERAL EMERGENCY MANAGEMENT AGENCY	IP	IRON PIPE	P.O.B.	POINT OF BEGINNING	TOE	TOE OF SLOPE
CF	CERTIFIED CORNER RECORD	F.O.	FIBER OPTIC	IP	IRON PIPE	P.C.C.	POINT OF COMPOUND CURVE	T.O.B.	TOP OF BANK/BERM
CH	CHAIN LINK FENCE	FOH	FIBER OPTIC HAND HOLE	IR	IRON ROD	P.C.	POINT OF CURVATURE	T.O.N.	TOP OF NATURAL SURFACE
CI	CLEAN OUT	FOH	FIBER OPTIC MARKER	IR	IRON ROD	P.C.	POINT OF TANGENCY	T.P.	TOP OF FINISHED SURFACE
CM	COMMUNICATION RISER	F.F.E.	FINISHED FLOOR ELEVATION	IR	IRON ROD	P.T.	POINT OF TERMINUS	T.S.	TOP OF FINISHED SURFACE
CONC	CONCRETE	FT	FOOT	IR	IRON ROD	P.V.C.	PORTLAND CEMENT CONCRETE (HARD SURFACE)	T.W.	TOWNSHIP
CONC	CONCRETE	FT	FOOT	IR	IRON ROD	PLS	PROFESSIONAL LAND SURVEYOR	TR	TRAFFIC HANDHOLD
CONC	CONCRETE	FT	FOOT	IR	IRON ROD	PLS	PROFESSIONAL LAND SURVEYOR	TR	TRAFFIC HANDHOLD
CONC	CONCRETE	FT	FOOT	IR	IRON ROD	PLS	PROFESSIONAL LAND SURVEYOR	TR	TRAFFIC HANDHOLD

LEGAL DESCRIPTION SOURCE (ORB 4723, PG. 2287):
 LOTS 1 THROUGH 26, INCLUSIVE, BLOCK 2; LOTS 1 THROUGH 26, INCLUSIVE, BLOCK 3 AND THAT PART OF VACATED ENGLAR AVENUE ADJACENT THERETO, REGINA PALMS, ACCORDING TO THE MAP OR PLAT THEREOF, RECORDED IN PLAT BOOK 4, PAGE 82, OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA.

LEGAL DESCRIPTION (AS SURVEYED):
 A PARCEL OF LAND LYING IN BLOCKS 2 AND 3, REGINA PALMS ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 4, PAGE 82 OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA. BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTH EAST CORNER OF SAID BLOCK 2; THENCE SOUTH 00°12'07" EAST ALONG THE EAST LINE OF SAID BLOCKS 2 AND 3, ALSO BEING THE WEST RIGHT-OF-WAY LINE OF REGINA DRIVE (A 60.00 FOOT RIGHT-OF-WAY); A DISTANCE OF 611.97 FEET TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF PONSETTIA AVENUE (A 40.00 FOOT RIGHT-OF-WAY) (AS LAID OUT AND IN SUE); THENCE SOUTH 89°37'53" WEST ALONG SAID NORTH RIGHT-OF-WAY LINE, A DISTANCE OF 650.00 FEET TO A POINT ON THE WEST LINE OF SAID BLOCKS 2 AND 3, ALSO BEING THE EAST RIGHT-OF-WAY LINE OF NORTH ST. LUCIE RIVER WATER CONTROL DISTRICT (A 60.00 FOOT CANAL RIGHT-OF-WAY); THENCE NORTH 00°12'07" WEST ALONG THE WEST LINE OF SAID BLOCKS 2 AND 3, A DISTANCE OF 616.15 FEET TO A POINT ON THE NORTH LINE OF SAID BLOCK 2, ALSO BEING THE SOUTH RIGHT-OF-WAY LINE OF WEATHERBEE BOULEVARD (A 90.00 FOOT RIGHT-OF-WAY); THENCE SOUTH 89°59'58" EAST ALONG THE NORTH LINE OF SAID BLOCK 2, A DISTANCE OF 650.00 FEET TO THE POINT OF BEGINNING.

SURVEYORS NOTES AND REPORT:

- REPRODUCTIONS OF THIS MAP ARE NOT VALID WITHOUT THE SIGNATURE AND ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER. THIS SURVEY CANNOT BE TRANSFERRED OR ASSIGNED WITHOUT THE SPECIFIC WRITTEN PERMISSION OF ENGINEERING, DESIGN AND CONSTRUCTION, INC. IT IS A VIOLATION OF CHAPTER 5J-17, FLORIDA ADMINISTRATIVE CODE, TO ALTER THIS SURVEY WITHOUT THE EXPRESS PRIOR WRITTEN CONSENT OF THE SURVEYOR. ADDITIONS AND/OR DELETIONS MADE TO THE FACE OF THIS SURVEY WILL MAKE THIS SURVEY INVALID.
- THE LAST DATE OF FIELD WORK WAS JUNE 16TH, 2021.
- CURRENT DESCRIPTION(S) SHOWN HEREON PROVIDED BY: THE CLIENT. A TITLE SEARCH FOR THIS PROPERTY HAS NOT BEEN ABSTRACTED TO SHOW MATTERS OF RECORD SUCH AS EASEMENTS OR OTHER ENCUMBRANCES OR RESTRICTIONS.
- PARCELS CONTAIN A TOTAL OF 9.163 ACRES, MORE OR LESS.
- THE EXPECTED USE OF THE LAND, AS CLASSIFIED IN CHAPTER 5J-17.050-053, FLORIDA ADMINISTRATIVE CODE, IS "RESIDENTIAL/MEDIUM DENSITY." THE MINIMUM RELATIVE DISTANCE ACCURACY FOR THIS TYPE OF BOUNDARY SURVEY IS 1 FOOT IN 10,000 FEET. THIS SURVEY EXCEEDS THE REQUIRED DISTANCE ACCURACY.
- THIS BOUNDARY SURVEY HAS BEEN REFERENCED TO THE FLORIDA STATE PLANE COORDINATE SYSTEM-EAST ZONE, NAD 83 (1990).
- SUB-SURFACE IMPROVEMENTS INCLUDING UNDERGROUND UTILITIES, UTILITY SERVICES, WERE NOT LOCATED AS PART OF THIS SURVEY.
- REVISIONS SHOWN HEREON DO NOT REPRESENT A "FIELD SURVEY UPDATE" UNLESS OTHERWISE NOTED.
- BEARINGS SHOWN HEREON ARE BASED UPON THE NORTH LINE OF SECTION 3, TOWNSHIP 36 SOUTH, RANGE 40 EAST, ST. LUCIE COUNTY, FLORIDA PER THE LINE LABELED HERON AS (BEARING BASIS) AND ALL OTHER BEARINGS ARE RELATIVE THERETO. DISTANCES ARE IN U.S. SURVEY FEET AND DECIMAL PARTS THEREOF.
- ELEVATIONS SHOWN HEREON ARE RELATIVE TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88) AND ARE BASED ON NATIONAL GEODETIC SURVEY CONTROL MONUMENTS DESIGNATED "Y 403" AND "Z 403", HAVING PUBLISHED ELEVATIONS OF 13.45 FEET AND 14.98 FEET.
- THIS SITE WAS SURVEYED UTILIZING TRIMBLE/SPECTRA HARDWARE TOGETHER WITH SPECTRA SURVEY PRO REAL TIME PROCESSING AND WAS BASED ON TRIMBLE "VRS NOW" NETWORK AND/OR THE FLORIDA PERMANENT REFERENCE NETWORK (FPRN). THE PROCEDURES AND NETWORK DESIGN MEETS THE GEODETIC ACCURACY STANDARDS AND SPECIFICATIONS FOR USING GPS RELATED POSITIONING AS SET FORTH BY THE FEDERAL GEODETIC CONTROL COMMITTEE IN THE MOST CURRENT PUBLICATION FOR 3RD ORDER CLASS ONE FOR HORIZONTAL CONTROL SURVEYS.
- IN SOME INSTANCES, GRAPHIC REPRESENTATIONS AND SYMBOLS SHOWN HAVE BEEN EXAGGERATED TO MORE CLEARLY ILLUSTRATE THE RELATIONSHIP BETWEEN PHYSICAL IMPROVEMENTS AND/OR LOT LINES. THE DIMENSIONS SHOWN SHALL CONTROL THE LOCATION, OF THE IMPROVEMENTS, OVER THE SCALED POSITIONS.
- THE OWNERSHIP OF PERIMETER FENCES, WALLS, HEDGES AND LANDSCAPING, IF ANY, SHOWN HEREON ARE NOT KNOWN AND ARE NOT LISTED AS ENCROACHMENTS. THEIR RELATIVE LOCATION IS SHOWN IN RELATION TO THE BOUNDARY LINES SHOWN.
- THE SURVEY MAP SHOWN HEREON DOES NOT NECESSARILY CONTAIN ALL OF THE INFORMATION OBTAINED OR DEVELOPED BY THE UNDERSIGNED SURVEYOR IN HIS FIELD WORK, OFFICE WORK OR RESEARCH.
- THE PROPERTY WHICH IS THE SUBJECT OF THIS SURVEY APPEARS TO BE SITUATE IN AN AREA OF MINIMAL FLOOD HAZARD AT THIS TIME PURSUANT TO F.E.M.A. FIRM NUMBER 12111C0189K, HAVING AN EFFECTIVE DATE OF FEBRUARY 19, 2020. FOR APPROXIMATE DELINEATION OF THE FLOOD ZONE LIMITS, REFER TO AFOREMENTIONED FIRM PLANS.

MICHAEL T. OWEN PROFESSIONAL SURVEYOR AND MAPPER
 FLORIDA REGISTRATION #5556
 SIGNATURE DATE: 04/22/2022

ST. LUCIE COUNTY, FLORIDA
VICINITY MAP
 NO SCALE

DRAWN BY	DATE	CHECKED BY	DATE	FIELD CREW	DATE	FILE NAME	DATE	LAYOUT	SCALE	REVISION	DATE

BOUNDARY SURVEY WITH TOPOGRAPHY

FOR: BALLARENA CONSTRUCTION

RECORD INFORMATION

SEC. 3 & 34, TOWNSHIP 36 SOUTH, RGE. 40 EAST

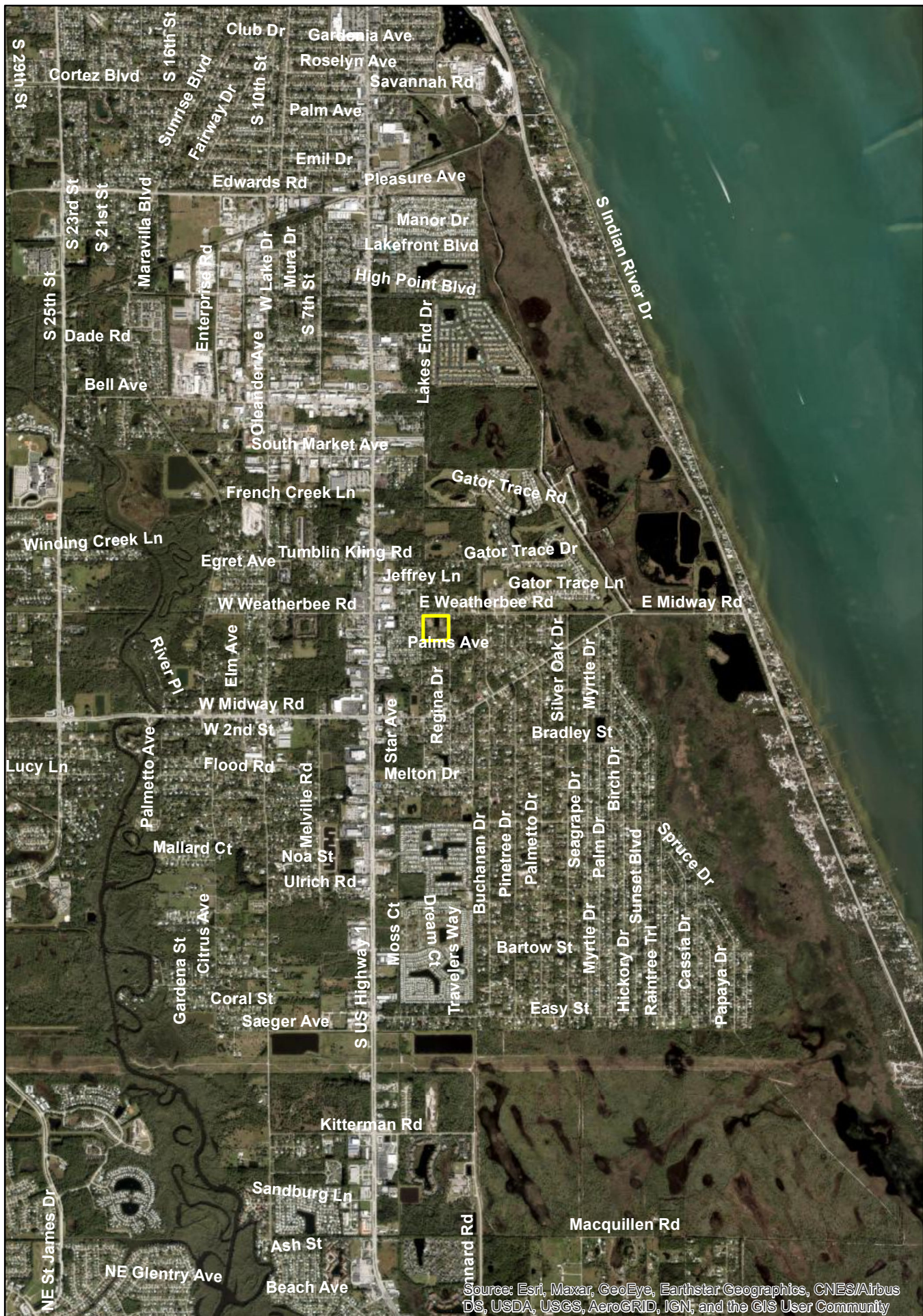
ST. LUCIE COUNTY, FLORIDA

10250 VILLAGE PARKWAY
UNIT 201
PORT ST. LUCIE, FL 34987
772-462-2455

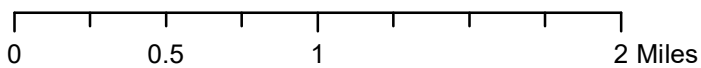
21-293

1 OF 1

2:EDC-2021-01-230 - Ballarena - 4701 Regina Drive FDU/REV/04/20 - PDS/Survey/04/20 - Weatherbee (REV) 4/20/2022 11:01 AM
 COPYRIGHT © 2021 BY EDC INC. THIS FIRM EXPRESSLY RESERVES THEIR EXCLUSIVE COMMON LAW COPYRIGHT AND INTELLECTUAL PROPERTY RIGHTS TO THESE DRAWINGS WHICH MAY NOT BE REPRODUCED, REPRODUCED, CHANGED OR COPIED IN ANY FORM OR MANNER, NOR ARE THEY TO BE ASSIGNED TO ANY PARTY WITHOUT THE WRITTEN CONSENT OF THIS FIRM.
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407 Weatherbee Location Map



1934 Commerce Lane · Suite 1 · Jupiter, FL · 33458
561.747.6336 · 561.747.1377

Property Identification

Site Address: 4601 REGINA DR
 Sec/Town/Range: 03/36S/40E
 Parcel ID: 3403-501-0025-000-5
 Jurisdiction: Fort Pierce

Use Type: 0000
 Account #: 38819
 Map ID: 34/03N
 Zoning: Medium Den

Ownership

Treasure Townhomes LLC
 4750 W Commercial BLVD
 Tamarac, FL 33319

Legal Description

REGINA PALMS S/D BLK 2 LOTS 1 TO 26 INC AND BLK 3 LOTS 1 TO 26 INC AND VAC ENGLAR AV-LESS RD R/W

Current Values

Just/Market Value: \$804,300
 Assessed Value: \$804,300
 Exemptions: \$0
 Taxable Value: \$804,300



Total Areas

Finished/Under Air (SF): 0
 Gross Sketched Area (SF): 0
 Land Size (acres): 9
 Land Size (SF): 392,152

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](#)

Building Design Wind Speed

Occupancy Category	I	II	III
Speed	140	160	170

Sources/links:

Sale History

Date	Book/Page	Sale Code	Deed	Grantor	Price
Nov 11, 2021	4723 / 2287	0002	SPWD	Joho Properties LLC	\$1,200,000
Oct 25, 2013	3579 / 1695	0202	TRUST	JDW Equity Holding LLC	\$77,000
Jan 11, 2010	3162 / 1571	0111	QC	Wuhrman Jerald L	\$100
Mar 28, 2008	2955 / 0878	XX03	TRUST	JW/DW Family Trust	\$100
Dec 23, 2004	2122 / 2355	XX02	QC	Wuhrman Jerald L	\$100
Jul 16, 2004	2036 / 0582	XX02	WD	Leonard Nellie B	\$340,000
Jan 7, 1993	0823 / 2367	XX02	WD	American	\$75,000
Oct 26, 1990	0732 / 2254	XX02	QC	TRIPLE A MANAGEMENT ASSOC	\$218,300
Mar 1, 1986	0494 / 1167	XX02	CV		\$381,000
Jun 1, 1984	0434 / 1936	XX02	CV		\$189,900
Sep 1, 1981	0363 / 2016	XX02	CV		\$122,500

Building Information (1 of 1)

Finished Area: 0 SF
 Gross Sketched Area: 0 SF

Exterior Data

View:
 Building Type:
 Grade:
 Story Height:

Roof Cover:
 Year Built: N/A
 Effective Year: N/A
 No. Units: 0

Roof Structure:
 Frame:
 Primary Wall:
 Secondary Wall:

Interior Data

Bedrooms: 0
 Full Baths: 0
 Half Baths: 0
 A/C %: 0%

Electric:
 Heat Type:
 Heat Fuel:
 Heated %: N/A%

Primary Int Wall:
 Avg Hgt/Floor: 0
 Primary Floors:
 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: \$804,300
 Just/Market: \$804,300
 Ag Credit: \$0
 Save Our Homes or 10% Cap: \$0
 Assessed: \$804,300
 Exemption(s): \$0
 Taxable: \$804,300

Current Year Exemption Value Breakdown

Current Year Special Assessment Breakdown

Start Year	AssessCode	Units	Description	Amount
2010	0041	15.3	Fort Pierce Stormwater Charge	\$1,055.70
Start Year	AssessCode	Units	Description	Amount
2013	0054	9.00257	North St. Lucie Water Management District	\$216.06

This does not necessarily represent the total Special Assesments 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	\$804,300	\$804,300	\$0	\$804,300
2022	\$773,400	\$773,400	\$0	\$773,400
2021	\$197,100	\$118,871	\$0	\$118,871

Permits

Number	Issue Date	Description	Amount	Fee
C0905-0147	May 14, 2009	Electric	\$0	\$0

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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E Weatherbee Rd

Regina Dr

Poinsettia Ave

Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

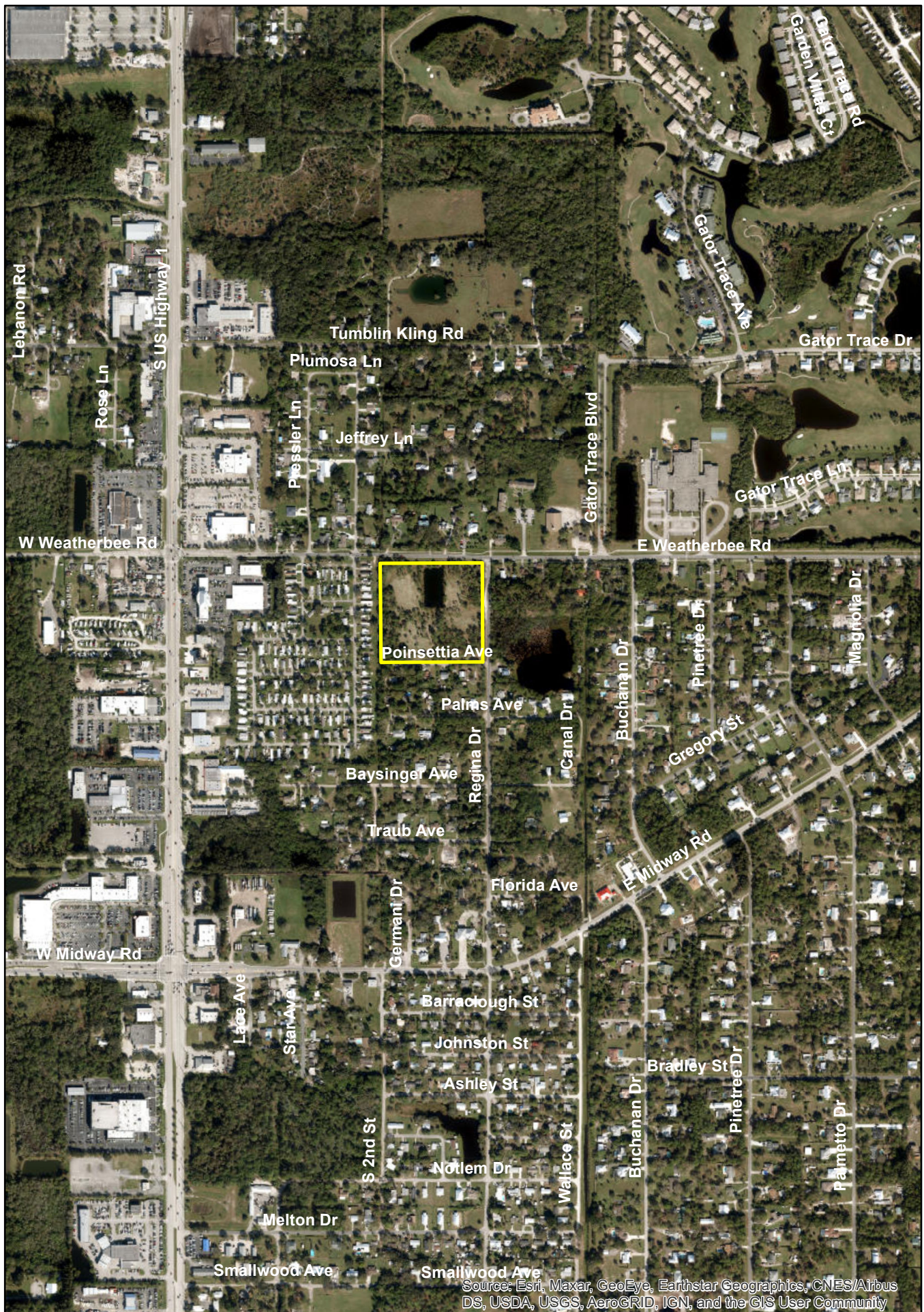


407 Weatherbee Aerial Map



0 0.0225 0.045 0.09 Miles

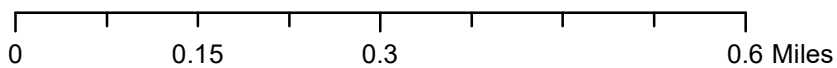
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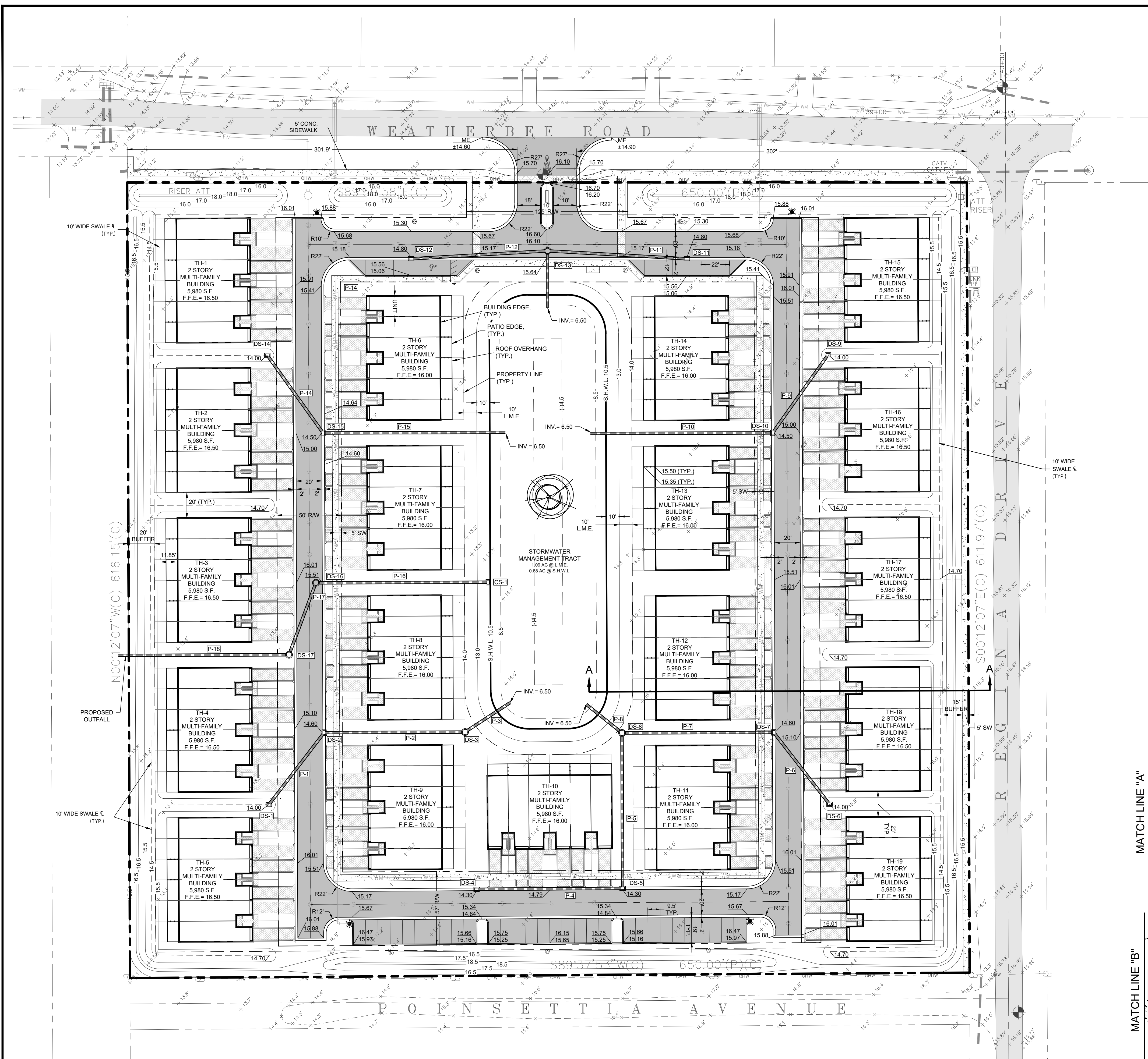
Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



407 Weatherbee Neighborhood Map

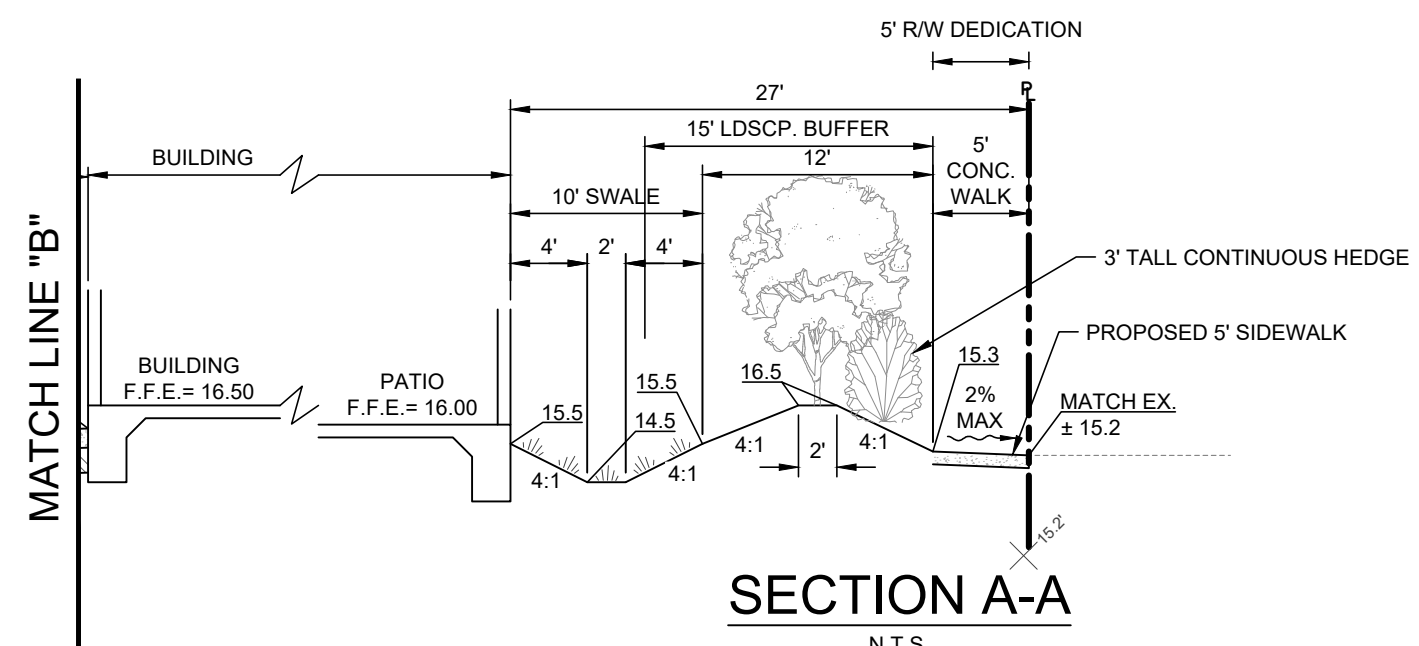
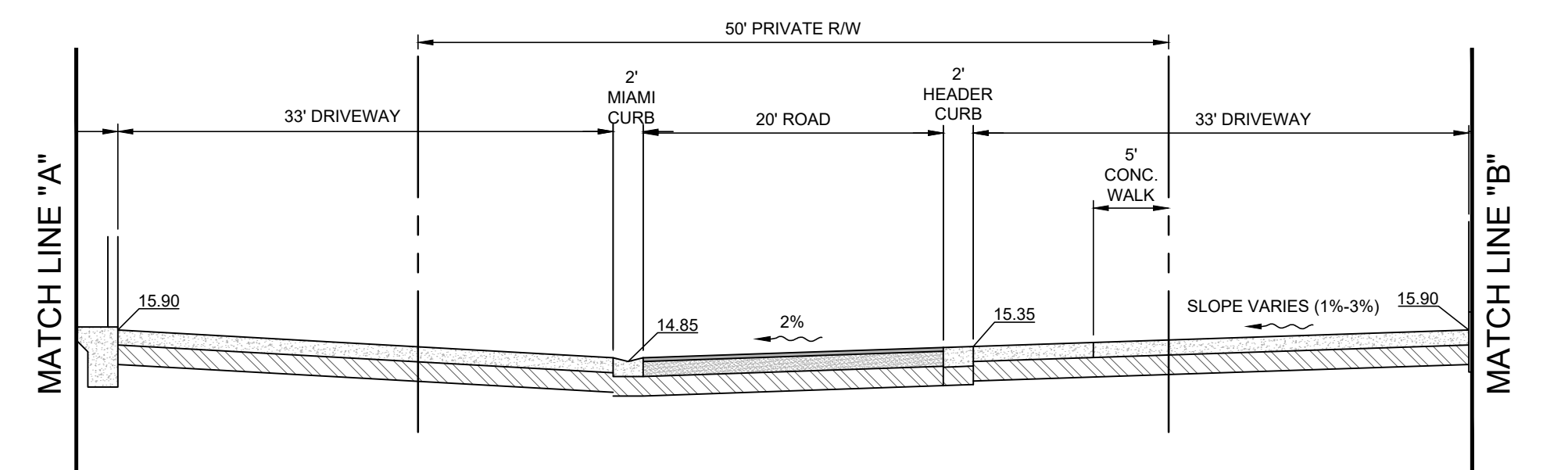
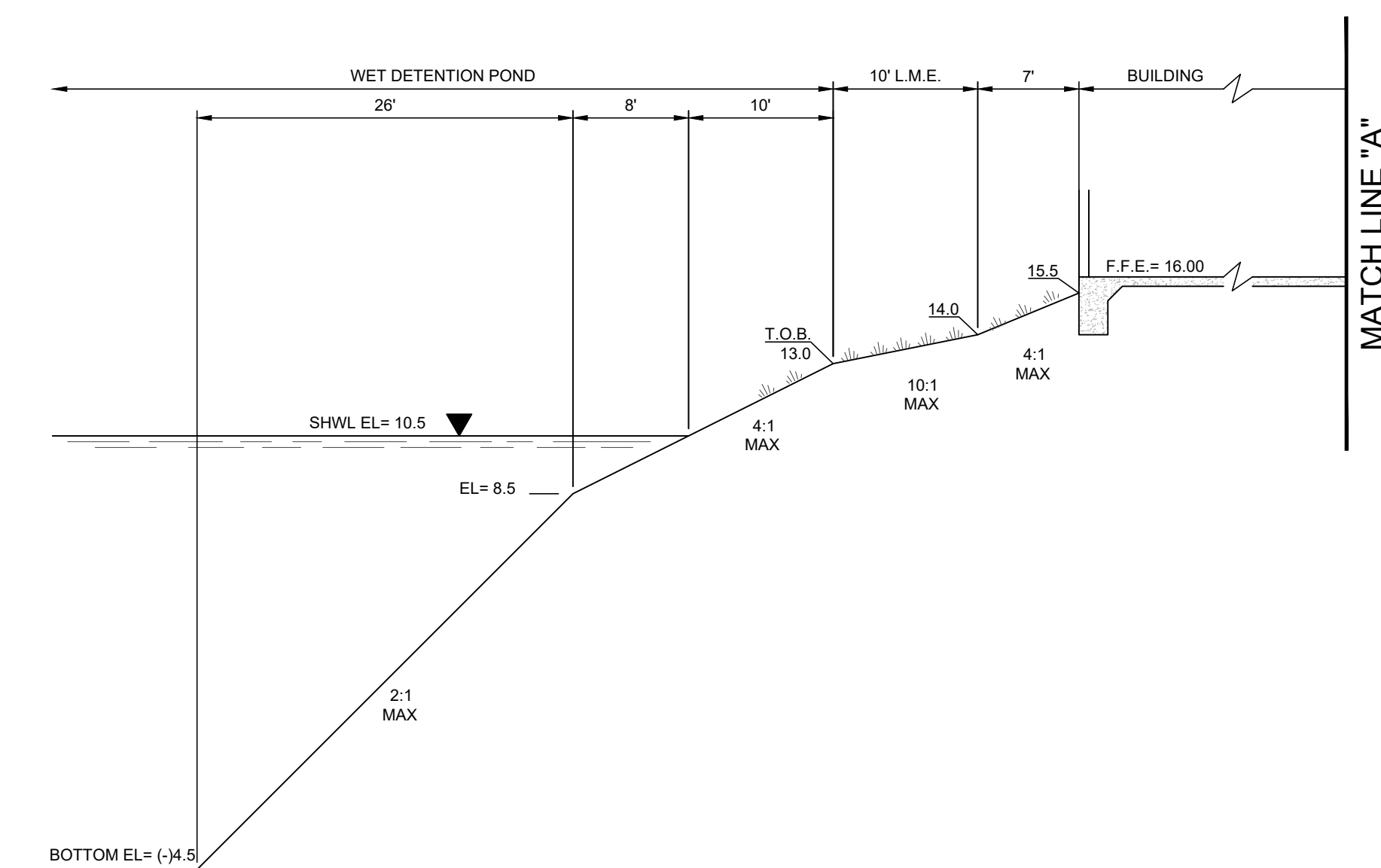


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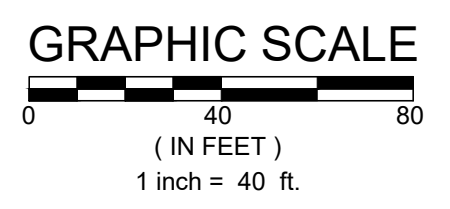
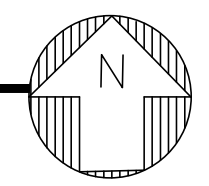
DRAINAGE STRUCTURE SCHEDULE		
STRUCTURE NUMBER	RIM ELEV.	DESCRIPTION
DS-1	14.00	TYPE "C" INLET
DS-2	14.60	MIAMI CURB INLET
DS-3	14.50	4' DIA DRAINAGE MANHOLE
DS-4	14.30	MIAMI CURB INLET
DS-5	14.30	MIAMI CURB INLET
DS-6	14.00	TYPE "C" INLET
DS-7	14.60	MIAMI CURB INLET
DS-8	14.50	4' DIA DRAINAGE MANHOLE
DS-9	14.00	TYPE "C" INLET
DS-10	14.50	MIAMI CURB INLET
DS-11	14.80	MIAMI CURB INLET
DS-12	14.80	MIAMI CURB INLET
DS-13	15.70	4' DIA DRAINAGE MANHOLE
DS-14	14.00	TYPE "C" INLET
DS-15	14.50	MIAMI CURB INLET
DS-16	15.60	4' DIA DRAINAGE MANHOLE
DS-17	14.50	4' DIA DRAINAGE MANHOLE
CS-1	14.00	MODIFIED TYPE "C" INLET

DRAINAGE PIPE SCHEDULE			
PIPE NUMBER	SIZE	LENGTH	DESCRIPTION
P-1	24"	68 LF	ADS N-12 HP
P-2	24"	106 LF	ADS N-12 HP
P-3	24"	40 LF	ADS N-12 HP
P-4	24"	110 LF	ADS N-12 HP
P-5	24"	118 LF	ADS N-12 HP
P-6	24"	68 LF	ADS N-12 HP
P-7	24"	115 LF	ADS N-12 HP
P-8	24"	34 LF	ADS N-12 HP
P-9	24"	72 LF	ADS N-12 HP
P-10	24"	140 LF	ADS N-12 HP
P-11	24"	105 LF	ADS N-12 HP
P-12	24"	105 LF	ADS N-12 HP
P-13	24"	42 LF	ADS N-12 HP
P-14	24"	72 LF	ADS N-12 HP
P-15	24"	140 LF	ADS N-12 HP
P-16	24"	131 LF	ADS N-12 HP
P-17	24"	89 LF	ADS N-12 HP
P-18	24"	130 LF	ADS N-12 HP



PRELIMINARY PAVING, GRADING AND DRAINAGE PLAN

SCALE: 1" = 40'



LEGEND

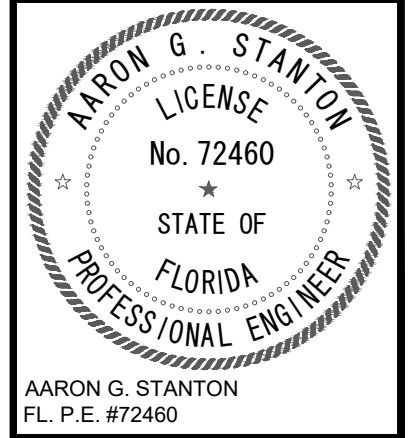
- EXISTING ASPHALT
- PROPOSED ASPHALT
- PROPOSED CONCRETE
- PROPOSED PAVERS OR STAMPED CONCRETE
- PROPOSED STABILIZED
- PROPOSED SWALE CENTERLINE
- SITE BOUNDARY
- L.M.E.
- S.H.W.L.
- PROPOSED DRAINAGE MANHOLE
- PROPOSED DRAINAGE INLET
- EXISTING GRADE
- PROPOSED GRADE

72 HOURS BEFORE DIGGING
CALL TOLL FREE
811
Know what's below.
Call before you dig.

JOB NO.	DESIGNED	DRAWN	DATE	CHECKED	DATE ISSUED	REVISIONS	DATE
24-0179	AGS	GWR	MAY 2024	AGS	7/16/2024	1	
						2	
						3	
						4	
						5	
						6	
						7	

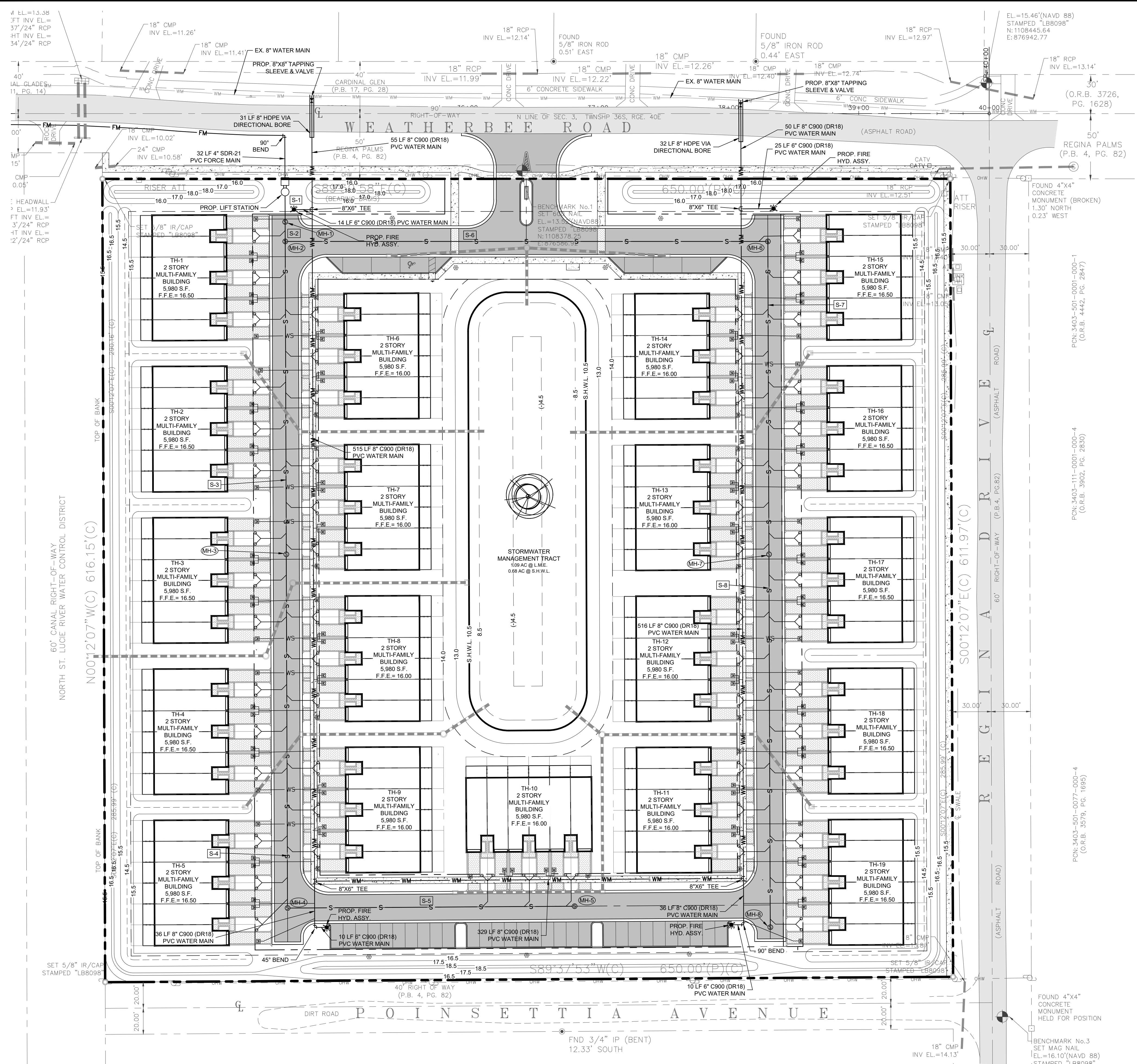
PRELIMINARY PAVING, GRADING AND DRAINAGE PLAN

407 WEATHERBEE ROAD
MULTI-FAMILY DEVELOPMENT



AARON G. STANTON
FL. P.E. #72460
SHEET
C1
24-0179

C:\DRAWINGS\2024\0179_407 Weatherbee Rd Multi-Family Development.dwg - Drawing 24-0179 PLOT PLAN.dwg 7/16/2024



PRELIMINARY UTILITIES NOTES:
 1. ALL WATER METERS AND CLEANOUTS FOR POTABLE WATER AND SANITARY SEWER SERVICES SHALL BE WITHIN THE ROAD RIGHT-OF-WAY AND NOT LOCATED WITHIN DRIVEWAYS.

FDEP SEPARATION CRITERIA:
 (1) HORIZONTAL SEPARATION BETWEEN UNDERGROUND WATER MAINS AND SANITARY OR STORM SEWERS, WASTEWATER OR STORM WATER FORCE MAINS, RECLAIMED WATER PIPELINES, AND ON-SITE SEWAGE TREATMENT AND DISPOSAL SYSTEMS.
 (A) NEW OR RELOCATED, UNDERGROUND WATER MAINS SHALL BE LAID TO PROVIDE A HORIZONTAL DISTANCE OF AT LEAST THREE FEET BETWEEN THE OUTSIDE OF THE WATER MAIN AND THE OUTSIDE OF ANY EXISTING OR PROPOSED STORM SEWER, STORM WATER FORCE MAIN, OR PIPELINE CONVEYING RECLAIMED WATER REGULATED UNDER PART III OF CHAPTER 62-610, F.A.C.
 (B) NEW OR RELOCATED, UNDERGROUND WATER MAINS SHALL BE LAID TO PROVIDE A HORIZONTAL DISTANCE OF AT LEAST THREE FEET AND PREFERABLY TEN FEET, BETWEEN THE OUTSIDE OF THE WATER MAIN AND THE OUTSIDE OF ANY EXISTING OR PROPOSED VACUUM-TYPE SANITARY SEWER.
 (C) NEW OR RELOCATED, UNDERGROUND WATER MAINS SHALL BE LAID TO PROVIDE A HORIZONTAL DISTANCE OF AT LEAST SIX FEET, AND PREFERABLY TEN FEET, BETWEEN THE OUTSIDE OF THE WATER MAIN AND THE OUTSIDE OF ANY EXISTING OR PROPOSED GRAVITY OR PRESSURE-TYPE SANITARY SEWER, WASTEWATER FORCE MAIN, OR PIPELINE CONVEYING RECLAIMED WATER NOT REGULATED UNDER PART III OF CHAPTER 62-610, F.A.C. THE MINIMUM HORIZONTAL SEPARATION DISTANCE BETWEEN WATER MAINS AND GRAVITY TYPE SANITARY SEWERS SHALL BE REDUCED TO THREE FEET WHERE THE BOTTOM OF THE WATER MAIN IS LAID AT LEAST SIX INCHES ABOVE THE TOP OF THE SEWER.
 (D) NEW OR RELOCATED, UNDERGROUND WATER MAINS SHALL BE LAID TO PROVIDE A HORIZONTAL DISTANCE OF AT LEAST TEN FEET BETWEEN THE OUTSIDE OF THE WATER MAIN AND ALL PARTS OF ANY EXISTING OR PROPOSED "ON-SITE SEWAGE TREATMENT AND DISPOSAL SYSTEM" AS DEFINED IN SECTION 381.006(5)(2), F.S., AND RULE 64E-6.002, F.A.C.
 (2) VERTICAL SEPARATION BETWEEN UNDERGROUND WATER MAINS AND SANITARY OR STORM SEWERS, WASTEWATER OR STORM WATER FORCE MAINS, AND RECLAIMED WATER PIPELINES.
 (A) NEW OR RELOCATED, UNDERGROUND WATER MAINS CROSSING ANY EXISTING OR PROPOSED GRAVITY OR VACUUM-TYPE SANITARY SEWER OR STORM SEWER SHALL BE LAID SO THE OUTSIDE OF THE WATER MAIN IS AT LEAST SIX INCHES, AND PREFERABLY 12 INCHES, ABOVE OR AT LEAST 12 INCHES BELOW THE OUTSIDE OF THE OTHER PIPELINE. HOWEVER, IT IS PREFERABLE TO LAY THE WATER MAIN ABOVE THE OTHER PIPELINE.
 (B) NEW OR RELOCATED, UNDERGROUND WATER MAINS CROSSING ANY EXISTING OR PROPOSED PRESSURE-TYPE SANITARY SEWER, WASTEWATER OR STORM WATER FORCE MAIN, OR PIPELINE CONVEYING RECLAIMED WATER SHALL BE LAID SO THE OUTSIDE OF THE WATER MAIN IS AT LEAST SIX INCHES, AND PREFERABLY 12 INCHES, ABOVE OR AT LEAST 12 INCHES BELOW THE OUTSIDE OF THE OTHER PIPELINE. HOWEVER, IT IS PREFERABLE TO LAY THE WATER MAIN ABOVE THE OTHER PIPELINE.
 (C) AT THE UTILITY CROSSINGS DESCRIBED IN PARAGRAPHS (A) AND (B) ABOVE, ONE FULL LENGTH OF WATER MAIN PIPE SHALL BE CENTERED ABOVE OR BELOW THE OTHER PIPELINE SO THE WATER MAIN JOINTS WILL BE AS FAR AS POSSIBLE FROM THE OTHER PIPELINE. ALTERNATIVELY, AT SUCH CROSSINGS, THE PIPES SHALL BE ARRANGED SO THAT ALL THE WATER MAIN JOINTS ARE AT LEAST THREE FEET FROM ALL JOINTS IN VACUUM-TYPE SANITARY SEWERS, STORM SEWERS, STORM WATER FORCE MAINS, OR PIPELINES CONVEYING RECLAIMED WATER REGULATED UNDER PART III OF CHAPTER 62-610, F.A.C., AND AT LEAST SIX FEET FROM ALL JOINTS IN GRAVITY OR PRESSURE-TYPE SANITARY SEWERS, WASTEWATER FORCE MAINS, OR PIPELINES CONVEYING RECLAIMED WATER NOT REGULATED UNDER PART III OF CHAPTER 62-610, F.A.C.
 (3) SEPARATION BETWEEN WATER MAINS AND SANITARY OR STORM SEWER MANHOLES
 (A) NO WATER MAIN SHALL PASS THROUGH, OR COME INTO CONTACT WITH, ANY PART OF A SANITARY SEWER MANHOLE.
 (B) EFFECTIVE AUGUST 28, 2003, WATER MAINS SHALL NOT BE CONSTRUCTED OR ALTERED TO PASS THROUGH, OR COME INTO CONTACT WITH, ANY PART OF A STORM SEWER MANHOLE OR INLET STRUCTURE.
 (4) SEPARATION BETWEEN FIRE HYDRANT DRAINS AND SANITARY OR STORM SEWERS, WASTEWATER OR STORM WATER FORCE MAINS, RECLAIMED WATER PIPELINES, AND ON-SITE SEWAGE TREATMENT AND DISPOSAL SYSTEMS.
 NEW OR RELOCATED FIRE HYDRANTS WITH UNDERGROUND DRAINS SHALL BE LOCATED SO THAT THE DRAINS ARE AT LEAST THREE FEET FROM ANY EXISTING OR PROPOSED STORM SEWER, STORM WATER FORCE MAIN, OR PIPELINE CONVEYING RECLAIMED WATER REGULATED UNDER PART III OF CHAPTER 62-610, F.A.C. AT LEAST THREE FEET, AND PREFERABLY TEN FEET, FROM ANY EXISTING OR PROPOSED GRAVITY OR PRESSURE-TYPE SANITARY SEWER, WASTEWATER FORCE MAIN, OR PIPELINE CONVEYING RECLAIMED WATER NOT REGULATED UNDER PART III OF CHAPTER 62-610, F.A.C., AND AT LEAST TEN FEET FROM ANY EXISTING OR PROPOSED "ON-SITE SEWAGE TREATMENT AND DISPOSAL SYSTEM" AS DEFINED IN SECTION 381.006(5)(2), F.S., AND RULE 64E-6.002, F.A.C.

DATE	REVISIONS
7/16/2024	1
MAY 2024	2
	3
	4
	5
	6
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	10

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 MOA, BOWLES, VILLAMIZAR & ASSOCIATES
 CONSULTING ENGINEERING CA #3728
 1800 S. 10TH STREET
 MOBILE, AL 36688-1910
 PH: (251) 644-3310
 FX: (251) 644-3311
 E: INFO@MBV-ENR.COM
 F: (251) 644-3311

PRELIMINARY UTILITIES PLAN

407 WEATHERBEE ROAD MULTI-FAMILY DEVELOPMENT

AARON G. STANTON
 LICENSE No. 72460
 STATE OF FLORIDA
 PROFESSIONAL ENGINEER

C2
 SHEET
 24-0179

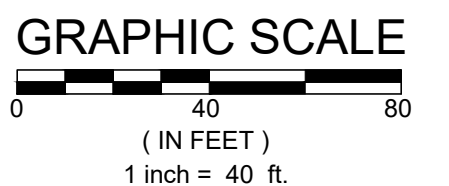
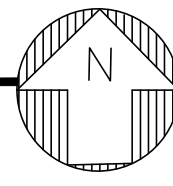
STRUCTURE NUMBER	RIM ELEV.	INVERT ELEVATION				DESCRIPTION
		NORTH	SOUTH	EAST	WEST	
LIFT STATION			7.70			LIFT STATION
MH-1		7.80	7.90			4' SANITARY MANHOLE
MH-2		7.96	8.72	8.06		4' SANITARY MANHOLE
MH-3		9.68	9.78			4' SANITARY MANHOLE
MH-4		10.87		10.97		4' SANITARY MANHOLE
MH-5					11.85	4' SANITARY MANHOLE
MH-6			9.64		9.54	4' SANITARY MANHOLE
MH-7	15.50	10.70	10.60			4' SANITARY MANHOLE
MH-8	15.85	11.85				4' SANITARY MANHOLE

PIPE NUMBER	SIZE	LENGTH	DESCRIPTION
S-1	8"	20 LF	SDR-21 PVC
S-2	8"	15 LF	SDR-21 PVC
S-3	8"	240 LF	SDR-21 PVC
S-4	8"	272.00	SDR-21 PVC
S-5	8"	220 LF	SDR-21 PVC
S-6	8"	370 LF	SDR-21 PVC
S-7	8"	240 LF	SDR-21 PVC
S-8	8"	286 LF	SDR-21 PVC

NOTE: ALL SANITARY SEWER MAIN @ MIN. 0.4% SLOPE

PRELIMINARY UTILITIES PLAN

SCALE: 1" = 40'

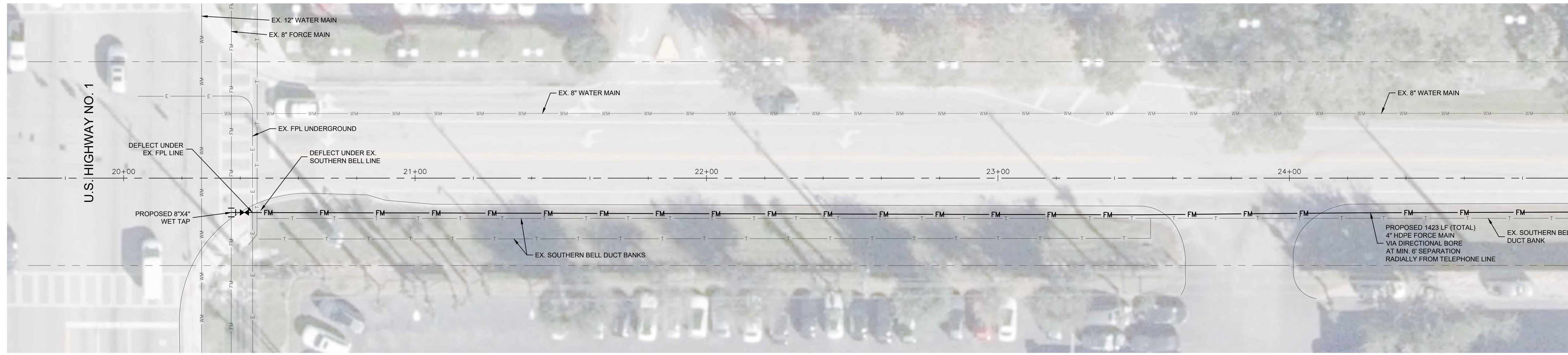


LEGEND

- EXISTING ASPHALT
- PROPOSED ASPHALT
- PROPOSED CONCRETE
- PROPOSED PAVERS OR STAMPED CONCRETE
- PROPOSED WATER MAIN
- PROPOSED WATER SERVICE LINE
- PROPOSED SEWER MAIN
- PROPOSED SEWER SERVICE LINE
- PROPOSED FIRE HYDRANT ASSEMBLY
- PROPOSED SINGLE WATER SERVICE
- PROPOSED DOUBLE WATER SERVICE
- PROPOSED MULTIPLE WATER SERVICE
- PROPOSED SINGLE SEWER SERVICE
- PROPOSED DOUBLE SEWER SERVICE
- PROPOSED SEWER MANHOLE & LABEL (SEE TABLE THIS SHEET)
- PROPOSED SEWER PIPE LABEL (SEE TABLE THIS SHEET)

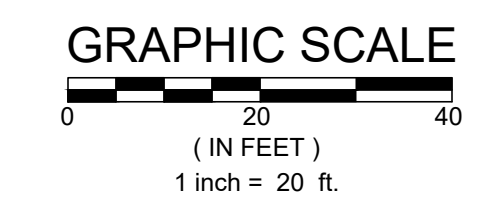
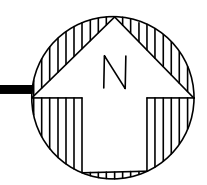
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C:\DRAWINGS\2024\0179-407 Weatherbee Rd Multi-Family Development.dwg - Drawing 24-0179 UTIL PLAN.dwg 7/16/2024

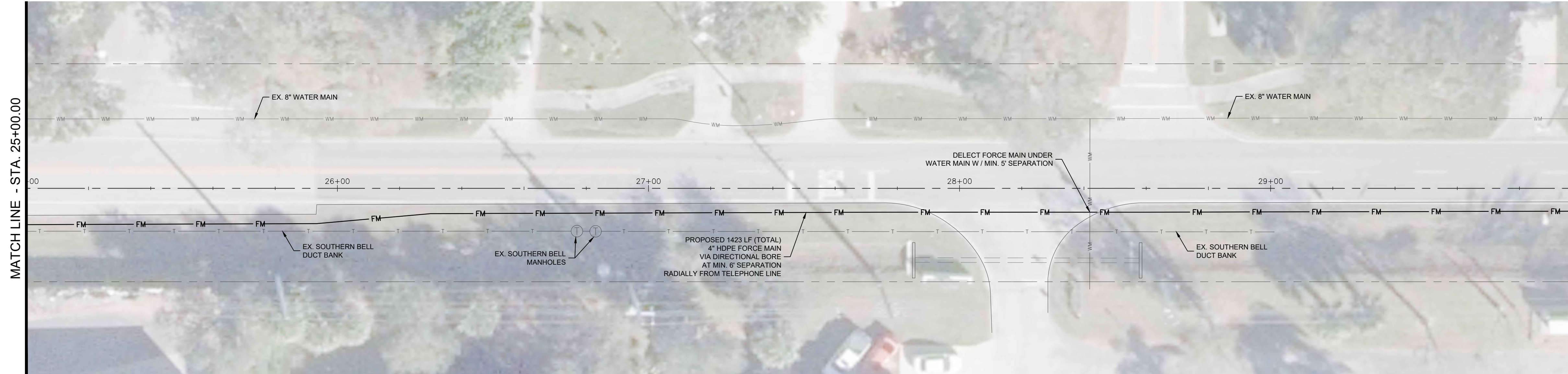


PRELIMINARY OFFSITE FORCE MAIN PLAN

SCALE: 1" = 20'

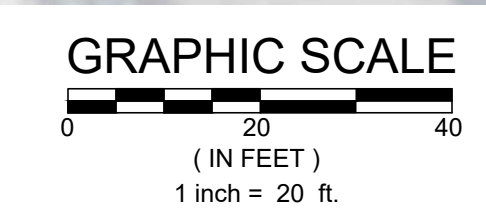
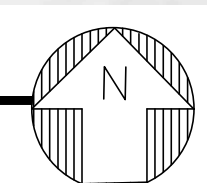


MATCH LINE - STA. 25+00.00

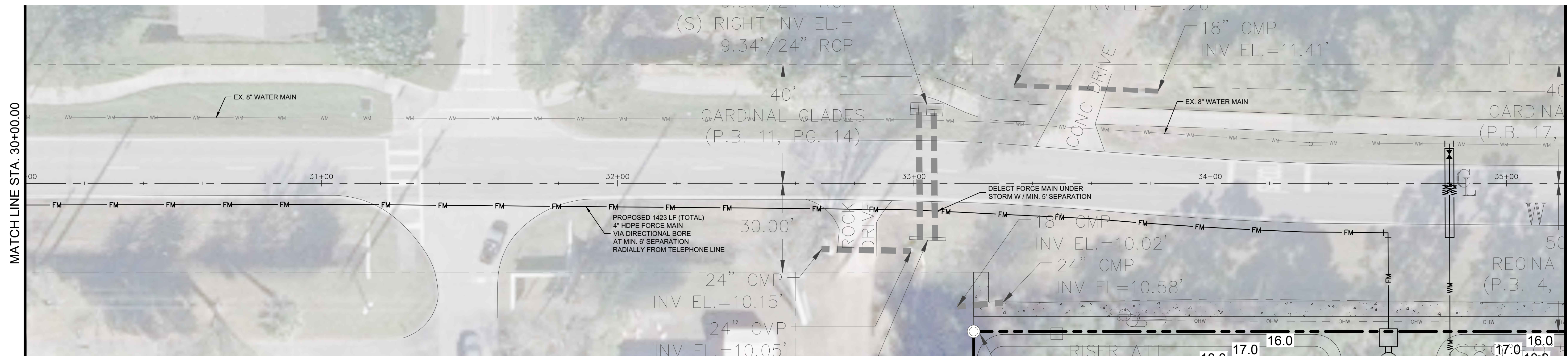


PRELIMINARY OFFSITE FORCE MAIN PLAN

SCALE: 1" = 20'

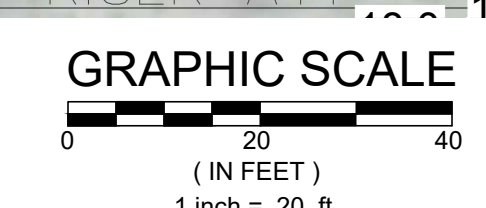
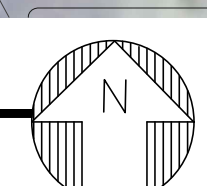


MATCH LINE STA. 30+00.00



PRELIMINARY OFFSITE FORCE MAIN PLAN

SCALE: 1" = 20'



MATCH LINE "C" - STA. 35+20.00
SEE SHEET C2

NO.	REVISIONS	DATE
8		
7		
6		
5		
4		
3		
2		
1		

JOB NO.	24-0179
DESIGNED	AGS
DRAWN	GWR
DATE	MAY 2024
CHECKED	AGS
DATE ISSUED	7/16/2024

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 FAX: (817) 344-8337
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 FT. WORTH, TX - PH: (817) 466-8605

PRELIMINARY OFFSITE FORCE MAIN PLAN

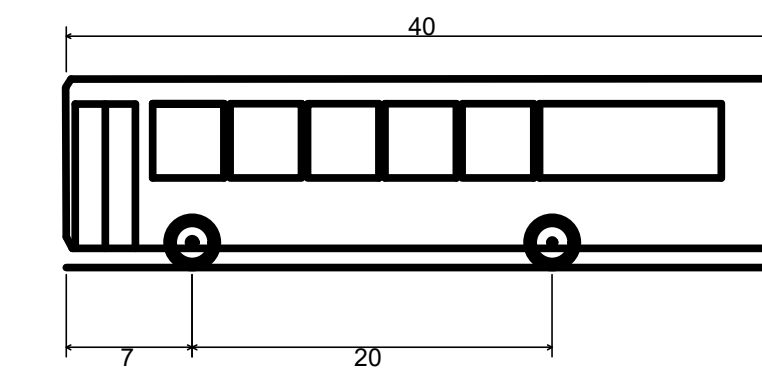
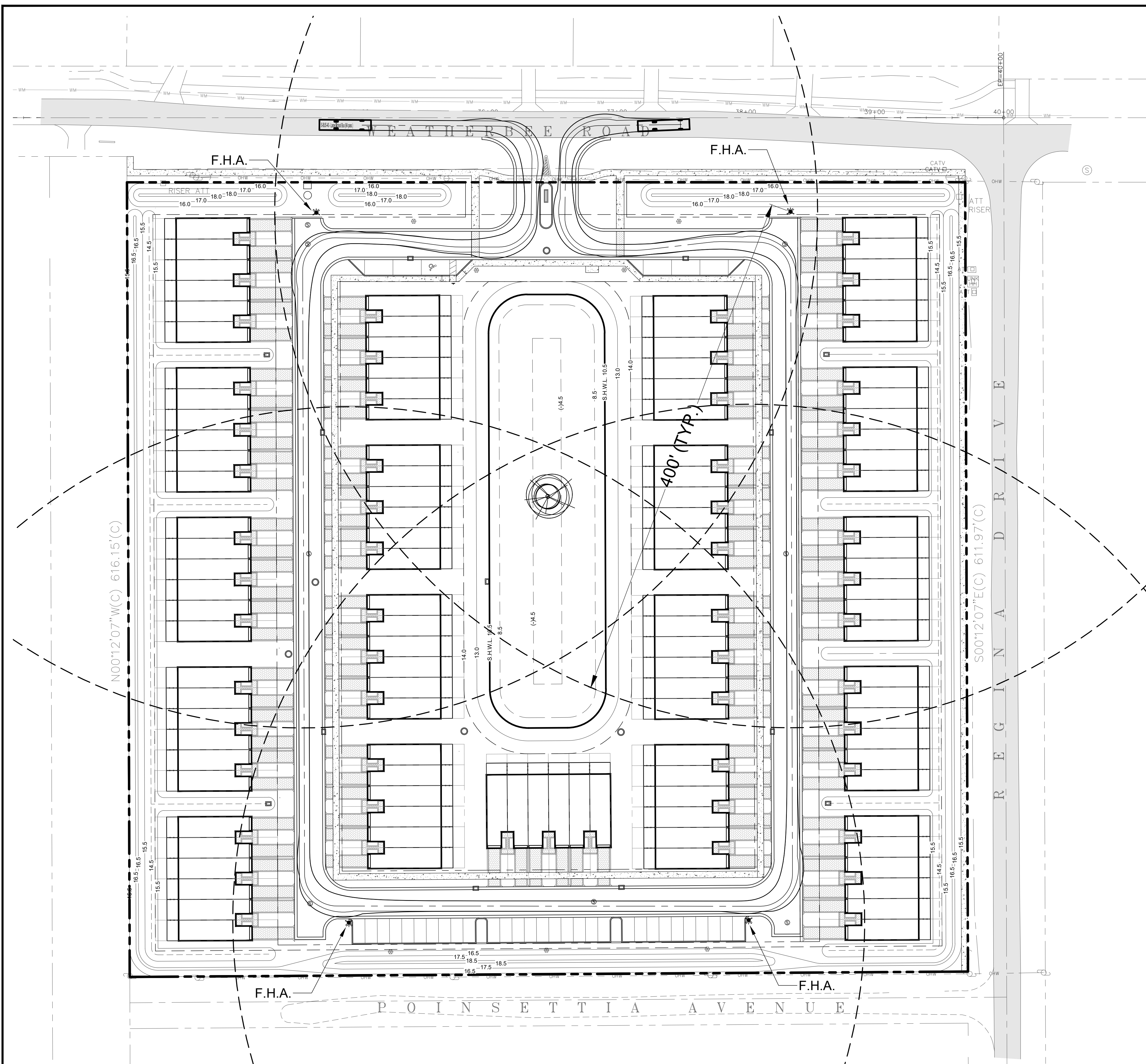
407 WEATHERBEE ROAD
 MULTI-FAMILY DEVELOPMENT
 CITY OF FORT PIERCE
 FLORIDA

AARON G. STANTON
 LICENSE No. 72460
 STATE OF FLORIDA
 PROFESSIONAL ENGINEER

SHEET
C3
 24-0179

O:\DRAWINGS\2024\0179_407 Weatherbee Rd Multi-Family Development.dwg - Drawing: 24-0179 UTIL PLAN.dwg 7/16/2024

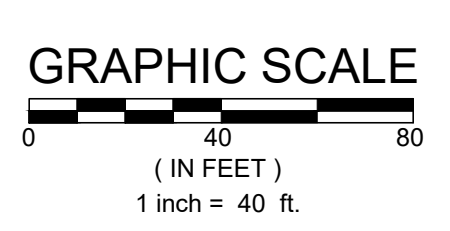
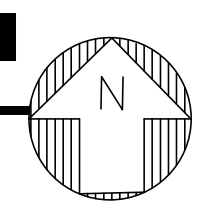




S-BUS-40 - Large School Bus (84 pass.)
 Overall Length 40.000ft
 Overall Width 8.000ft
 Overall Body Height 10.500ft
 Min Body Ground Clearance 1.070ft
 Track Width 8.000ft
 Lock-to-lock time 5.00s
 Max Steering Angle (Virtual) 34.40°

PRELIMINARY FIRE PROTECTION PLAN

SCALE: 1" = 40'



LEGEND

- EXISTING ASPHALT
- PROPOSED ASPHALT
- PROPOSED CONCRETE
- PROPOSED PAVERS OR STAMPED CONCRETE
- PROPOSED STABILIZED
- PROPOSED SWALE CENTERLINE
- SITE BOUNDARY
- F.H.A. FIRE HYDRANT ASSEMBLY
- S.H.W.L. SEASONAL HIGH WATER LINE
- PROPOSED DRAINAGE MANHOLE
- PROPOSED DRAINAGE INLET

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NO.	DATE	BY	REVISIONS
1			
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JOB NO.	24-0179
DESIGNED	AGS
DRAWN	GWR
DATE	MAY 2024
CHECKED	AGS
DATE ISSUED	7/16/2024

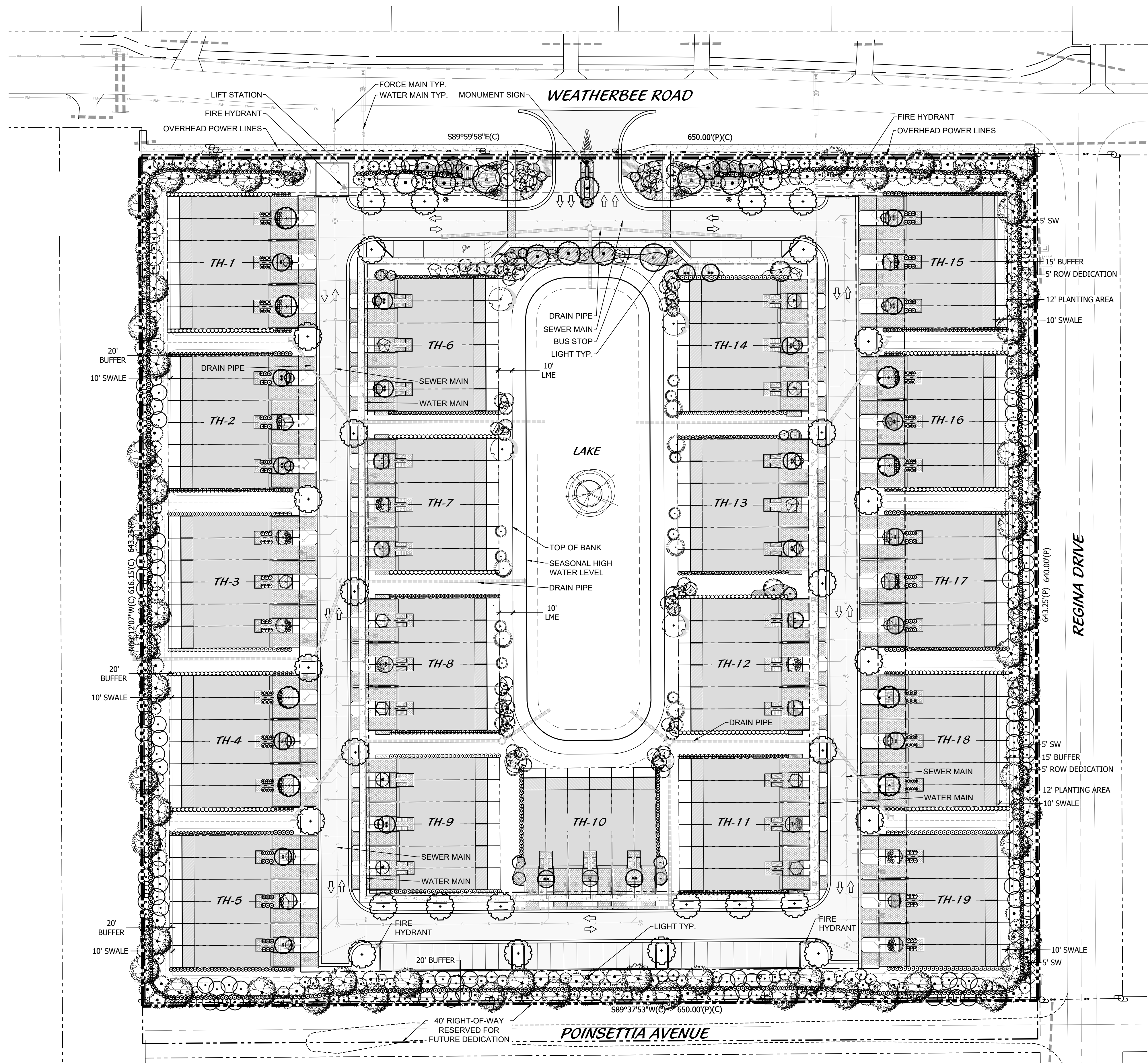
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PRELIMINARY FIRE PROTECTION PLAN

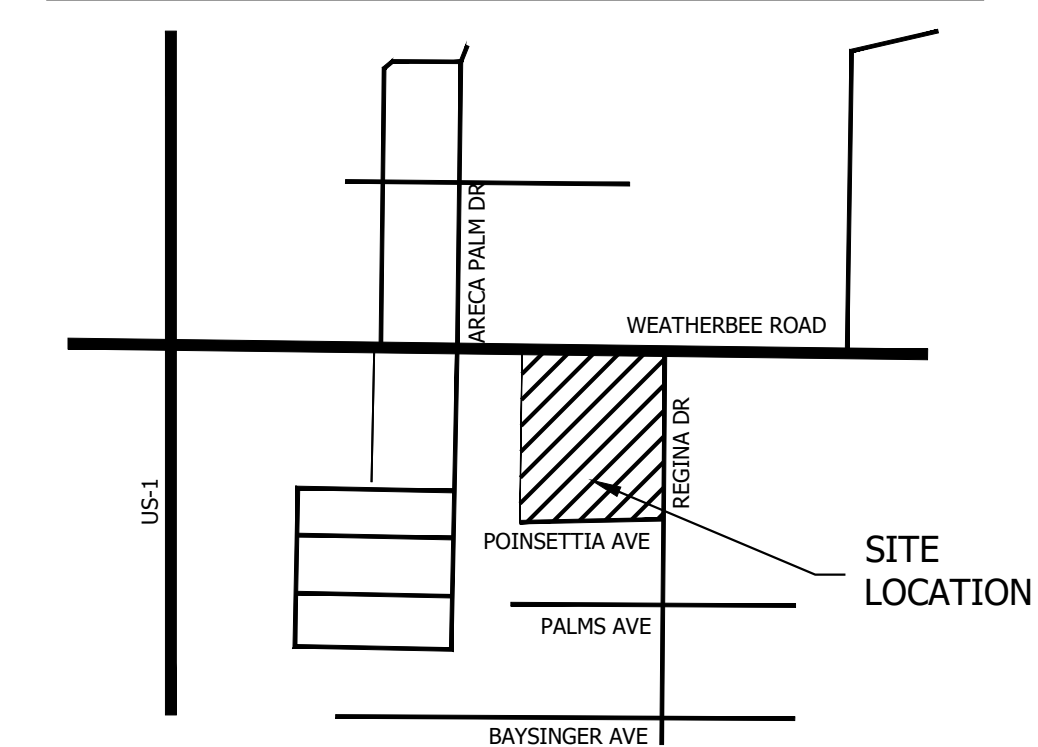
407 WEATHERBEE ROAD
MULTI-FAMILY DEVELOPMENT
CITY OF FORT PIERCE
FLORIDA

AARON G. STANTON
 LICENSE No. 72460
 STATE OF FLORIDA
 PROFESSIONAL ENGINEER

SHEET
C4
24-0179



KEY MAP



LANDSCAPE DATA

VUA REQUIREMENTS:

1 SF OF INTERIOR LANDSCAPE / 15 SF OF VUA

REQUIRED: 3688 SF (55319/15)
 PROVIDED: >3688 SF

1 TREE / 100 SF OF REQUIRED LANDSCAPE AREA

REQUIRED: 37 TREES (3688/100)
 PROVIDED: 61 TREES

- 30 LIVE OAKS UPSIZED TO 3" DBH (COUNTING TOWARDS TREE MITIGATION)
- 8 JAPANESE BLUEBERRIES
- 15 SABAL PALM CLUSTERS (3 PER CLUSTER OR TOTAL 45)
- 4 GREEN BUTTONWOODS
- 4 LIGUSTRUMS

BUFFER REQUIREMENTS:

10' WIDE LANDSCAPE STRIP AROUND PERIMETER
 1 TREE / 300 SF OF REQUIRED LANDSCAPE

REQUIRED: 23,760 / 300 = 79
 PROVIDED: 80 TREES + 363 MITIGATION TREES

- 57 LIVE OAKS UPSIZED TO 5" DBH (COUNTING TOWARDS TREE MITIGATION)
- 12 ROYAL PALMS
- 3 VERAWOOD TREES
- 8 SILVER BUTTONWOODS

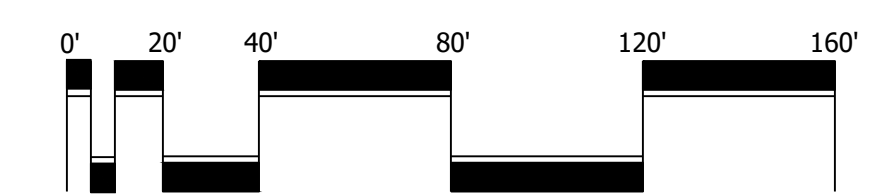
- 85 CABBAGE PALMS (FOR MITIGATION*)
- 88 SLASH PINES AT 4" DBH (FOR MITIGATION*)
- 190 SLASH PINES AT 1.5" DBH (FOR MITIGATION*)

3' CONTINUOUS SCREEN
 PROVIDED: 3' CONTINUOUS COCOPLUM HEDGE

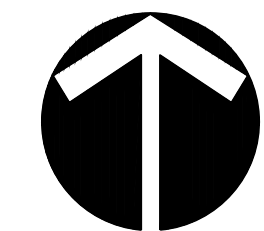
LEGEND

HC	HANDICAP	HC SIGN	PARKING LIGHT
LB	LANDSCAPE BUFFER	STOP SIGN	BUILDING/ACCENT LIGHT
SB	SETBACK	DO NOT ENTER	
SW	SIDEWALK	PEDESTRIAN CROSSING	
TYP	TYPICAL		

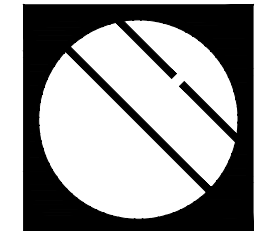
OVERALL LANDSCAPE PLAN



Scale: 1" = 40'-0"



North



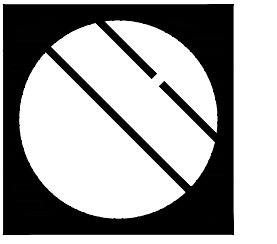
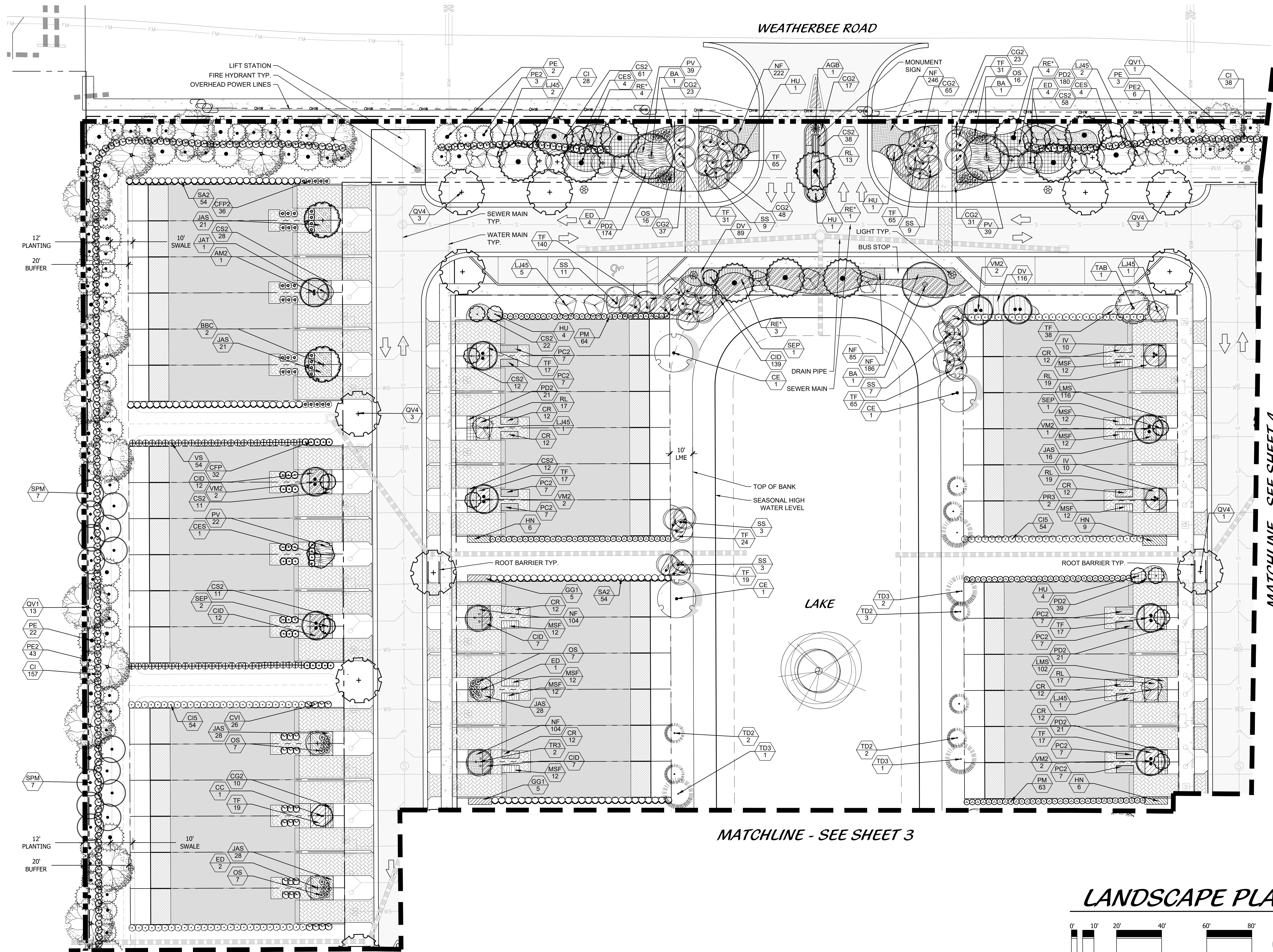
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Landscape Architects
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 1934 Commerce Lane
 Suite 1
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 www.cotleurhearing.com
 Lic# LC-C000239

TREASURE TOWNHOMES

Fort Pierce, Florida

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APPROVED	DTS
JOB NUMBER	24-0303
DATE	07-17-24
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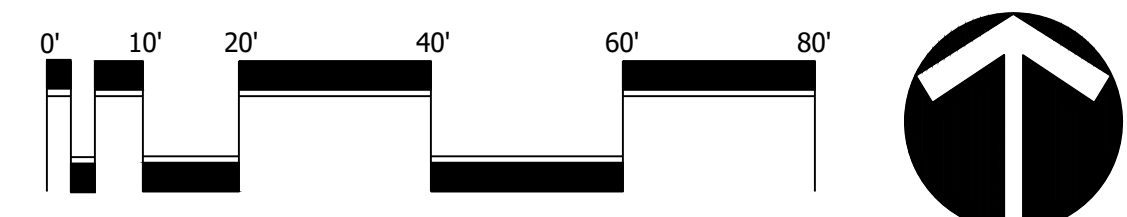
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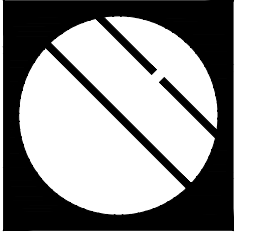
Fort Pierce, Florida

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JOB NUMBER	24-0303
DATE	07-17-24
REVISIONS	

LANDSCAPE PLAN



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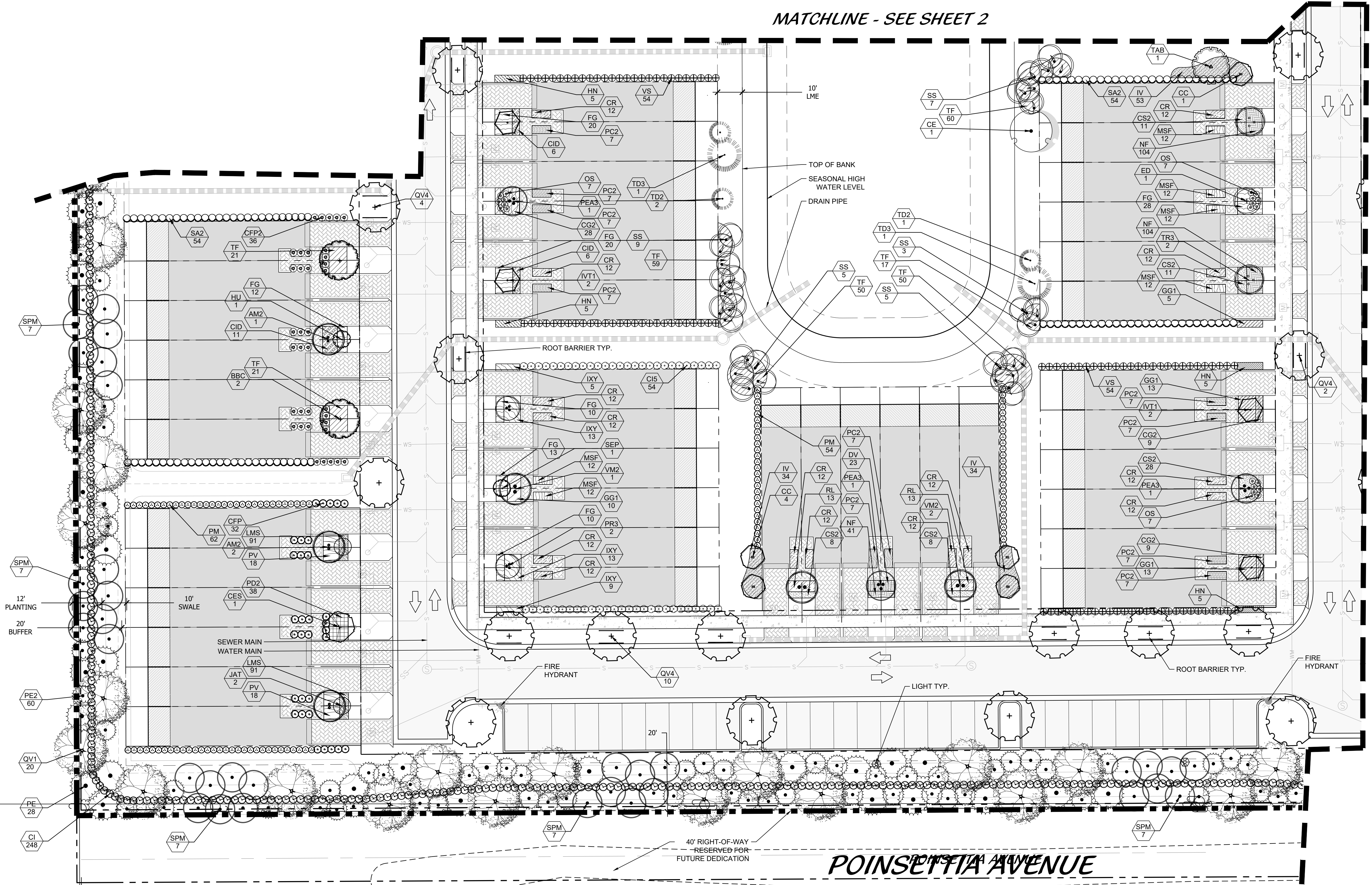
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Fort Pierce, Florida

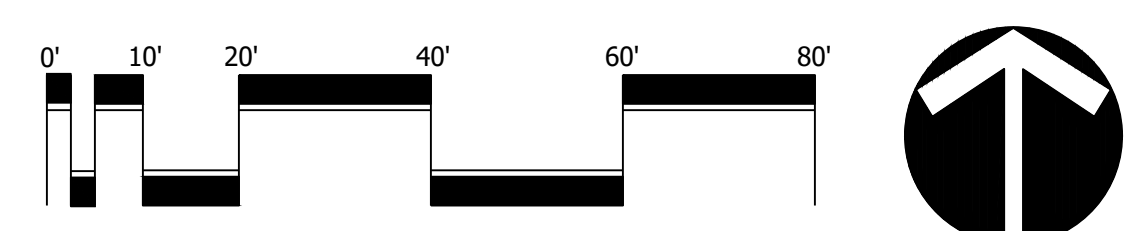
MATCHLINE - SEE SHEET 2

MATCHLINE - SEE SHEET 4



POINSETTIA AVENUE

LANDSCAPE PLAN



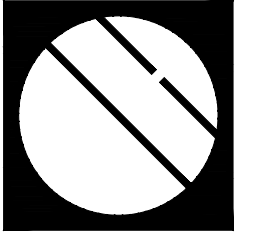
Scale: 1" = 20'-0"

North

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JOB NUMBER	24-0303
DATE	07-17-24
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SHEET 3 OF 5

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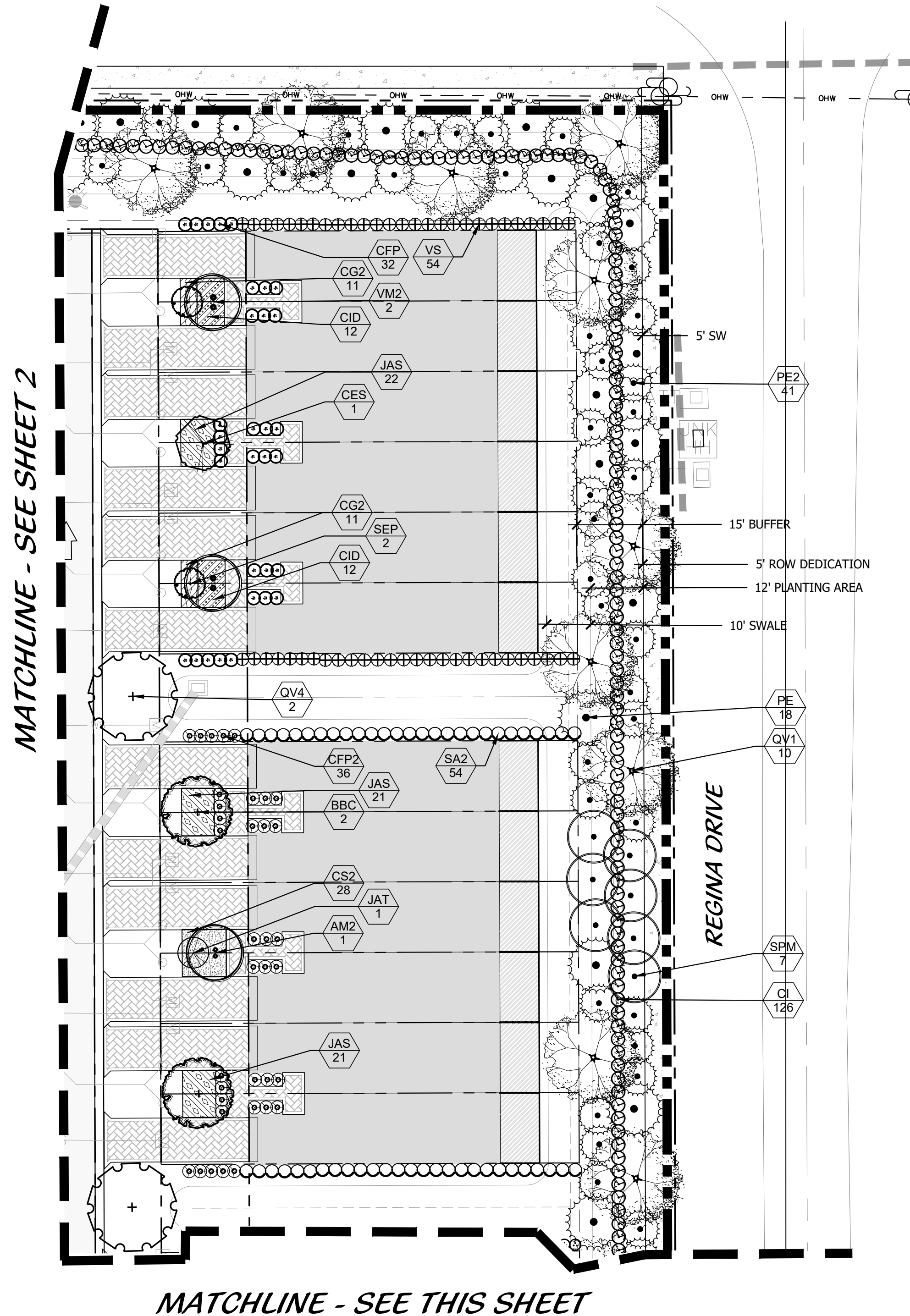
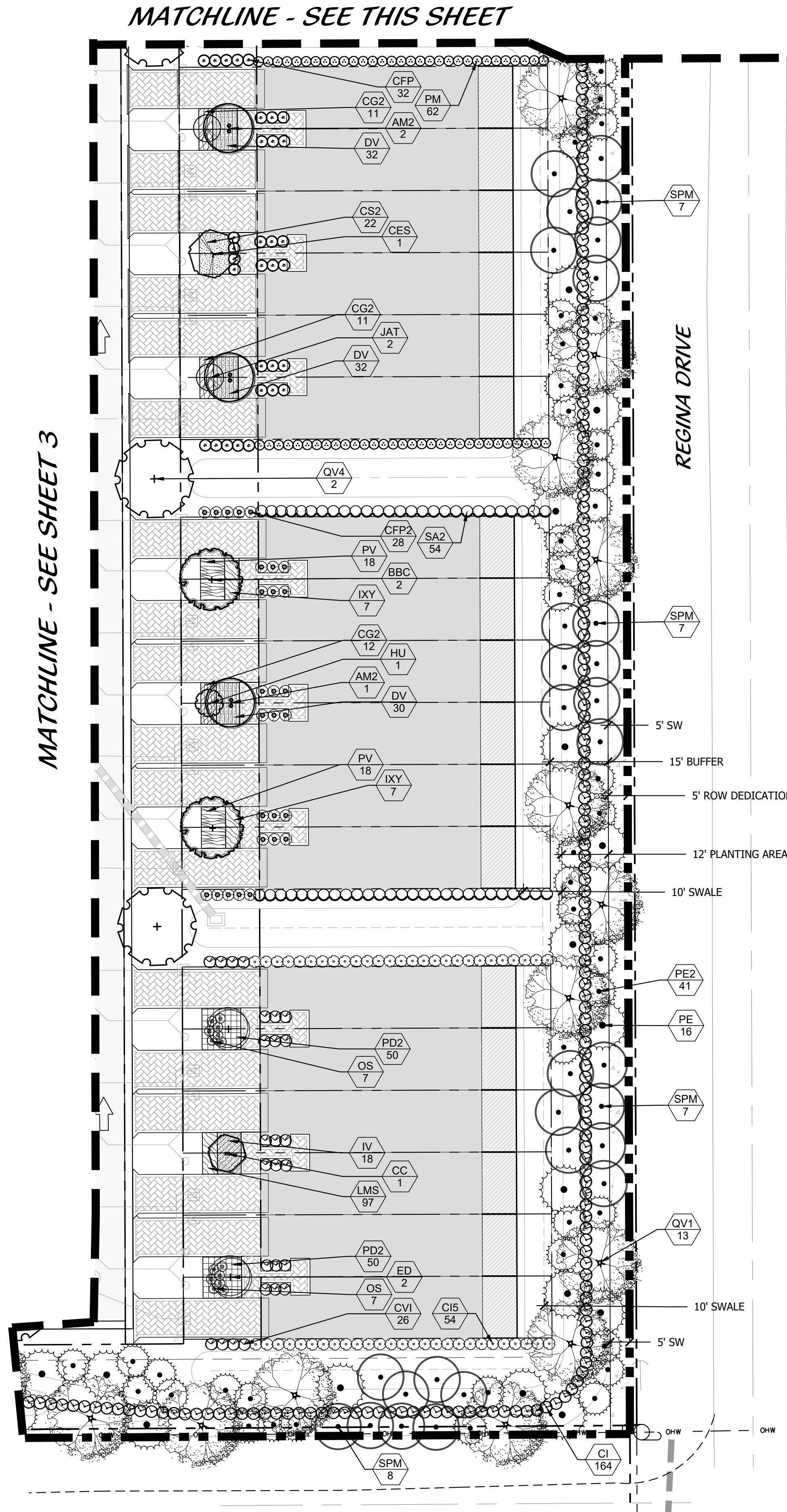
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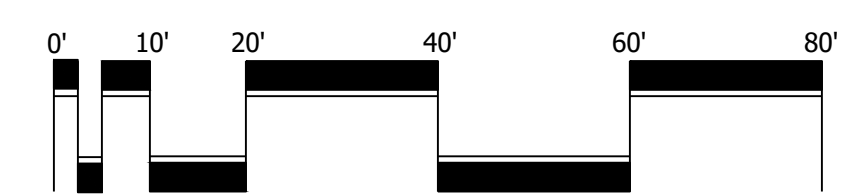
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TREASURE TOWNHOMES

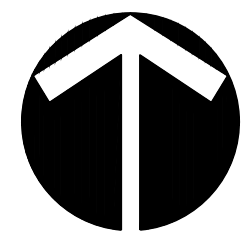
Fort Pierce, Florida



LANDSCAPE PLAN



Scale: 1" = 20'-0"



North

DESIGNED	ACE
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JOB NUMBER	24-0303
DATE	07-17-24
REVISIONS	

SHEET 4 OF 5

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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 GRASSES AND STANDARDS LATEST EDITION.

ALL LANDSCAPE SHALL CONFORM TO THE REQUIREMENTS OF THE CITY OF FORT PIERCE LAND DEVELOPMENT REGULATIONS. THE CITY OF FORT PIERCE 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 FIELD HARNESS 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 THE CITY OF FORT PIERCE, THE OWNER, AND THE LANDSCAPE ARCHITECT.

THE LANDSCAPE CONTRACTOR SHALL REVIEW THE PROJECT DRAWING 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 27-126(a)(9)(c) OF THE CITY OF FORT PIERCE CODE.

ALL ABOVE GROUND UTILITIES I.E. TRANSFORMERS, SWITCH BOXES, AIR 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 RIGID AND WAY BETWEEN THE SIDEWALK AND THE CURB.

ALL SOD SHALL BE STENOTAPHRUM SECUNDAIUS 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 FROM THE POINT OF 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 FOOT INCH 596.

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 3/95)

PERIMETER TREES AT THE TIME OF PLANTING SHALL BE SPACED IN A WAY THAT COMPLEMENTS THE SPACING OF ANY EXISTING TREES OR SODS.

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 MOUNTING OF NATIVE SOILS A MINIMUM OF SIX INCHES (6") ABOVE THE TOP OF CURB.

19.5" x 60" 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 MANUFACTURER'S 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 CITY OF FORT PIERCE. 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 WITHIN 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 CITY OF FORT PIERCE 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 THE PLANTING.

FERTILIZER IN BACKFILL MIXTURE FOR ALL PLANTS SHALL CONSIST OF MILGRAMITE ACTIVATED SLUDGE MIXED WITH THE BACKFILL AT A RATE OF NOT LESS THAN 30 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 (GRAM)	AGRIFORM TABLETS (21 GRAM)
1/2 GAL	1/4 LB.	3
1 GAL	1/3 LB.	3
7-15 GAL	1/2 LB.	3
1 1/2" & LARGER	2 LBS./1" CALIPER 2 PER 1" CALIPER 6 AND LARGER	2 PER 1" CALIPER 2 PER 1" CALIPER 6 AND LARGER

*FLORIDA EAST COAST PALM SPECIES SHALL BE APPLIED TO ALL PALMS AT INSTALLATION AT A RATE OF 1/2 LB. PER INCH OF TRUNK UNLESS OTHERWISE SPECIFIED.

LANDSCAPE SPECIFICATIONS

1. GENERAL LANDSCAPE REQUIREMENTS

LANDSCAPE CONTRACT WORK INCLUDES, BUT IS NOT LIMITED TO, SOIL PREPARATION, FINE OR FINISH GRADING, FURROWING AND GRASSING, LANDSCAPE 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. NUMBER ONE SHALL CONFORM TO STANDARD PLANT NAMES, 1942 EDITION. ALL NURSERY STOCK SHALL BE IN ACCORDANCE WITH THE STANDARDS FOR NURSERY PLANTS PARTS 1 & 11, 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 TRANSPORTED 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 ARCHITECT TO BE UNSUITABLE FOR PLANTING. ROAD BASE, PAVEMENT, ETC. REPLACEMENT SOIL MIX SHALL CONTAIN 60% SAND AND 40% MUCK. SAND SHALL BE 100% CLEAN ORGANIC NATIVE MUCK SCREENED TO 1/2". ALL SOIL SHALL BE MIXED PRIOR TO DELIVERY ON SITE.

MULCH SHALL BE SHREDED METALUCA, 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 MILGRAMITE ACTIVATED SLUDGE MIXED WITH THE BACKFILL AT A RATE OF NOT LESS THAN 30 LBS. PER CUBIC YARD.

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*FLORIDA EAST COAST PALM SPECIES SHALL BE APPLIED TO ALL PALMS AT INSTALLATION AT A RATE OF 1/2 LB. PER INCH OF TRUNK UNLESS OTHERWISE SPECIFIED.

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.

THE LOCATIONS OF PLANTS, AS SHOWN IN THESE PLANS, ARE APPROXIMATE. THE FINAL LOCATIONS MAY BE ADJUSTED TO ACCOMMODATE UNDESIRABLE 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. SETTLED PLANTS SHALL BE RESET TO PROPER GRADE.

THE LANDSCAPE CONTRACTOR SHALL AT ALL TIMES KEEP THE PREMISES FREE FROM ACCUMULATION OF WASTE MATERIALS OR DEBRIS CAUSED BY HIS CREWS DURING THE PERFORMANCE OF THE WORK. UPON COMPLETION OF THE WORK, THE CONTRACTOR SHALL PROMPTLY REMOVE ALL WASTE MATERIALS, DEBRIS, UNUSED PLANT MATERIAL, EMPTY PLANT CONTAINERS AND ALL EQUIPMENT FROM THE PROJECT SITE.

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 COSTS 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.

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" 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 DISHD 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.

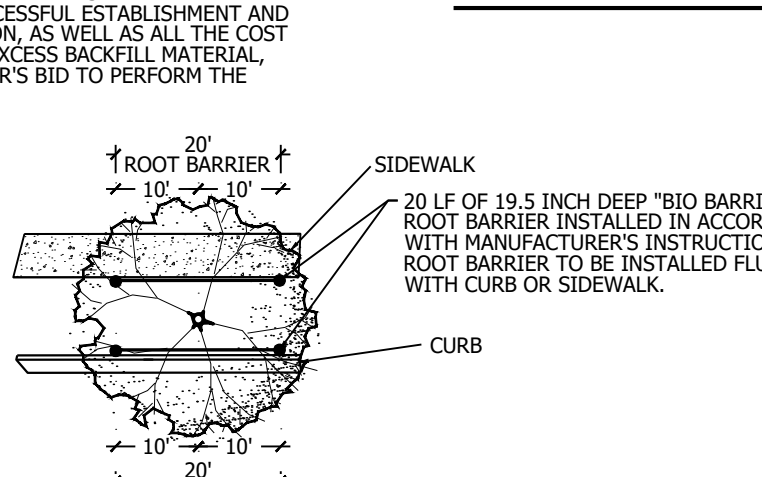
4. PLANTING GROUND COVER

LOOSEN SUBGRADE TO DEPTH OF 4" IN AREAS WHERE TOPSOIL HAS BEEN STRIPPED AND SPREAD SMOOTH.

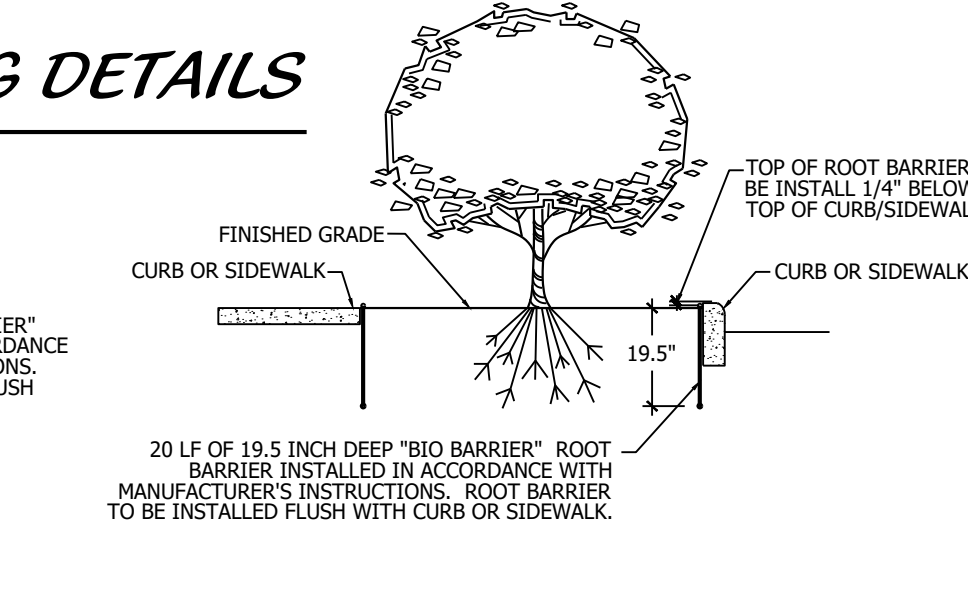
SPACE PLANTS AS OTHERWISE INDICATED. DIG HOLES LARGE ENOUGH TO ALLOW SPREADING OF ROOTS. COMPACT BACKFILL TO ELIMINATE VOIDS AND LEAVE GRADE SLIGHTLY DISHD AT EACH PLANT. WATER THOROUGHLY. APPLY 3" OF MULCH OVER ENTIRE PLANTING BED, LIFTING PLANT FOLIAGE ABOVE MULCH.

DURING PERIODS OF HOT SUN AND/OR WIND AT TIME OF PLANTING, PROVIDE PROTECTIVE COVER FOR SEVERAL DAYS OR AS NEEDED.

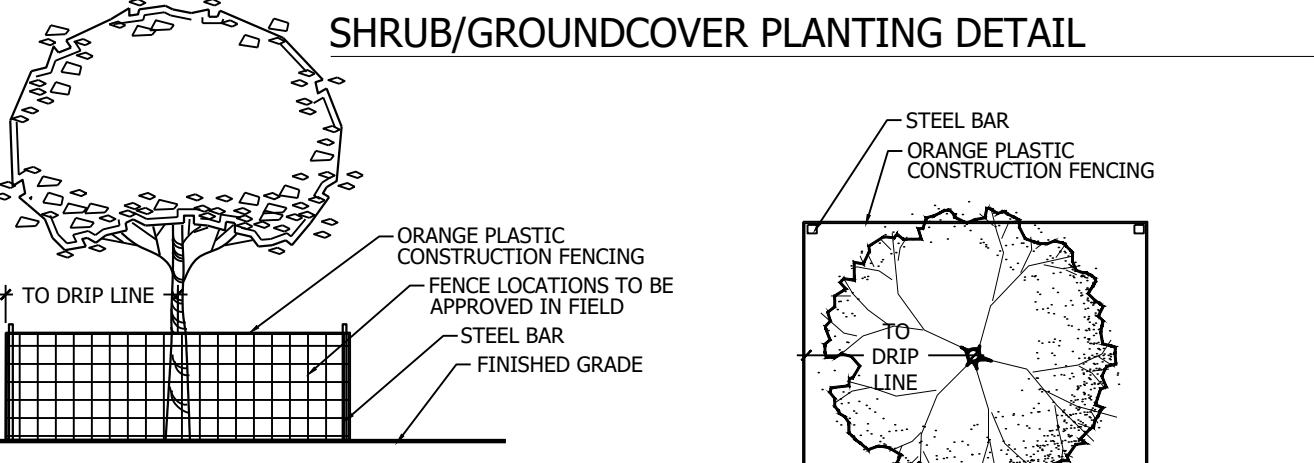
PLANTING DETAILS



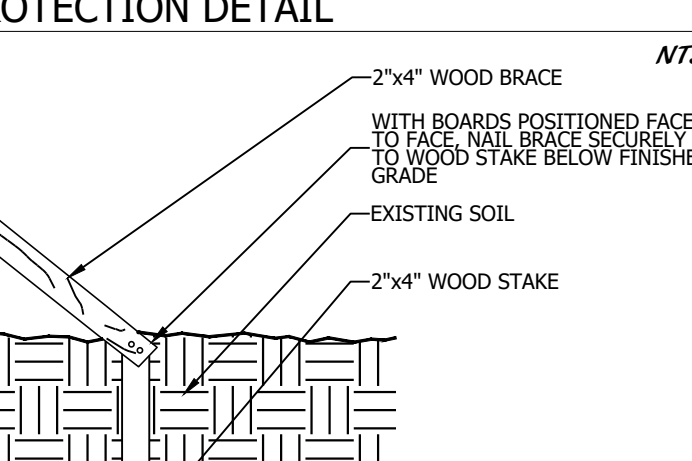
ROOT BARRIER DETAIL
SECTION VIEW
NTS



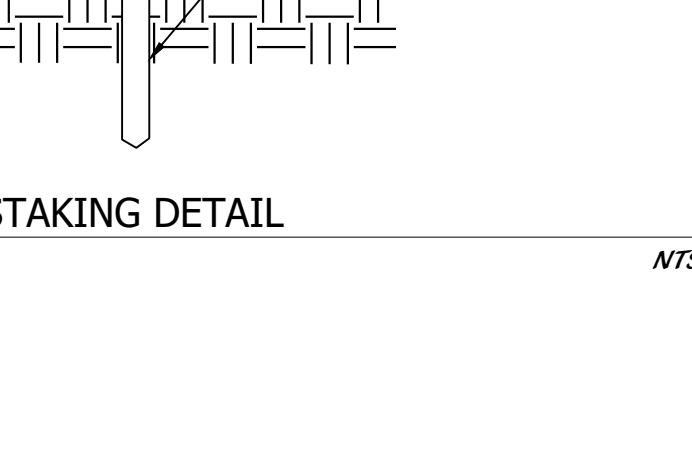
LARGE TREE PLANTING DETAIL
NTS



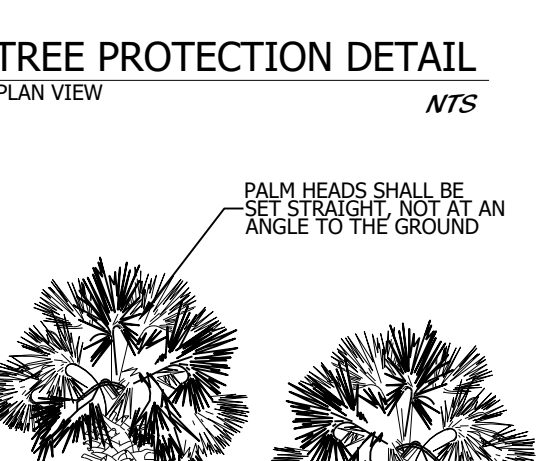
SHRUB/GROUND COVER PLANTING DETAIL
SECTION VIEW
NTS



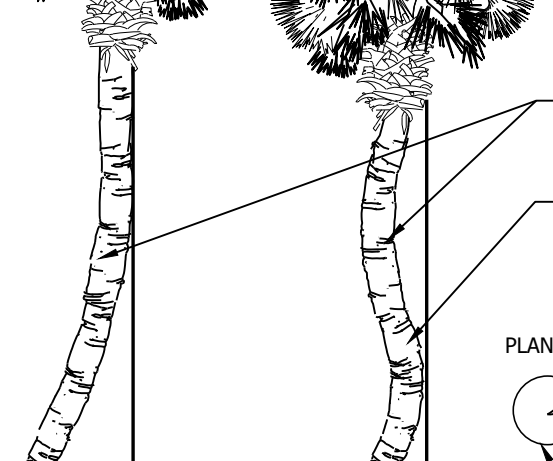
TREE PROTECTION DETAIL
SECTION VIEW
NTS



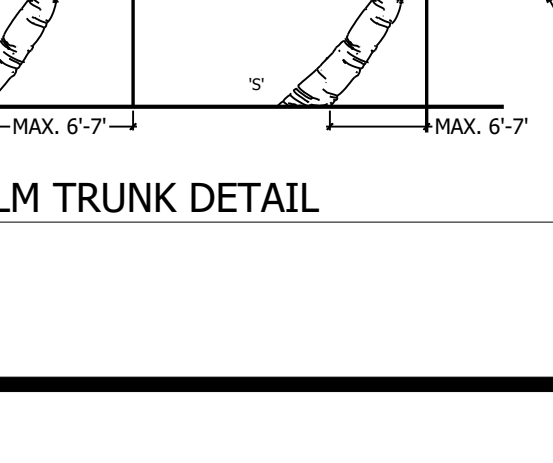
WOOD STAKING DETAIL
NTS



TREE PROTECTION DETAIL
PLAN VIEW
NTS



SABAL PALM PLANTING DETAIL
NTS



CURVED PALM TRUNK DETAIL
NTS

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 SITED 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 STAKE LIGHTLY AND WATER THOROUGHLY WITH A FINE SPRAY IMMEDIATELY AFTER PLANTING.

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.

PLACE RUBBER HOSE ON WIRE AT ALL POINTS OF CONTACT WITH TREE

PLACE 3 DOUBLE STRANDED 12 GAUGE GALVANIZED GUY WIRES, SPACED EQUAL DISTANCE AROUND TREE ABOVE FIRST LATERAL BRANCH

PLACE SAFETY FLAGS ON GUY WIRES

REMOVE BURPLAP FROM TOP 1/3 OF ROOFTBALL IF APPLICABLE

3" MULCH

FORM SAUCER WITH 4"-6" CONTINUOUS EARTHEN RIM AROUND PLANTING HOLE

2"x4"x24" WOOD STAKE DRIVEN 3" BELOW GRADE

PLANTING PIT DEPTH SHALL EQUAL DEPTH OF ROOT BALL PLUS 2" FOR SETTLING LAYER OF COMPACTED STANDARD PLANTING MIXTURE. PLANTING PIT WIDTH SHALL BE TWICE THE DIAMETER OF ROOT BALL

BACK FILL AROUND ROOT BALL WITH STANDARD PLANTING MIXTURE. ELIMINATE AIR POCKETS.

PLANT TOP OF ROOT BALL SLIGHTLY HIGHER THAN FINISHED GRADE

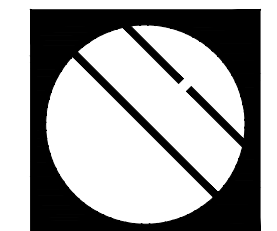
PLACE ROOT BALL AT BOTTOM OF PLANTING PIT

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 ELICATED. 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.

THE LANDSCAPE CONTRACTOR SHALL GUARANTEE ALL PLANT MATERIAL FOR A PERIOD OF SIX (6) MONTHS FROM THE DATE OF CONDITIONAL ACCEPTANCE. 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 OTHER NECESSARY MAINTAINING PLANTS UP TO THE CONDITIONAL ACCEPTANCE PERIOD, UNLESS A WRITTEN AGREEMENT WITH THE LANDSCAPE ARCHITECT PROVIDES FOR A DIFFERENT ARRANGEMENT.



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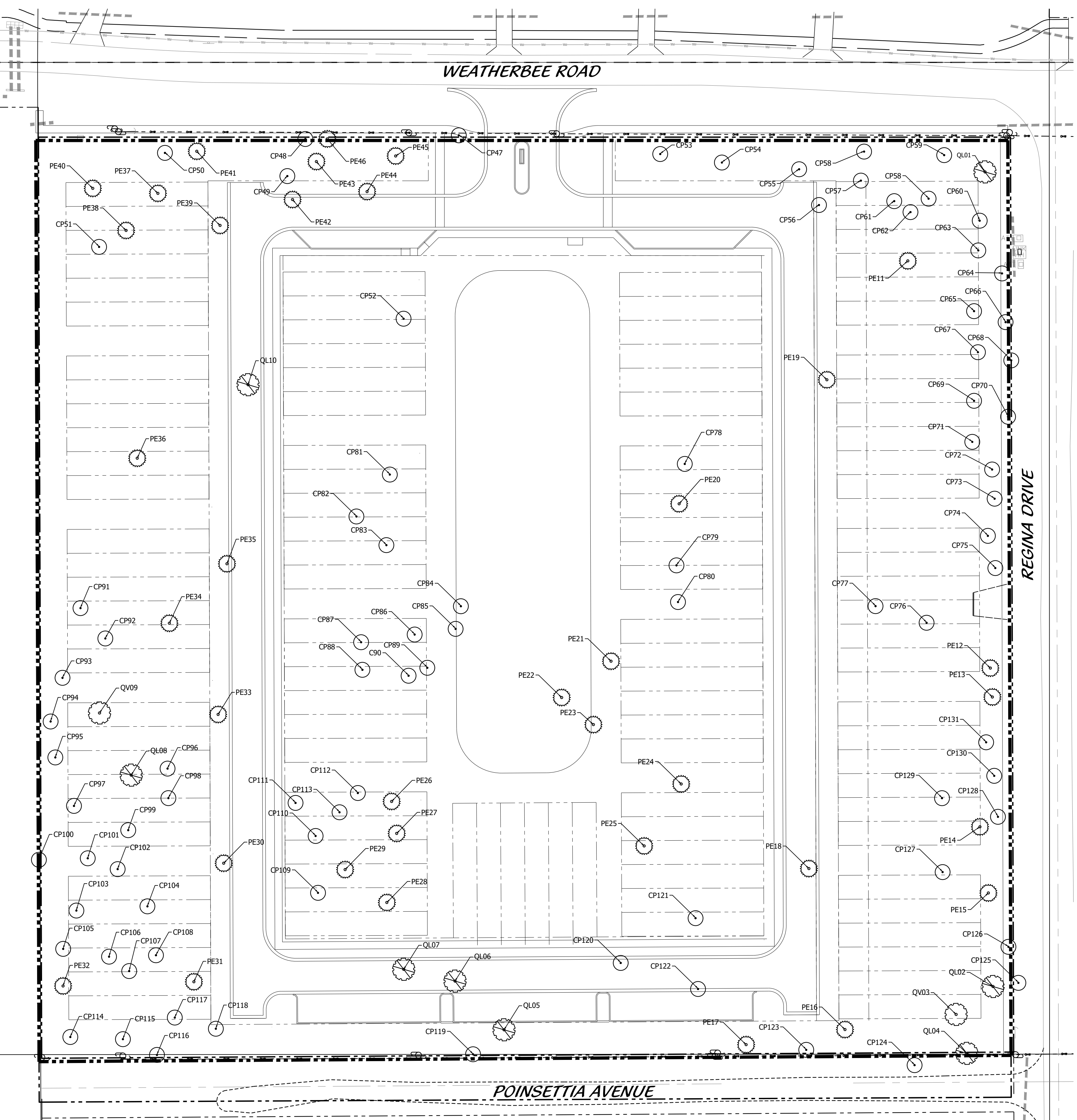
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PLANT LIST

CODE	QTY	BOTANICAL NAME	COMMON NAME	CONT	CAL	SIZE	NATIVE	REMARKS
TREES								
BA	3	BULNESIA ARBorea	VERAWOOD	FIELD GROWN	3"-4" CAL	14"-16" HT., 6"-8" SPD.	N	FULL CANOPY, FLORIDA FANCY
BBC	8	CALOPHYLLUM BRASILIENSE	BRAZILIAN BEAUTYLEAF	45 GAL	2.5" CAL	12" HT X 5" SPRD	N	FULL & THICK; STANDARD; 5' SPRD, 4' C.T.
CC	7	CAPPARIS CYNOPHALOPHORA	JACAMIAN CAPER	45 GAL	2" CAL	7"-8" O.A	Y	STANDARD; 2.5' C.T.; FULL AND THICK
CE	4	CONOCARPUS ERECTUS	BUTTONWOOD	45 GAL	2.5" CAL	12" O.A. X 5' SPRD	Y	FULL CANOPY; STANDARD
CES	12	CONOCARPUS ERECTUS 'SERICEUS'	SILVER BUTTONWOOD	45 GAL	2.5" CAL	12" O.A. X 5' SPRD	Y	FULL CANOPY; STANDARD, SINGLE TRUNK
ED	14	ELAEOCARPUS DECIPIENS	JAPANESE BLUEBERRY TREE	45 GAL	3" CAL	12" O.A. X 5' SPRD	N	STANDARD; 4' C.T.; CONICAL
HU	13	HIBISCUS ROSA-SINENSIS 'DOUBLE RED'	DOUBLE RED HIBISCUS	30 GAL	1.5" CAL	5'-6" HT	N	STANDARD; 2.5' C.T.; FULL CANOPY
IVT1	4	ILEX VOMITORIA	YAUPON HOLLY	45 GAL	1" CAL EA	6" HT X 6" SPRD	Y	FULL CANOPY, MULTITRUNK, LIMB UP 2.5'
JAT	6	JATROPHA STANDARD	JATROPHA	30 GAL	1" EA	5'-6" HT.	N	STANDARD, 2.5' C.T. TIGHT HEADS, MATCHED
LJ45	12	LIGUSTRUM JAPONICUM	JAPANESE PRIVET	45 GAL	1" EA	6" HT, 6" SPD.	N	MULTI-STEM, LIMB UP 2.5'
PE2	194	PINUS ELLIOTTII	SLASH PINE	30 GAL	1.5" DBH	8'-10' O.A.	Y	FULL CANOPY; PLANTED IN PRESERVE
PE	89	PINUS ELLIOTTII	SO. FLORIDA SLASH PINE	65 gal	4" DBH	12'-14' O.A.	Y	FULL CANOPY
QV1	57	QUERCUS VIRGINIANA	SOUTHERN LIVE OAK	100 GAL	5" DBH	18' - 22' HT	Y	FULL CANOPY, FLORIDA FANCY, SYMMETRICAL, MATCHED, DOUBLE DUG ROOT BALL
QV4	30	QUERCUS VIRGINIANA 'SKY CLIMBER'	SKY CLIMBER LIVE OAK	FIELD GROWN	3" CAL	20' O.A.	Y	FULL CANOPY, FLORIDA FANCY, SYMMETRICAL, MATCHED, DOUBLE DUG ROOT BALL
SEP	7	SENNA POLYPHYLLA	DESERT CASSIA	30 GAL	N.A.	5'-6" HT.	N	STANDARD; 2.5' C.T.; FULL CANPY
TAB	2	TABEBUIA IMPETIGENOSA	PURPLE TRUMPET TREE	45 GAL.	3" CAL	12'-14" X 5' SPRD	N	FULL CANOPY, FF
TD2	10	TAXODIUM DISTICHUM	BALD CYPRESS	15 GAL	1" CAL	6'-8" O.A.	Y	FULL CANOPY
TD3	6	TAXODIUM DISTICHUM	BALD CYPRESS	30 GAL	2" CAL	8'-10' O.A.	Y	FULL CANOPY
PALM TREES								
AM2	9	ADONIDIA MERRILLII	DOUBLE CHRISTMAS PALM	FIELD GROWN	N.A	8'-10' C.T.	N	FULL CANOPY, DOUBLE STEM, MATCHED
PR3	4	PHOENIX ROEBELII	PYGMY DATE PALM	FIELD GROWN	N.A.	6'-8" HT.	N	3 TRUNKS, FULL & THICK
PEA3	3	PTYCHOSPHERMA ELEGANS	TRIPLE ALEXANDER PALM	FIELD GROWN	NA	8'-10' C.T.	N	FULL CANOPY, MATCHED, TRIPLE STEM
RE*	12	ROYSTONEA ELEGATA	ROYAL PALM	FIELD GROWN	NA	18' C.T.	Y	FULL CANOPY, FLORIDA FANCY
SS	71	SABAL PALMETTO	CURVED CABBAGE PALM	B & B</				



TREE INVENTORY

POINT	SPECIES	"DBH	CT	REMOVED	RELOCATED
1	LAUREL OAK	29		X	
2	LAUREL OAK	17		X	
3	LIVE OAK	21.5		X	
4	LAUREL OAK	14		X	
5	LAUREL OAK	17		X	
6	LAUREL OAK	17		X	
7	LAUREL OAK	15.75		X	
8	LAUREL OAK	15		X	
9	LIVE OAK	16		X	
10	LAUREL OAK	17		X	
11	SLASH PINE	14		X	
12	SLASH PINE	14		X	
13	SLASH PINE	14.5		X	
14	SLASH PINE	14		X	
15	SLASH PINE	14		X	
16	SLASH PINE	15.25		X	
17	SLASH PINE	14		X	
18	SLASH PINE	18.5		X	
19	SLASH PINE	14		X	
20	SLASH PINE	15		X	
21	SLASH PINE	23.25		X	
22	SLASH PINE	20		X	
23	SLASH PINE	20		X	
24	SLASH PINE	16		X	
25	SLASH PINE	21.5		X	
26	SLASH PINE	19		X	
27	SLASH PINE	19		X	
28	SLASH PINE	21		X	
29	SLASH PINE	16		X	
30	SLASH PINE	16.25		X	
31	SLASH PINE	16.5		X	
32	SLASH PINE	15.5		X	
33	SLASH PINE	14		X	
34	SLASH PINE	17		X	
35	SLASH PINE	23.25		X	
36	SLASH PINE	18		X	
37	SLASH PINE	26		X	
38	SLASH PINE	21		X	
39	SLASH PINE	15		X	
40	SLASH PINE	19		X	
41	SLASH PINE	22.5		X	
42	SLASH PINE	24		X	
43	SLASH PINE	18		X	
44	SLASH PINE	17		X	
45	SLASH PINE	14		X	
46	SLASH PINE	14		X	
47	CABBAGE PALM		>10'		X
48	CABBAGE PALM		>10'		X
49	CABBAGE PALM		>10'		X
50	CABBAGE PALM		>10'		X
51	CABBAGE PALM		>10'		X
52	CABBAGE PALM		>10'		X
53	CABBAGE PALM		>10'		X
54	CABBAGE PALM		>10'		X
55	CABBAGE PALM		>10'		X
56	CABBAGE PALM		>10'		X
57	CABBAGE PALM		>10'		X
58	CABBAGE PALM		>10'		X
59	CABBAGE PALM		>10'		X
60	CABBAGE PALM		>10'		X
61	CABBAGE PALM		>10'		X
62	CABBAGE PALM		>10'		X
63	CABBAGE PALM		>10'		X
64	CABBAGE PALM		>10'		X
65	CABBAGE PALM		>10'		X
66	CABBAGE PALM		>10'		X
67	CABBAGE PALM		>10'		X
68	CABBAGE PALM		>10'		X

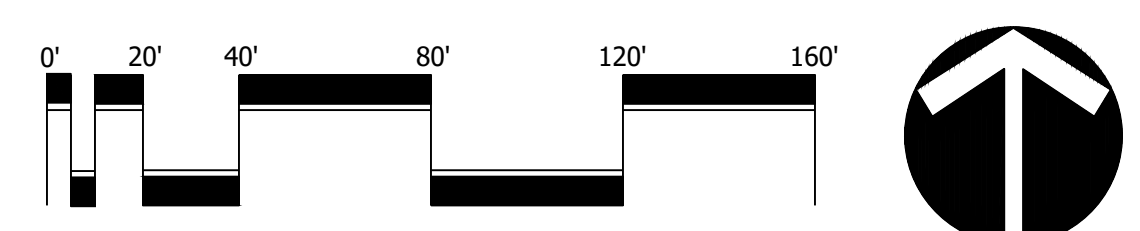
POINT	SPECIES	"DBH	CT	REMOVED	RELOCATED
69	CABBAGE PALM		>10'		X
70	CABBAGE PALM		>10'		X
71	CABBAGE PALM		>10'		X
72	CABBAGE PALM		>10'		X
73	CABBAGE PALM		>10'		X
74	CABBAGE PALM		>10'		X
75	CABBAGE PALM		>10'		X
76	CABBAGE PALM		>10'		X
77	CABBAGE PALM		>10'		X
78	CABBAGE PALM		>10'		X
79	CABBAGE PALM		>10'		X
80	CABBAGE PALM		>10'		X
81	CABBAGE PALM		>10'		X
82	CABBAGE PALM		>10'		X
83	CABBAGE PALM		>10'		X
84	CABBAGE PALM		>10'		X
85	CABBAGE PALM		>10'		X
86	CABBAGE PALM		>10'		X
87	CABBAGE PALM		>10'		X
88	CABBAGE PALM		>10'		X
89	CABBAGE PALM		>10'		X
90	CABBAGE PALM		>10'		X
91	CABBAGE PALM		>10'		X
92	CABBAGE PALM		>10'		X
93	CABBAGE PALM		>10'		X
94	CABBAGE PALM		>10'		X
95	CABBAGE PALM		>10'		X
96	CABBAGE PALM		>10'		X
97	CABBAGE PALM		>10'		X
98	CABBAGE PALM		>10'		X
99	CABBAGE PALM		>10'		X
100	CABBAGE PALM		>10'		X
101	CABBAGE PALM		>10'		X
102	CABBAGE PALM		>10'		X
103	CABBAGE PALM		>10'		X
104	CABBAGE PALM		>10'		X
105	CABBAGE PALM		>10'		X
106	CABBAGE PALM		>10'		X
107	CABBAGE PALM		>10'		X
108	CABBAGE PALM		>10'		X
109	CABBAGE PALM		>10'		X
110	CABBAGE PALM		>10'		X
111	CABBAGE PALM		>10'		X
112	CABBAGE PALM		>10'		X
113	CABBAGE PALM		>10'		X
114	CABBAGE PALM		>10'		X
115	CABBAGE PALM		>10'		X
116	CABBAGE PALM		>10'		X
117	CABBAGE PALM		>10'		X
118	CABBAGE PALM		>10'		X
119	CABBAGE PALM		>10'		X
120	CABBAGE PALM		>10'		X
121	CABBAGE PALM		>10'		X
122	CABBAGE PALM		>10'		X
123	CABBAGE PALM		>10'		X
124	CABBAGE PALM		>10'		X
125	CABBAGE PALM		>10'		X
126	CABBAGE PALM		>10'		X
127	CABBAGE PALM		>10'		X
128	CABBAGE PALM		>10'		X
129	CABBAGE PALM		>10'		X
130	CABBAGE PALM		>10'		X
131	CABBAGE PALM		>10'		X

SUM OAK "DBH: 179.25
 SUM PINE "DBH: 634
 SUM SABAL COUNT: 85

TREE MITIGATION

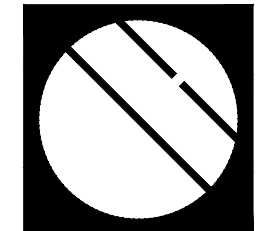
TOTAL CABBAGE PALMS TO BE RELOCATED ONSITE: 85
 TOTAL OAK "DBH REMOVED: 179.25"
 TOTAL OAK "DBH REPLANTED: 157.5"
 57 QV1 UPSIZED FROM 2.5" TO 5": 57 X 2.5 = 142.5"
 30 QV4 UPSIZED FROM 2.5" TO 3": 30 X .5 = 15"
 TOTAL PINE "DBH REMOVED: 634"
 TOTAL PINE "DBH REPLANTED: 637"
 88 PE AT 4": 88 X 4 = 352"
 190 PE AT 1.5": 190 X 1.5 = 285"
 TOTAL "DBH REQUIRING MITIGATION: 813.25"
 TOTAL "DBH REPLANTED: 794.5"
 TOTAL "DBH REMAINING: 18.75"
 FEE-IN-LEUJ: 18.75" X \$250 = \$4,687.5"

TREE MITIGATION



Scale: 1" = 40'-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-C000239

407 E WEATHERBEE ROAD

**Ballarena Group
 Fort Pierce, Florida**

DESIGNED ACE
 DRAWN ACE
 APPROVED DTS
 JOB NUMBER 24-0303
 DATE 07-17-24
 REVISIONS



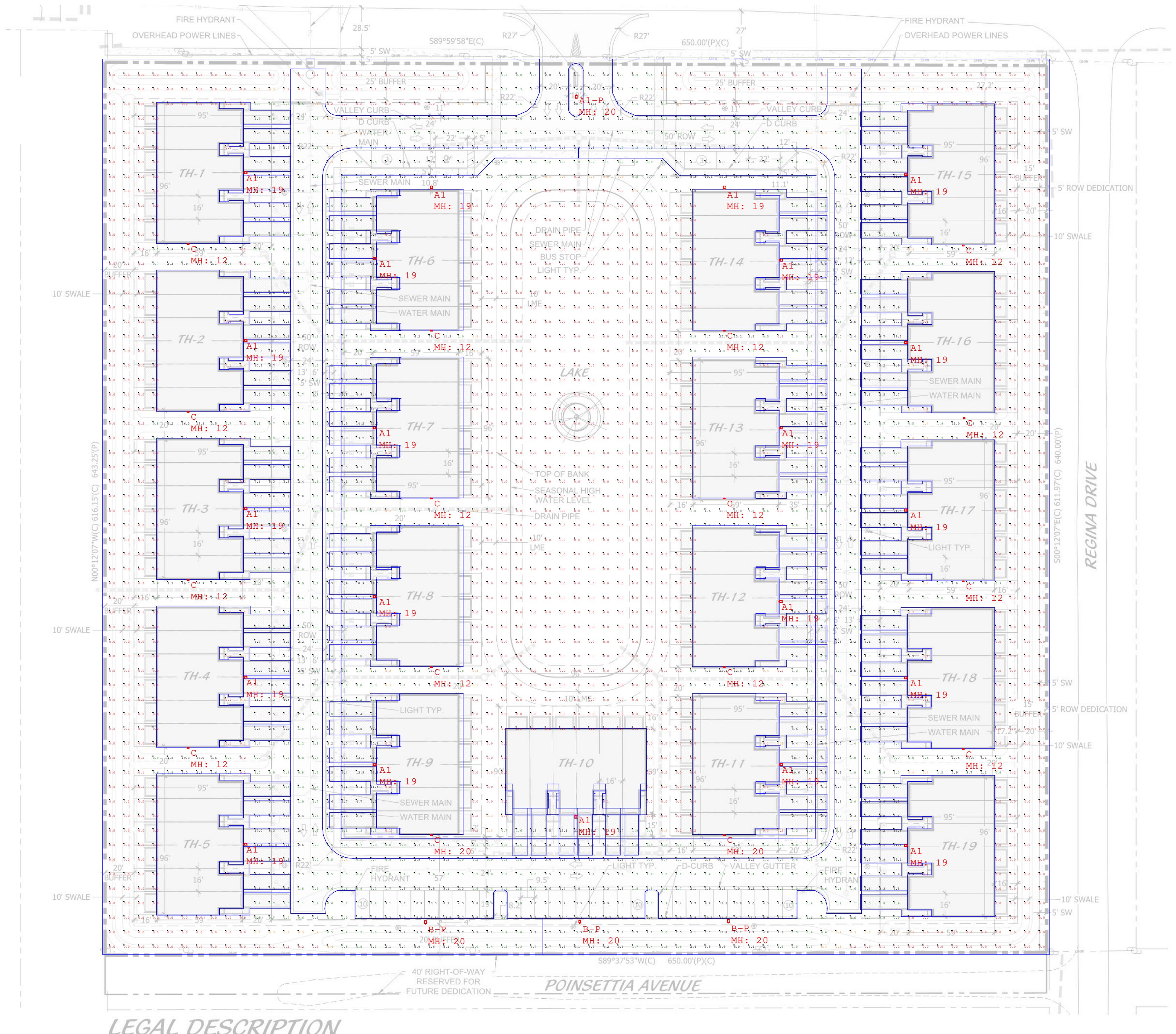
Ballarena Group

Proposed Lighting Layout

SHEET L01 : LIGHTING SCHEDULE

SHEET L02 : INSTALLATION LAYOUT

SHEET L03 : SUMMARY PAGE



LEGEND

HC	HANDICAP	HC SIGN
LB	LANDSCAPE BUFFER	STOP SIGN
SB	SETBACK	DO NOT ENTER
SW	SIDEWALK	PEDESTRIAN CROSSING
TYP	TYPICAL	

TREASURE TOWNHOMES SITE

PARCEL: 340350100250005
4601 REGINA DRIVE

LAND USE	RM
ZONING	R-4
FIRM/FLOOD ZONE	ZONE X, A; MAP #

BUILDING DATA	ACRES	SQU
TOTAL SITE AREA	9.574	
TOTAL BUILDINGS (6 UNIT TOWNHOMES)	19	BUL
TOTAL PROPOSED UNITS	114	UNIT
DENSITY	12	UNIT

PARKING CALCULATIONS	SPAC
REQUIRED PARKING	228
*1.5 SPACES PER UNIT	
PROVIDED PARKING	
OFF-STREET STANDARD PARKING	35
OFF-STREET HANDICAPPED PARKING	1
DRIVEWAY PARKING	114
GARAGE PARKING	114
TOTAL	264

PERVIOUS/IMPERVIOUS CALCULATIONS	ACRES	SQU
PERVIOUS		
BUFFER TRACT	1.08	
LAKE MAINTENANCE EASEMENT	1.06	
40' WIDTH TRACT	0.41	
OTHER LANDSCAPE AREA	1.39	
SUB-TOTAL	3.93	
IMPERVIOUS		
BUILDING COVERAGE	2.27	
VEHICULAR USE AREA	1.27	
PAVED DRIVEWAYS	0.79	
PATIOS	0.38	
SIDEWALKS, CONCRETE PADS	0.26	
WATER SURFACE	0.68	
SUB-TOTAL	5.64	
TOTAL	9.574	

LEGAL DESCRIPTION

Photometric Layout

SHEET

CLIENT

ADDRESS

DESIGNER: RB

DATE: 07.01.24

REV: 1

SCALE: NTS

STATISTICAL SUMMARY

LPD Area Summary			
Label	Area	Total Watts	LPD
LPDArea_1	401847	6292.99	0.016

Calculation Summary						
Label	CalcType	Units	Avg	Max	Min	Avg/Min
CalcPts_1	Illuminance	Fc	2.08	29.8	0.0	N.A.

FIXTURE SCHEDULE

Luminaire Schedule									
Qty	Symbol	Label	Arrangement	Lum. Watts	Total Watts	Lum. Lumens	LLF	Description	
21		A1	Single	234.05	4915.05	31724	0.930	STRK2305K T4 U BZ & STRK WM BZ	
1		A1-P	Single	234.05	234.05	31724	0.930	STRK2305K T4 U SF BZ	
3		B-P	Single	236.44	709.32	32883	0.930	STRK2305K T3 U SF BZ	
16		C	Single	27.1608	434.573	6879	0.930	NOVA2 WSCS BZ	

L01

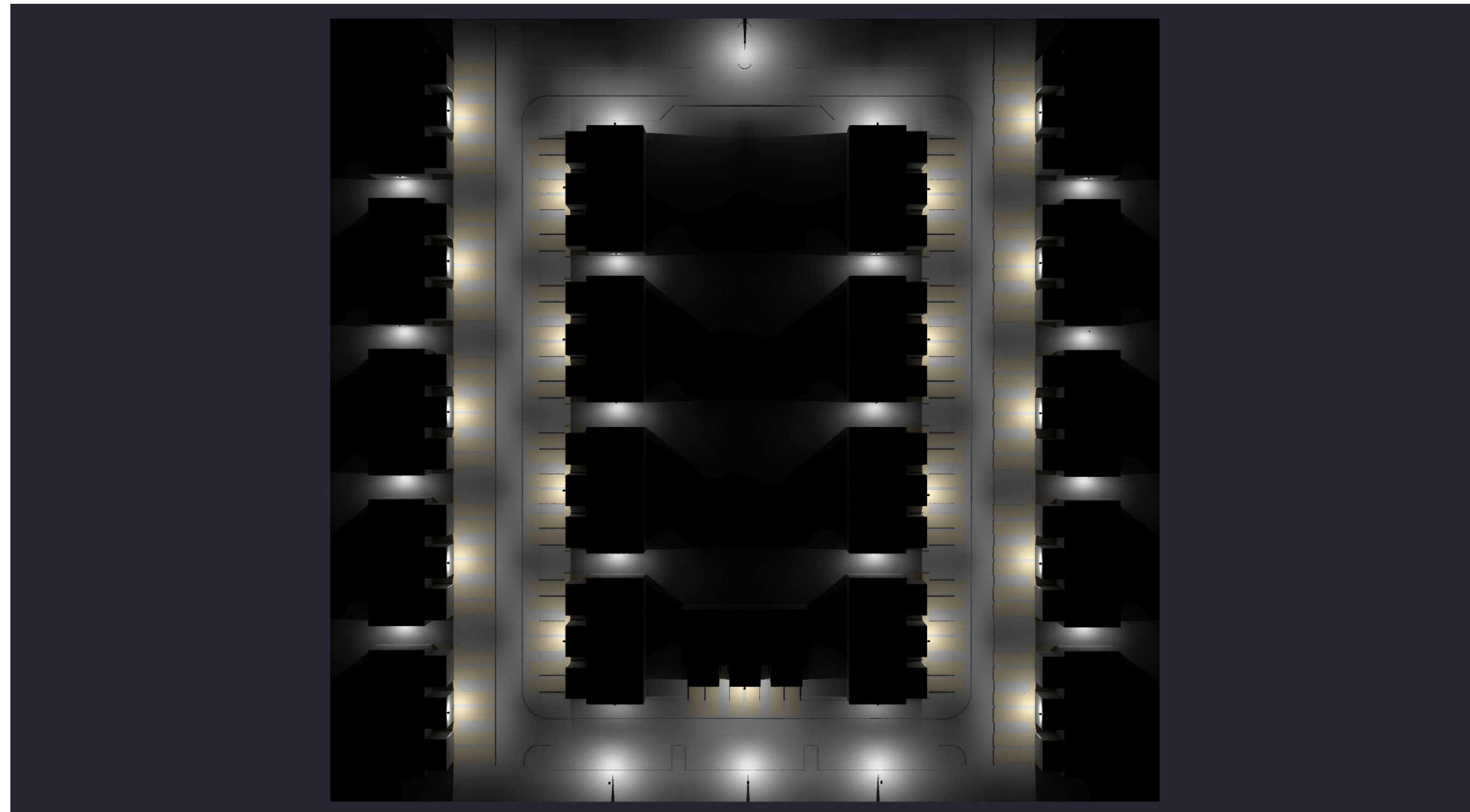
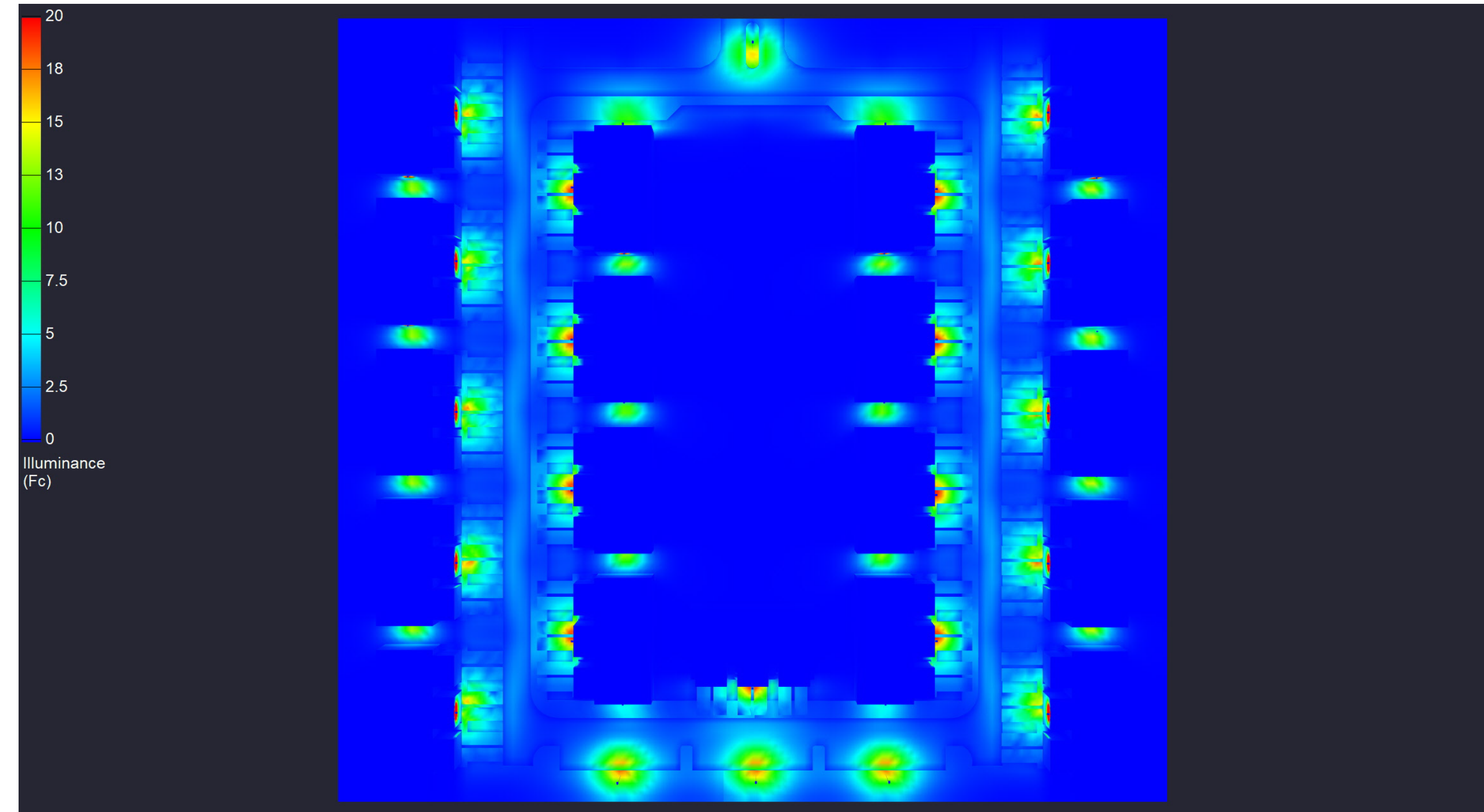


Image File : TOP



Render Image - View Name : PSEUDO

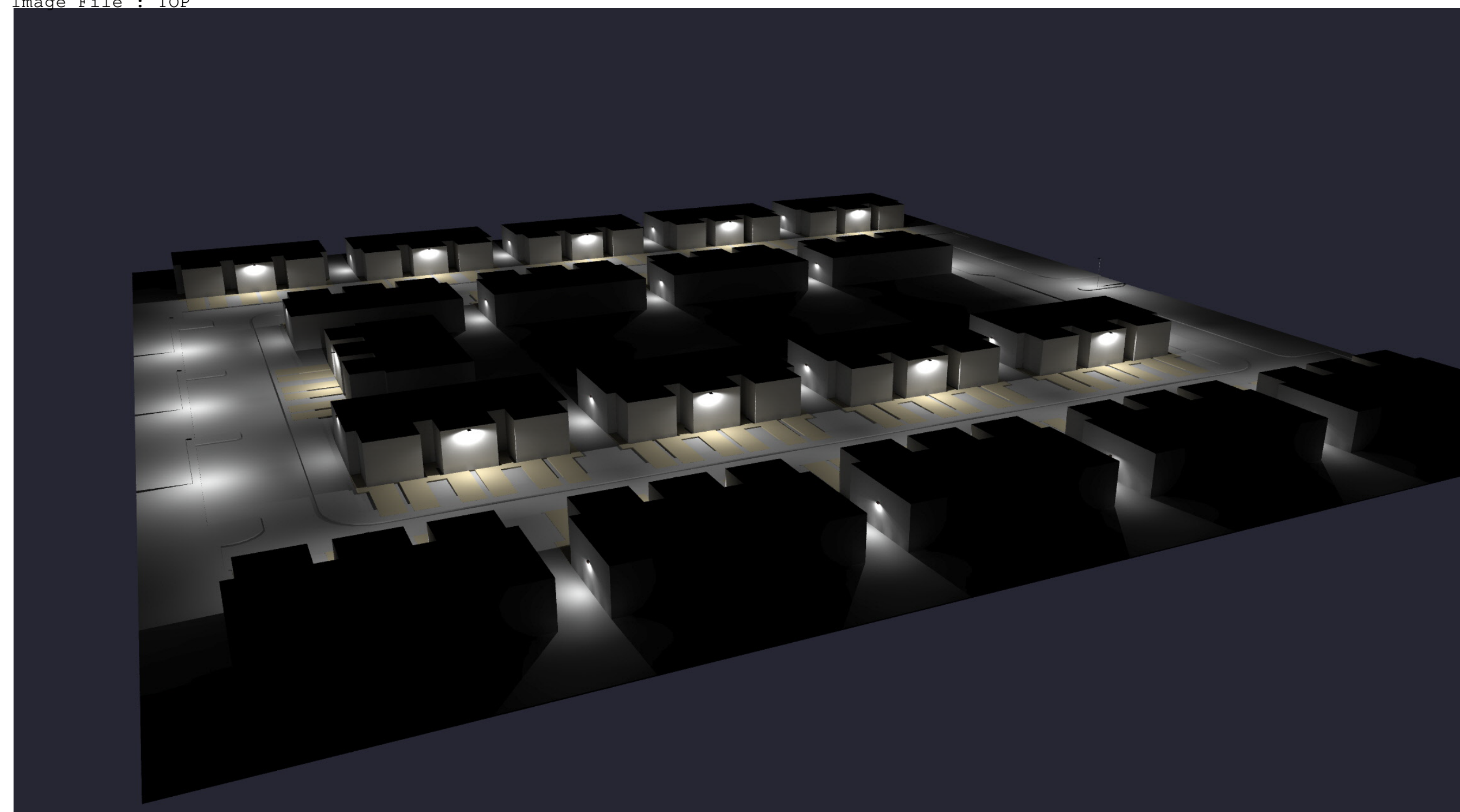


Image File : PERSPECTIVE

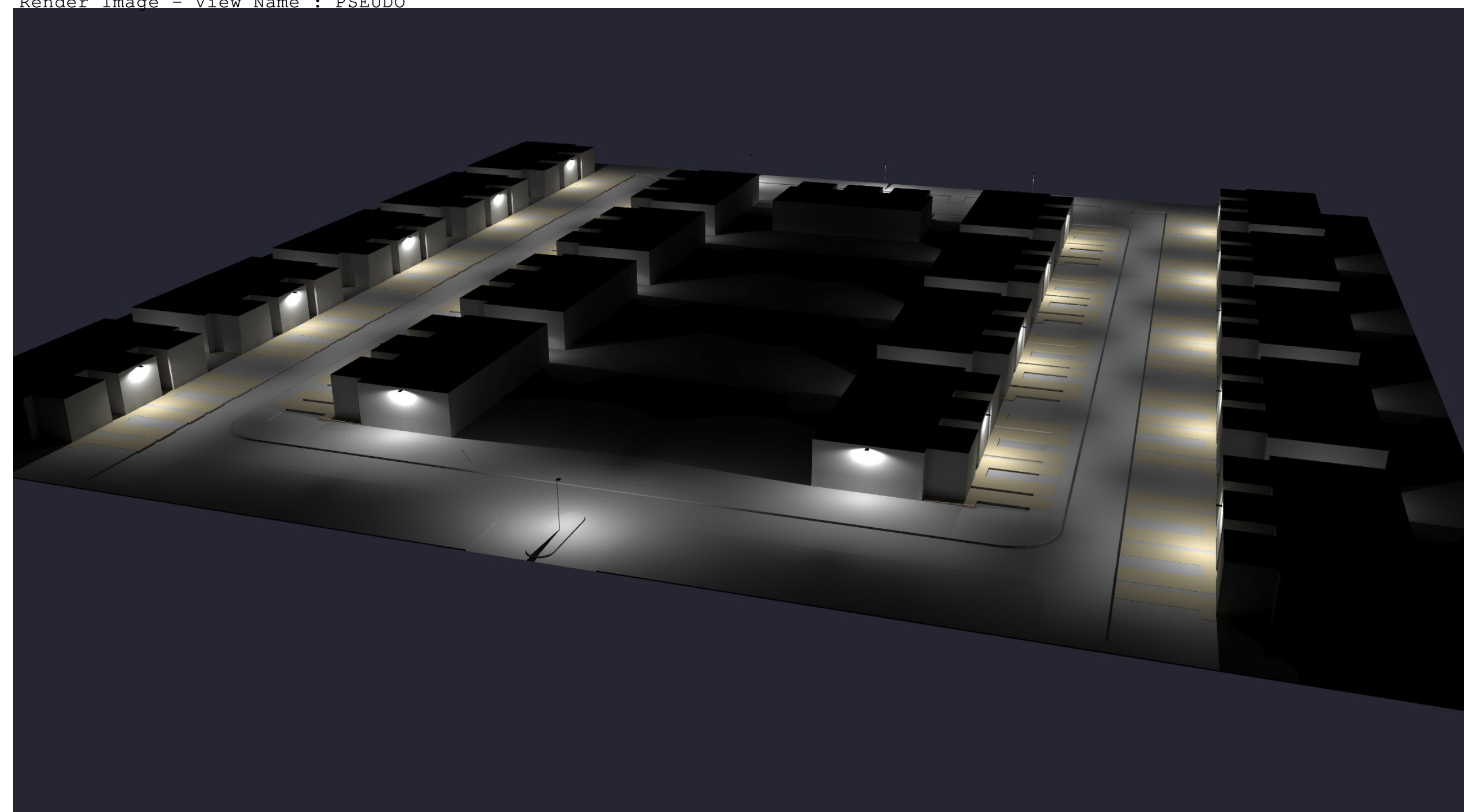


Image File : PERSPECTIVE_1

Photometric Layout

SHEET

CLIENT

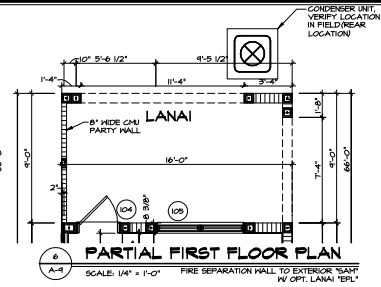
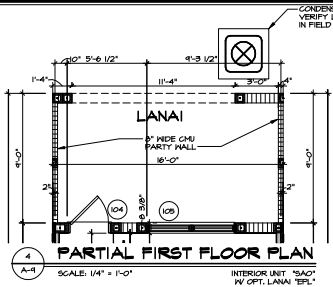
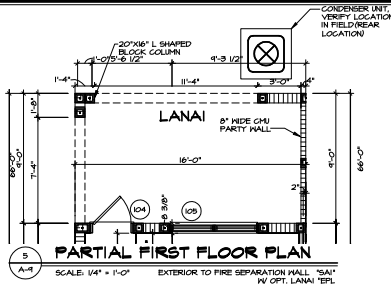
ADDRESS

DESIGNER: RB

DATE: 07.01.24

REV: 1

SCALE: NTS



LEGEND

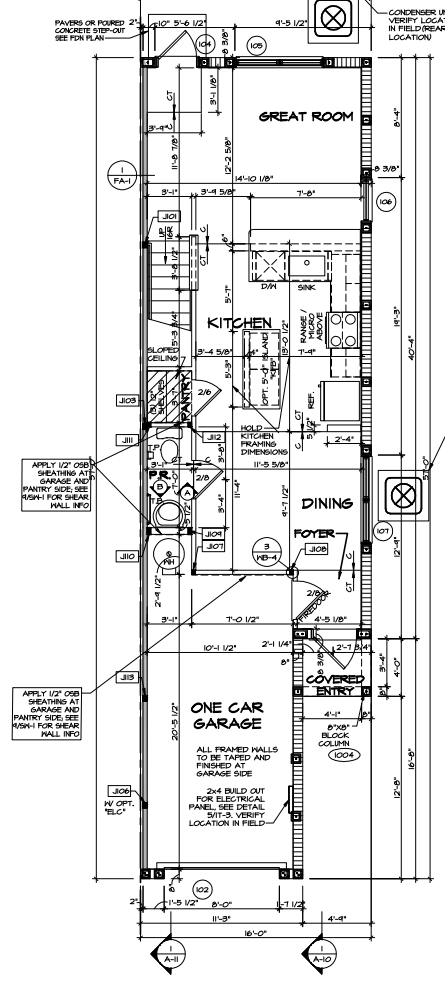
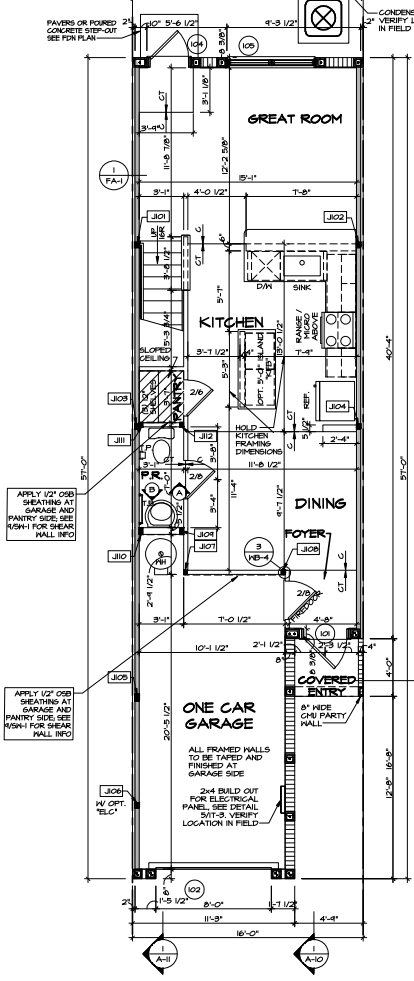
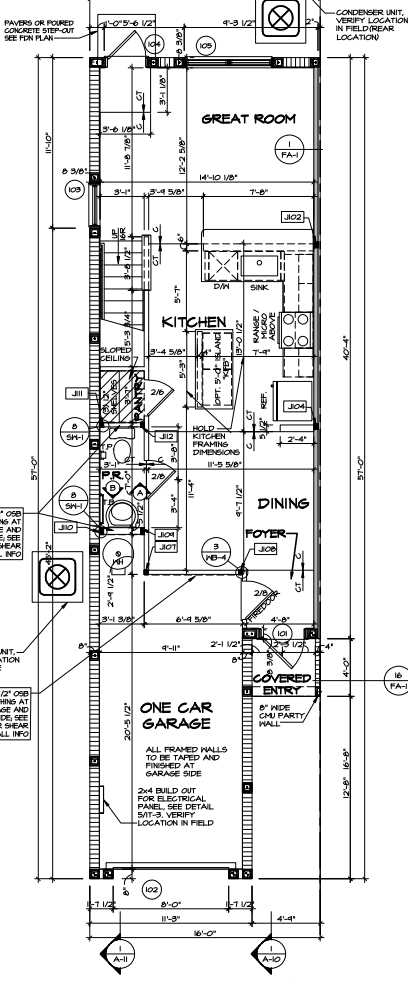
- WOOD BEARING WALL (WITH OR WITHOUT SHEAR); 2X SIP #2 OR SIP #2 STUDS AT 16" O.C.
- NON-BEARING WALL: 2X STUD GRADE LUMBER OR METAL STUDS AT 24" O.C. (SEE SHEAR FOR NON-BEARING SHEAR WALL STUD SPACING WHEN INDICATED).
- MASONRY WALL
- JACKS
- BEAM HEADER
- PAD FOOTING
- STEEL COLUMN
- SHEAR WALL HOLD DOWN
- JOIST/TRUSS
- WINDOW/DOOR TAG
- ENGINEERING PAGE NUMBER
- WINDOW/DOOR TAG
- PRECAST LINTEL TAG

SEE IFC DETAILS FOR FRAMING CONNECTORS AND STUD SPACING AT FRAMED WALLS

NOTES:

1. ALL BLOCK WALL DIMENSIONS AT CONDITIONED SPACE INCLUDE FURRING STUDS.
2. SEE GENERAL NOTES (N-1) FOR ADDITIONAL INFORMATION.
3. SCHEDULES (N-2)

ALL WINDOWS HAVE TAG HEIGHT UNLESS OTHERWISE NOTED



REVISIONS

REV.	DATE	DESCRIPTION

SET NO. FLAMB
DRAWING TITLE
FIRST FLOOR PLAN
OPTION DESCRIPTION

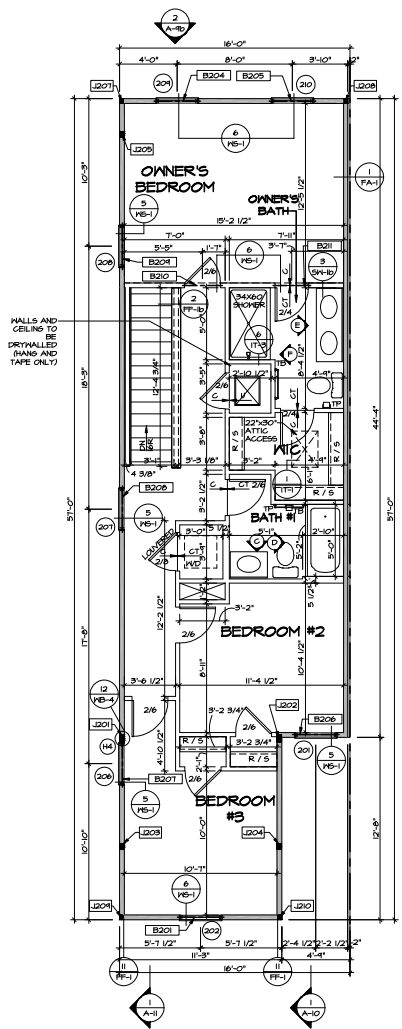
NVR
NVR, Inc. Suite 100
8888 Potomac Blvd. #100
Ft. Belvoir, MD 21763

SHEET NO. **A-9**
TOTAL SHEETS **14**

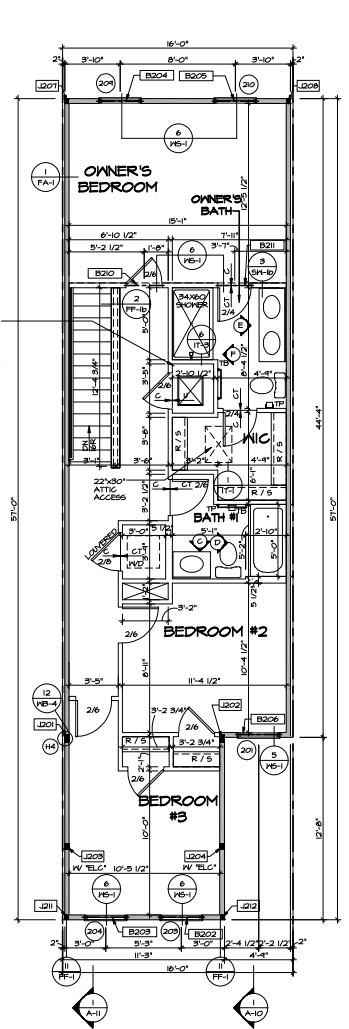
DATE: 05/17/24

NOTES:
 1. ALL BLOCK HALL DIMENSIONS AT CONDITIONED SPACE INCLUDE PUBLISHING STRIPS.
 2. SEE GENERAL NOTES (N-U) FOR ADDITIONAL INFORMATION.
 3. SCHEDULES (N-2)

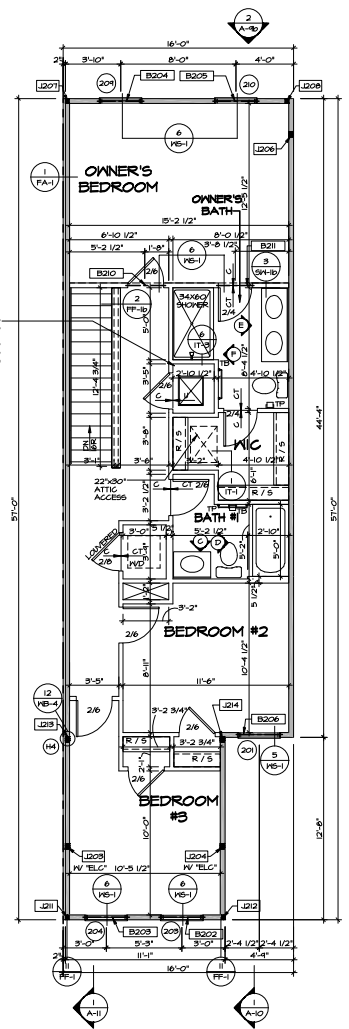
- LEGEND**
- MOOD BEARING HALL (WITH OR WITHOUT SHEAR), 2X SEE #2 OR 5/12 FC STUDS AT 16" O.C.
 - NON BEARING HALL: 2X STUD GRADE LUMBER OR METAL STUDS AT 24" O.C. (SEE 5/12 FOR NON-BEARING SHEAR HALL STUD SPACING WHEN INDICATED)
 - MASONRY HALL
 - JACKS
 - BEAM-HEADER
 - PAD FOOTING
 - STEEL COLUMN
 - SHEAR HALL HOLD DOWN
 - JOIST/TRUSS
 - ENGINEERING PAGE NUMBER
 - WINDOW/DOOR TAG
 - PRECAST LINTEL TAG
- SEE FC DETAILS FOR FRAMING CONNECTORS AND STUD SPACING AT FRAMED HALLS
- ALL WINDOWS HAVE 1" X 1/2" HEADER HEIGHT UNLESS OTHERWISE NOTED



2 SECOND FLOOR PLAN
 SCALE, 1/4" = 1'-0"
 EXTERIOR TO FIRE SEPARATION WALL 'SA'
 ELEVATION 'A' 'ELA'
 THREE BEDROOM 'BCB'



1 SECOND FLOOR PLAN
 SCALE, 1/4" = 1'-0"
 INTERIOR UNIT 'SAO'
 ELEVATION 'B' 'ELBY TELC'
 THREE BEDROOM 'BCB'



3 SECOND FLOOR PLAN
 SCALE, 1/4" = 1'-0"
 FIRE SEPARATION WALL TO EXTERIOR 'SAO'
 ELEVATION 'B' 'ELBY TELC'
 THREE BEDROOM 'BCB'

REVISIONS

NO.	DATE	DESCRIPTION

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NVR, Inc. 206 100
 Parkside, MD 21133

SET NO. FLAMB
 DRAWING TITLE
 RELEASE NO.
 DRAWN BY: HD
 DATE: 5/27/20
 CHECKED BY: JG

SHEET NO. 16
 PROJECT: FLAMINGO WB
 DRAWING TITLE: SECOND FLOOR PLAN
 OPTION DESCRIPTION



ryanhomes.com

July 22, 2024

City of Fort Pierce
Planning Department
100 N US Highway 1
Fort Pierce, FL 34950

407 Weatherbee Site Plan Application Color Palette

Description:

Parcel ID: 3403-501-0025-000-5

Site Location: East of US-1, on the south side of E Weatherbee Rd, west of Regina Dr

Project Site: 9.574 acres

Existing Land Use: RM

Existing Zoning: R-4

To whom it may concern,

On Behalf of the applicant, Treasure Townhomes LLC, please accept this letter in lieu of the rendered entry sign. Although the materials have been selected, as shown in the architectural elevations included in this submittal, the colors are yet to be finalized and selected.

Sincerely,

X *Javier Tavel*

Javier Tavel

Entitlement Manager

1450 Centrepark Boulevard, Suite 340 West Palm Beach Florida 33401

July 22, 2024

City of Fort Pierce
Planning Department
100 N US Highway 1
Fort Pierce, FL 34950

**407 Weatherbee
Site Plan Application
Rendering of Signs**

Description:

Parcel ID: 3403-501-0025-000-5

Site Location: East of US-1, on the south side of E Weatherbee Rd, west of Regina Dr

Project Site: 9.574 acres

Existing Land Use: RM

Existing Zoning: R-4

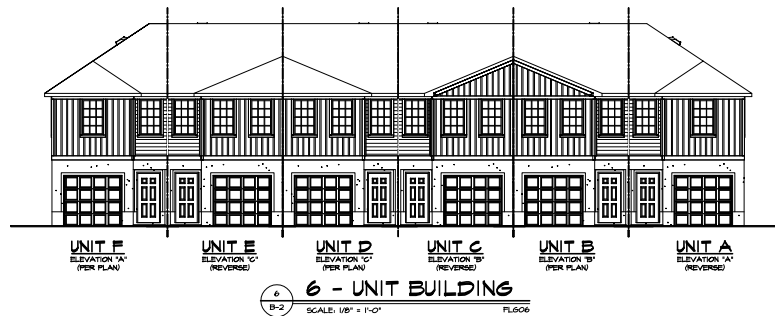
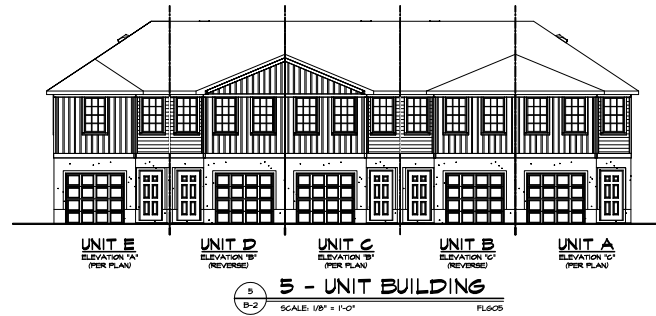
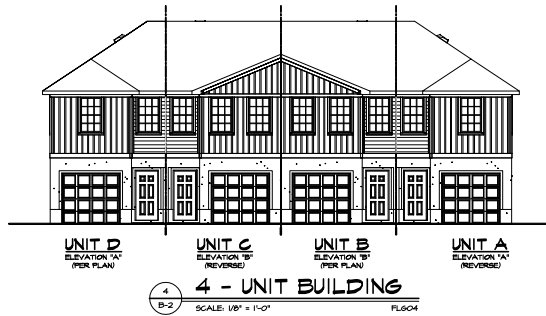
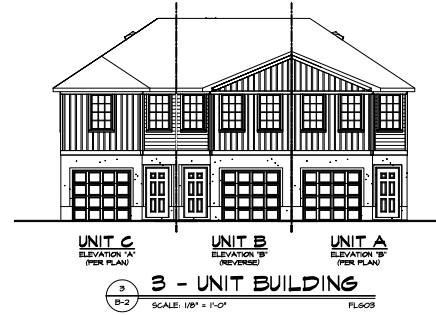
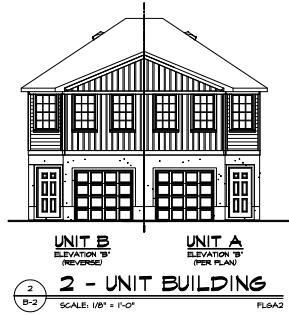
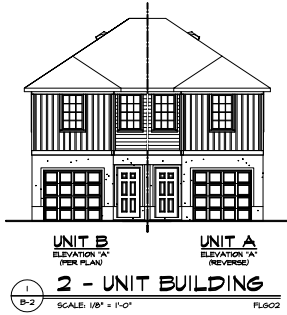
To whom it may concern,

On Behalf of the applicant, Treasure Townhomes LLC, please accept this letter in lieu of the rendered entry sign. This item will be provided at a later date when more details for the entry sign feature are provided. At this time, please see the location of the entry sign called out on the Site Plan.

Sincerely,



Daniel T. Sorrow, AICP, PLA, LEED AP BD+C
Cotleur & Hearing
1934 Commerce Lane, Suite 1
Jupiter, FL 33458



REVISIONS

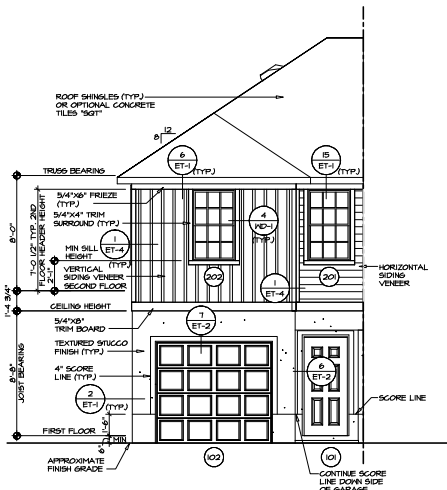
THIS DRAWING, EXCEPT WHERE SHOWN OTHERWISE, IS THE PROPERTY OF NVR. IT IS TO BE USED ONLY FOR THE PROJECT AND SITE SPECIFICALLY IDENTIFIED HEREON. IT IS NOT TO BE REPRODUCED, COPIED, REPRODUCED, OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF NVR, INC.

NVR
 NVR, Inc. Suite 100
 8885 Frederick Rd. #100
 Frederick, MD 21703

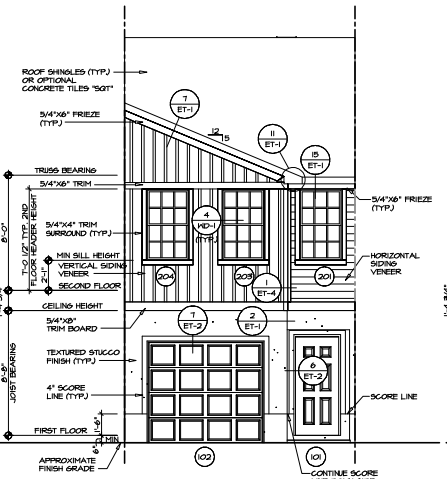
SET NO. _____
 RELEASE NO. _____
 DRAWN BY: HT
 DATE: 06/17/20
 CHECKED BY: _____
 DATE: _____

PROJECT: **FLAMINGO WB**
 DRAWING TITLE: **2-3-4-5-6 UNIT BUILDING ELEVATIONS**
 2, 3, 4, 5, 6-UNIT BUILDING
 BLOCK, FIRST FLOOR

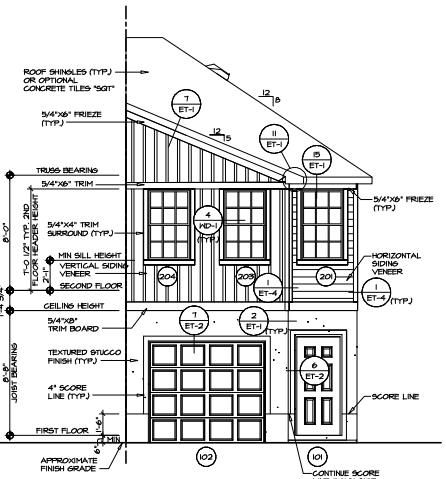
SHEET NO. **B-2**
 501



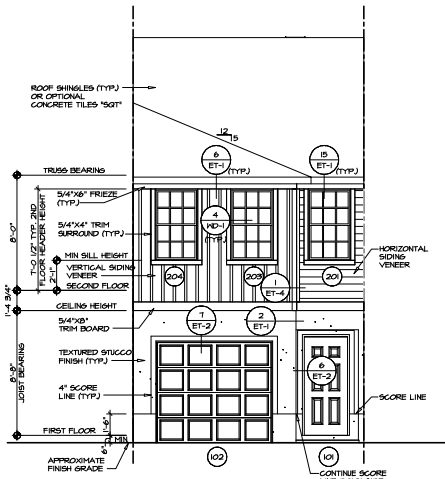
1
A-1
FRONT ELEVATION "A"
SCALE: 1/4" = 1'-0"
END UNIT - EXTERIOR TO FIRE SEPARATION WALL "SA"



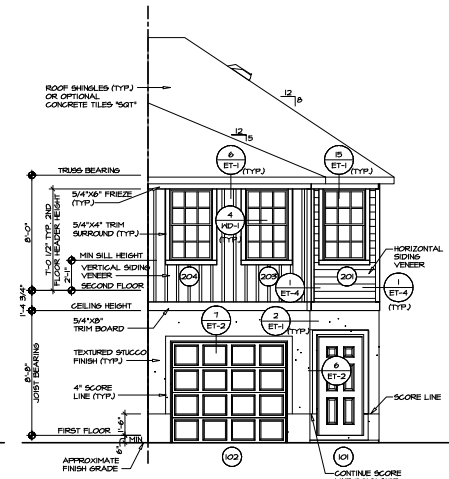
2
A-1
FRONT ELEVATION "B"
SCALE: 1/4" = 1'-0"
INTERIOR UNIT "SAO"



3
A-1
FRONT ELEVATION "B"
SCALE: 1/4" = 1'-0"
END UNIT - FIRE SEPARATION WALL TO EXTERIOR "SAH"



4
A-1
FRONT ELEVATION "C"
SCALE: 1/4" = 1'-0"
INTERIOR UNIT "SAO"



5
A-1
FRONT ELEVATION "C"
SCALE: 1/4" = 1'-0"
END UNIT - FIRE SEPARATION WALL TO EXTERIOR "SAH"

REVISIONS

DATE

SET NO. FLAMINGO WB
DRAWING TITLE
FRONT ELEVATIONS
DATE: 06/02/20
DRAWN BY: HT
CHECKED BY: JG

OPTION DESCRIPTION

4

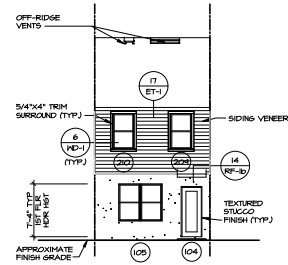
REMARKS

DATE: 06/02/20

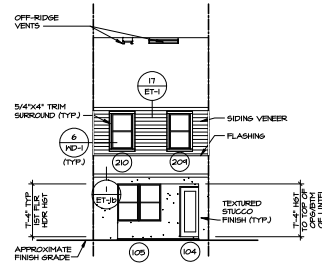
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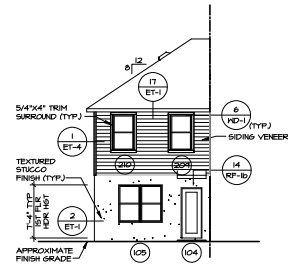
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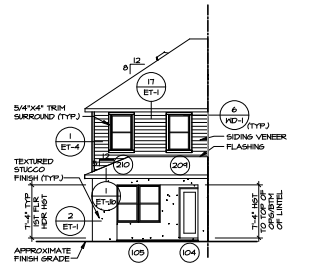
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 ELEVATION "C" "ELC"
 INTERIOR UNIT "SAQ"



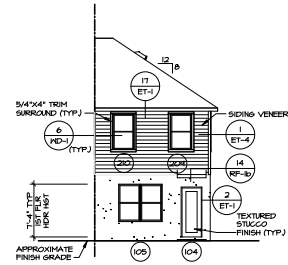
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 OPT. LANAI "EPL"



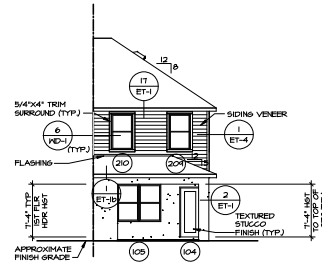
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 ELEVATION "C" "ELC"
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 WALL TO EXTERIOR "SAH"



4 REAR ELEVATION
 SCALE: 1/8" = 1'-0"
 ELEVATION "B" "ELB"
 ELEVATION "C" "ELC"
 END UNIT - FIRE SEPARATION
 WALL TO EXTERIOR "SAH"
 OPT. LANAI "EPL"



5 REAR ELEVATION
 SCALE: 1/8" = 1'-0"
 ELEVATION "A" "ELA"
 END UNIT - EXTERIOR TO
 FIRE SEPARATION WALL "SAI"



6 REAR ELEVATION
 SCALE: 1/8" = 1'-0"
 ELEVATION "A" "ELA"
 END UNIT - EXTERIOR TO
 FIRE SEPARATION WALL "SAI"
 OPT. LANAI "EPL"

REVISIONS

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SHEET NO. 6
 PROJECT NAME: FLAMINGO WB
 DRAWING TITLE: REAR ELEVATIONS
 SET NO. TLEWB
 RELEASE NO. ---
 DRAWN BY: HT
 DATE: 06/02/20
 CHECKED BY: ---
 OPTION DESCRIPTION

June 16, 2021

Jorge Ballarena
Ballarena Construction
4750 W Commercial Blvd
Tamarac, FL 33319
(305) 592-8830

VIA Email: jb@ballarenagroup.com

Reference: **Environmental Assessment**
Ballarena Construction
Regina Drive
Fort Pierce, Florida
Parcel ID # 3403-501-0025-000-5

Dear Mr. Ballarena,

EDC, Inc. (EDC) has completed this Environmental Assessment (EA) for the above referenced property. The purpose of this evaluation was to conduct a review of the above listed parcels by means of site visit, review of available aerial photography, listed species review, review of soil resources, and review of environmental regulations pertaining to this parcel.

The following report details the findings of our on-site and desktop investigations of the properties as they pertain to the City of Fort Pierce developmental review regulations.

Please contact the undersigned if you have any questions regarding this report.

Respectfully submitted,
EDC, Inc.



Madison Quinones, BS
Field Biologist



ENGINEERS • SURVEYORS • ENVIRONMENTAL

ENVIRONMENTAL ASSESSMENT

Parcel ID: 3403-501-0025-000-5
SW Discovery Way
Port Saint Lucie, FL

Date: June 16, 2021
Project # 21-293

Prepared For:

Jorge Ballarena
Ballarena Construction
4750 W Commercial Blvd
Tamarac, FL 33319
(305) 592-8830
jb@ballarenagroup.com

Prepared By:

EDC, Inc.
10250 SW Village Parkway
Port St Lucie, Florida 34987
(772) 223-5200

The subject property evaluated as part of this Environmental Assessment consists of one tax parcel (Parcel ID # 3403-501-0025-000-5) comprised of 9.00 acres. The property is classified by the St. Lucie County Property Appraiser as Vacant Residential (land use code 0000) and is located within the Future Land Use and Zoning Designation of Medium Density Residential (RM and R-4). The subject property is located off the southwest corner of E Weatherbee Road and Regina Drive in Fort Pierce, Florida. The subject property is further located within Section 03, Township 36 South, and Range 40 East.

This environmental assessment was completed as a precursor to permitting and review by governmental agencies as an applicable document for the supporting information associated with a building permit or land development application. EDC, Inc. staff visited the property on June 2, 2021 in order to ascertain the status and composition of any critical habitats, such as wetlands and native uplands that may be onsite.

VEGETATION:

It is the opinion of EDC that there is no native upland habitat located on site. The upland habitat consisted of the following FLUCCS (Florida Land Use & Cover Classification System) code; Urban Land in transition without positive indicators of intended activity (193). It is important to note that there is native vegetation present, but the native vegetation does not have significant associations and is therefore not considered to be native habitat. Significant exotic vegetation associations were found along the canal adjoining the western property boundary and along Poinsettia Avenue adjoining the southern property boundary. In addition, the understory of the subject property has been cleared and maintained. The following table lists a representative sample of vegetative species observed during the site visit:

Common Name	Species Name
Cabbage Palm	<i>Sabal Palmetto</i>
Wax Myrtle	<i>Myrica cerifera</i>
Slash Pine	<i>Pinus elliottii var. densa</i>
Saw Palmetto	<i>Serenoa repens</i>
Live Oak	<i>Quercus virginiana</i>
St. Augustine Grass	<i>Stenotaphrum secundatum</i>
Fakahatchee Grass	<i>Tripsacum dactyloides</i>
Elderberry	<i>Sambucus nigra (subsp.) canadensis</i>
Common Cattail	<i>Typha latifolia</i>
Grapevine*	<i>Vitis rotundifolia</i>
Dog Fennel*	<i>Eupatorium capillifolium</i>
Brazilian Pepper**	<i>Schinus terebinthifolia</i>
Earleaf Acacia**	<i>Acacia auriculiformis</i>
Cogongrass**	<i>Imperata cylindrica</i>
Rosary Pea**	<i>Abrus precatorius</i>
Creeping Oxeye**	<i>Sphagneticola trilobata</i>
Johnson Grass**	<i>Sorghum halepense</i>
Caesar Weed**	<i>Urena lobata</i>
Carrotwood**	<i>Cupaniopsis anacardioides</i>
Old World Climbing Fern**	<i>Lygodium microphyllum</i>
Air Potato**	<i>Dioscorea bulbifera</i>

*Nuisance Vegetation

**Exotic/Invasive Vegetation

WETLAND DELINEATION:

According to aerial photographs and site visit, it appears that there are no State jurisdictional wetlands on site. Based on the State definition, a wetland consists of three components: 1) hydric soils, 2) wetland plants, and 3) hydrologic indicators. None of these components were found during the field reconnaissance on the property. However, there is a lake less than 10 acres in size located off the center of the northern property boundary of the subject property. The lake was excavated around 1994 according to Google Earth aerial images.

Please refer to the attached Florida Land Use and Cover Classification System (FLUCCS) map for the approximate location of the habitats identified onsite.

WILDLIFE EVALUATION:

EDC, Inc. conducted a pedestrian survey throughout the property to investigate for the presence of any plant or animal State/Federally listed species. Potentially occupied gopher tortoise (*Gopherus polyphemus*) burrows were observed on site. Prior to any land clearing activities, a Florida Fish and Wildlife Conservation Commission (FFWCC) Gopher Tortoise Permit obtained by an Authorized Gopher Tortoise Agent, is required to relocate the tortoises. Please refer to attached site maps for location of identified gopher tortoise burrows. Each burrow was marked in the field with orange flagging. Please note that a 100% Gopher Tortoise Survey was not conducted during the site reconnaissance and will be required to obtain the relocation permit.

No other listed animal or plant species were observed on site.

SOIL COMPOSITION:

Based on a review of the U.S. Department of Agriculture (USDA) Web Soil Survey the subject property is composed of:

Ankona and Farnton sands – The Ankona and Farnton series consist of very deep, very poorly drained, slowly permeable soils. These sands formed in sandy and loamy marine sediments. A water table is within depths of 6 to 18 inches for 1 to 4 months, primarily in the winter and early spring and it is at depths of 18 to 40 inches for 6 months or more during the rest of the year in most years. Ankona and Farnton soils are found in broad flats and depressional areas. Typical vegetation consists of longleaf pine, slash pine, saw palmetto, wax myrtle, gallberry, fetterbush, creeping bluestem, chalky bluestem, lopsided Indian grass, low panicums and pineland threeawn. Depressional areas are dominated by marsh vegetation consisting of maidencane, cutgrass, sand cordgrass, and St. John's wort.

Riviera sand, frequently ponded, 0 to 2% slopes – This poorly drained, nearly level soil is found in hammocks and along drainage ways. The surface layer is dark gray brown fine sand about 5 inches thick. The soil has a water table at a depth of less than 10 inches for 2 to 4 months in most years and at a depth of 10 to 30 inches for most of the rest of the year. Permeability is rapid in the surface and subsurface layers and is slow to very slow in the subsoil, and rapid in the substratum. Natural vegetation includes cabbage palms and scattered longleaf pine and slash pine and an understory of wax myrtle and saw palmetto. The most common native grasses are pineland threeawn and blue maidencane. Broom sedges, creeping bluestem, paspalum, sand cordgrass and panicums are typical grasses for this soil.

Waveland sand – This is a nearly level, poorly drained soil found in broad open areas of the flatwoods. The natural vegetation associated with this soil type is slash pine and an understory of saw palmetto, gallberry, fetterbush, running oak, and dwarf huckleberry. Grasses are pineland threeawn, bluestem and panicum. Typically, the surface layer is dark gray sand with a

light gray and grayish brown subsurface layer. Under natural conditions, this soil is not suited to cultivate crops or for pasture because of ponding. However, if intensive management, soil improving measures and a good water control system are implemented, the soil is suitable for vegetable crops and pasture.

Immokalee fine sand – This is a poorly drained soil is found in broad areas of flatwoods. Typically the surface layer is very dark gray fine sand about 6 inches thick. The subsurface layer extends to a depth of 35 inches and is fine sand. The seasonal high water table in Immokalee soil is at a depth of 6 to 8 inches from June through September. During the remainder of the year it is typically at a depth of 18 to 40 inches. Natural vegetation consists of slash pine and scattered oak with an understory of saw palmetto, gallberry, fetterbush, pineland threeawn, chalky bluestem, and Indian grass. This soil is poorly suited for crops and citrus. Water control measures are needed to overcome excessive wetness.

SITE HISTORY:

After reviewing aerial images provided by Google Earth and the St. Lucie County Property Appraiser, the lake located onsite was excavated around 1994. During the same time period, large clearings are evident in the 1994 aerial in the northwest and southeast corners of the property as well as smaller clearings evident throughout the site. From 1994 to the present, additional clearing of the site has occurred and the understory has been cleared and maintained.

CITY OF FORT PIERCE REGULATIONS:

The following lists the City of Fort Pierce Code of Ordinances that pertain to the subject property. As part of the local approval process, the applicant will be required to comply with the below items.

Section 123-64: *No person shall remove a protected tree situated on land within the city, without first obtaining a tree removal permit. Any native tree at least 14 inches in DBH and palms which have a minimum clear trunk (CT) of 10 feet, shall be preserved and protected (Sec. 123-66).*

Protected trees, as described above, were identified on site. A tree removal permit and associated tree survey will be required prior to the clearing and development of land.

Section 123-66.d: *Mitigation is required for the loss of protected trees via onsite preservation, relocating, or replanting and shall exceed the minimum landscape requirements. In addition, replacement trees shall be replaced at a ratio of one inch DBH for each inch of DBH removed. If onsite mitigation is not suitable for project development, the applicant may, with city approval, contribute monies in satisfaction of the applicant's mitigation requirement of which will be placed in a fund entitled the City of Fort Pierce Tree Preservation Funds.*

This site will require a tree mitigation plan as part of the building permit or land development application process due to the existence of protected trees located on site.

SUMMARY:

The subject property evaluated as part of this Environmental Assessment consists of one tax parcel (Parcel ID # 3403-501-0025-000-5) comprised of 9.00 acres. The property is classified by the St. Lucie County Property Appraiser as Vacant Residential (land use code 0000) and is located within the Future Land Use and Zoning Designation of Medium Density Residential (RM and R-4). The subject property is located off the southwest corner of E Weatherbee Road and Regina Drive in Fort Pierce, Florida. The subject property is further located within Section 03, Township 36 South, and Range 40 East.

It is the professional opinion of EDC that no native upland or wetland habitats are located on site. However, protected trees (any native tree with at least 14 inches DBH and/or palm with a minimum CT of 10 feet) were observed on site and a tree removal permit, and associated tree survey, will be required prior to the clearing and development of land. This will also require the submittal of a tree mitigation plan as part of the building permit or land development application process.

Lastly, evidence of the listed species gopher tortoise (*Gopherus polyphemus*), was observed during the site reconnaissance. Prior to any land clearing activities, a Florida Fish and Wildlife Conservation Commission (FWCC) Gopher Tortoise Permit obtained by an Authorized Gopher Tortoise Agent, is required to relocate the tortoises. Please refer to the attached site maps for location of identified gopher tortoise burrows. Each burrow was marked in the field with orange flagging. Please note that a 100% Gopher Tortoise Survey was not conducted during the site reconnaissance and will be required to obtain the relocation permit.



Environmental Assessment

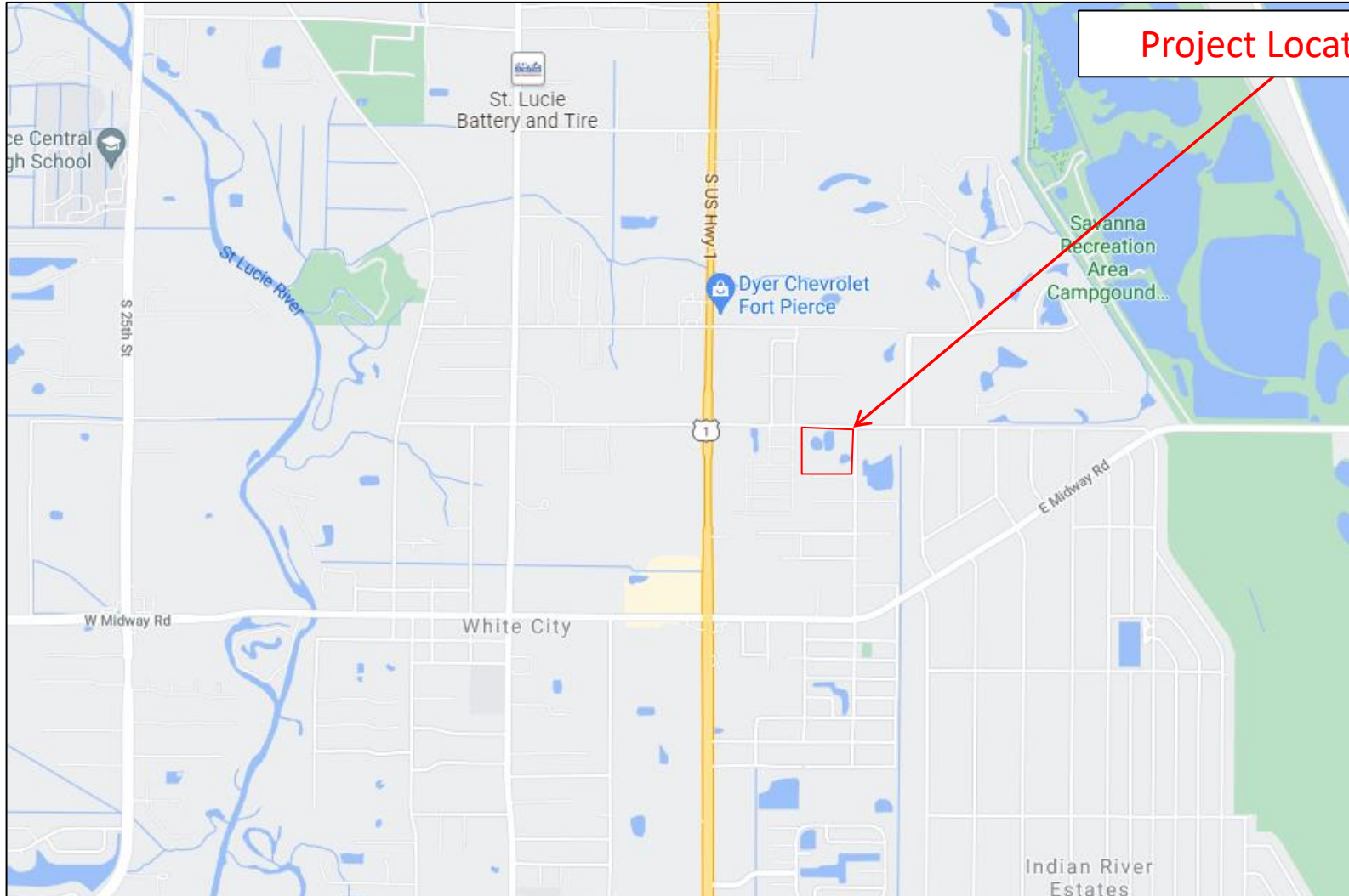
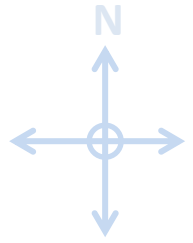
Regina Drive
Fort Pierce, Florida

Location Map

Project: 21-293

Ballarena Construction

06/16/2021



Project Location



Environmental Assessment

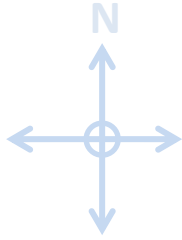
Regina Drive
Fort Pierce, Florida

Property Appraiser Map

Project: 21-293

Ballarena Construction

06/16/2021





Environmental Assessment

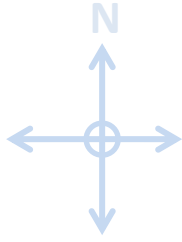
Regina Drive
Fort Pierce, Florida

Soil Map

Project: 21-293

Ballarena Construction

06/16/2021



St. Lucie County, Florida (FL111)

St. Lucie County, Florida (FL111)

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
2	Ankona and Farmton sands	0.8	8.1%
38	Riviera fine sand, 0 to 2 percent slopes	3.8	38.8%
50	Waveland and Immokalee fine sands	5.2	53.2%
Totals for Area of Interest		9.7	100.0%



Environmental Assessment

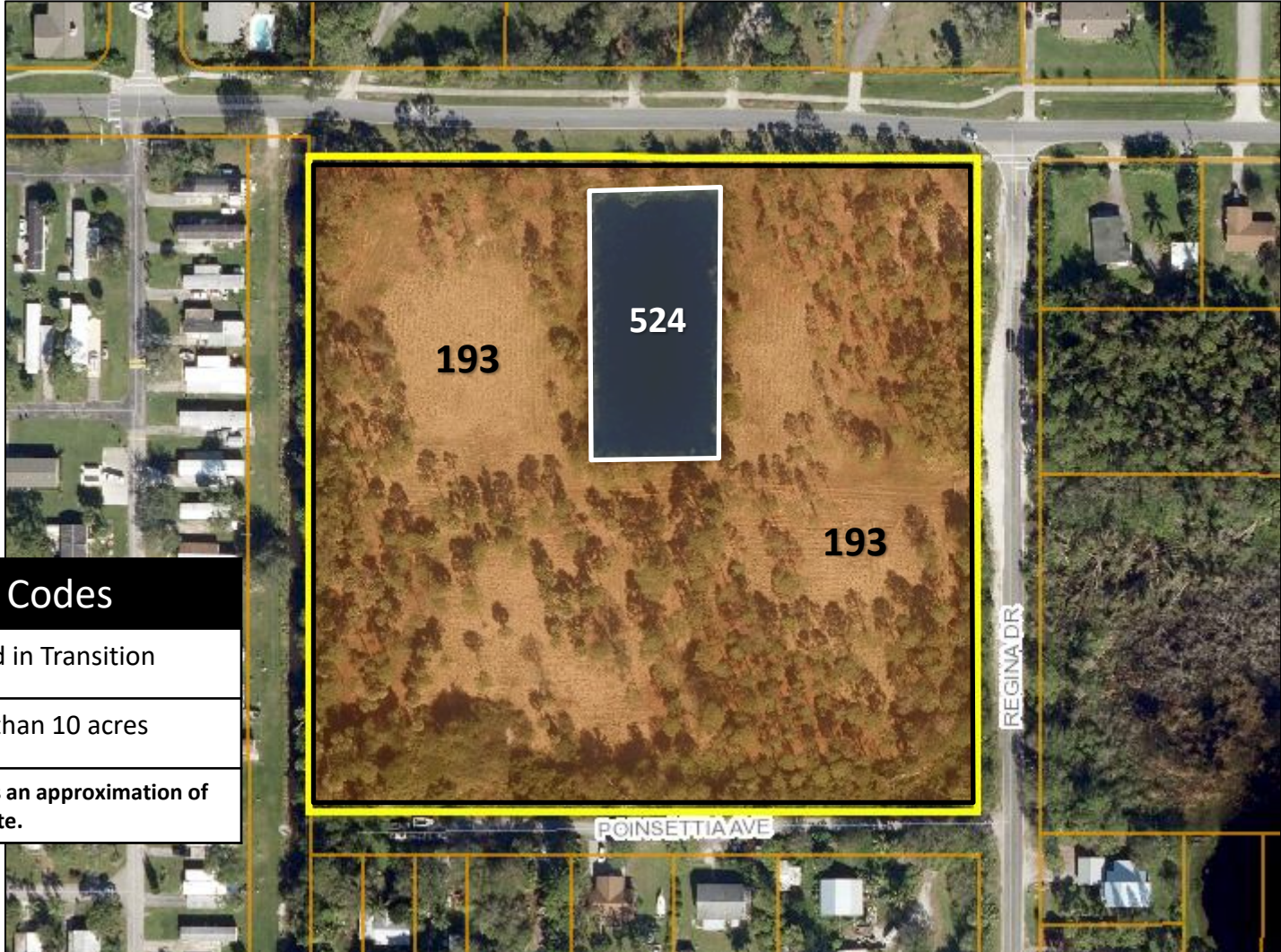
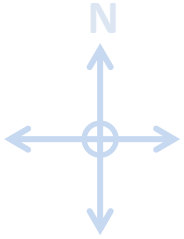
Regina Drive
Fort Pierce, Florida

Florida Land Use, Cover and Forms Classification System (FLUCCS) Map

Project: 21-293

Ballarena Construction

06/16/2021



FLUCCS Codes

193	Urban Land in Transition
524	Lakes less than 10 acres

*This map demonstrates an approximation of habitat boundaries on site.



Environmental Assessment

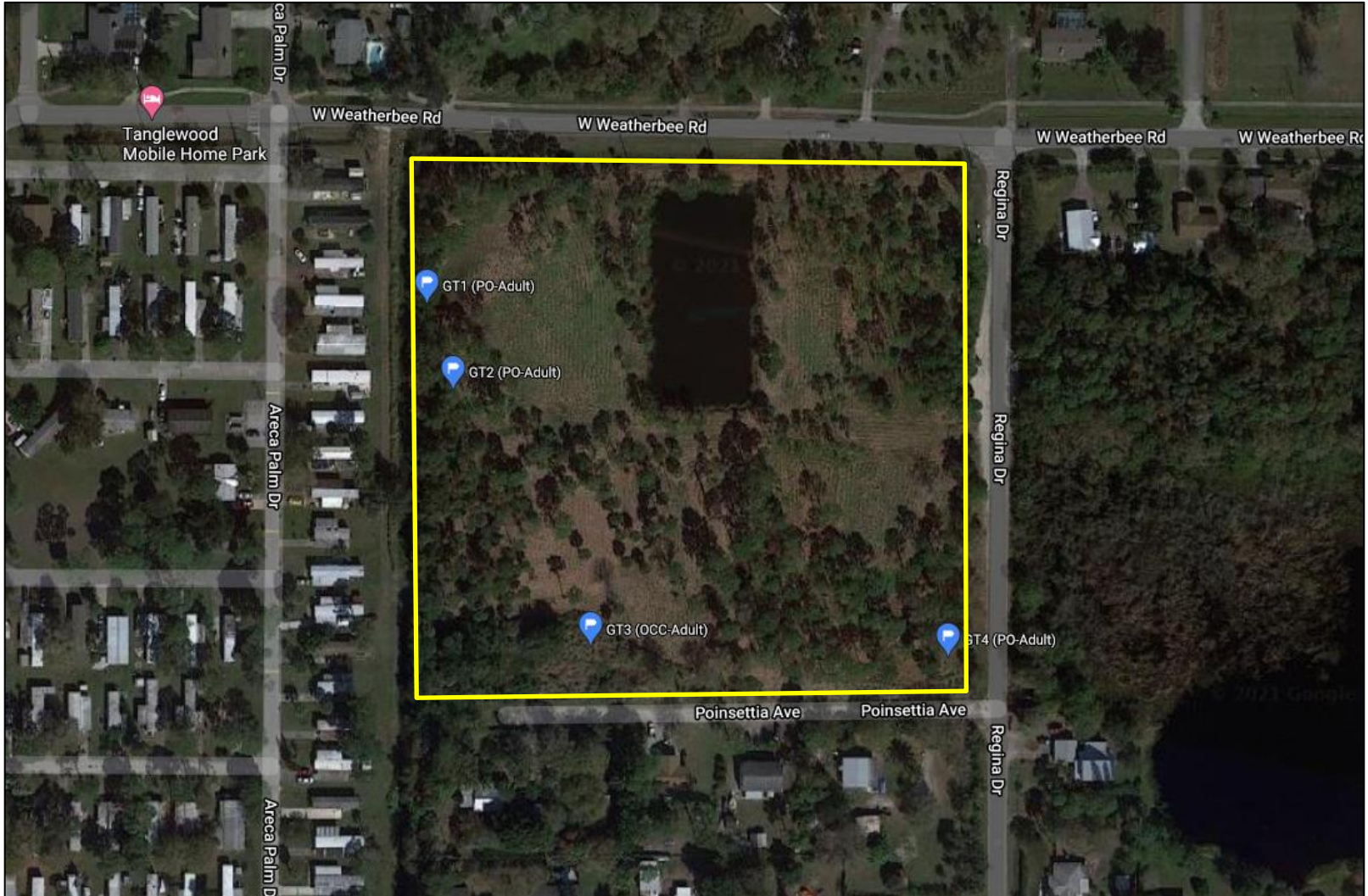
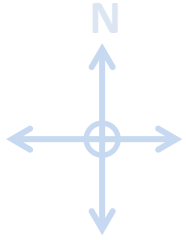
Regina Drive
Fort Pierce, Florida

Gopher Tortoise Location Map

Project: 21-293

Ballarena Construction

06/16/2021





Environmental Assessment

Regina Drive
Fort Pierce, Florida

1994 Google Earth Aerial

Project: 21-293

Ballarena Construction

06/16/2021

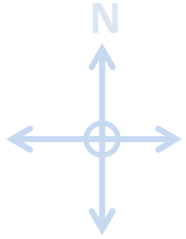


Image U.S. Geological Survey



ATMCCompany

TRAFFIC ANALYSIS

FOR

407 E. Weatherbee

Prepared for:

**Santiago Silva & Martin Ugarte
IVY DEVELOPMENT COMPANY
12555 Orange Dr.
Davie, FL 33330**

Prepared by:

**O'Rourke Engineering & Planning
3725 SE Ocean Blvd, Suite 201
Stuart, Florida 34996
772-781-7918**

**July 9, 2024
SR21062.0**

<p>Prepared by: O'Rourke Engineering & Planning Certificate of Authorization: #26869 3725 SE Ocean Blvd, Suite 201 Stuart, Florida 34996 772-781-7918</p>	<p>Professional Engineer  Susan E. O'Rourke, P.E. Date signed and sealed: 07/09/2024 License #: 42684</p>
---	---

July 09, 2024

Mr. Santiago Silva & Mr. Martin Ugarte
Ivy Development Company
12555 Orange Dr.
Davie, FL 33330

Re: 407 E. Weatherbee, Fort Pierce FL

Dear Mr. Santiago & Mr. Ugarte:

O'Rourke Engineering & Planning has completed the analysis of the proposed development located on Weatherbee Road west of Regina Drive and north of Poinsettia Avenue 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

Susan E. O'Rourke, P.E.
Registered Civil Engineer

Traffic Analysis – 407 Weatherbee – 07.09.24

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INTRODUCTION

O'Rourke Engineering & Planning was retained to prepare a traffic analysis for the proposed 407 E. Weatherbee development located on Weatherbee Road, north of Poinsettia Avenue, west of Regina Drive in Ft. Pierce, St. Lucie County, Florida. The project takes access from a full access driveway on Weatherbee Road. The purpose of this report is to determine the project's impact on the surrounding roadway system and its compliance with concurrency requirements.

In order to make the determination, the following analytical steps were taken:

- summary of the project
- summary of existing lane geometrics
- summary of the existing traffic volumes
- assessment of project traffic
- determination of study area
- assignment other traffic plus growth
- evaluation of total traffic

Each of these steps is outlined herein.

PROJECT DESCRIPTION

The 407 E. Weatherbee development proposes 114 Low Rise multi-family units. The project is expected to be completed in 2026. The site is currently vacant. The project's general location is shown in **Figure 1**.

Appendix A includes a site plan of the project.

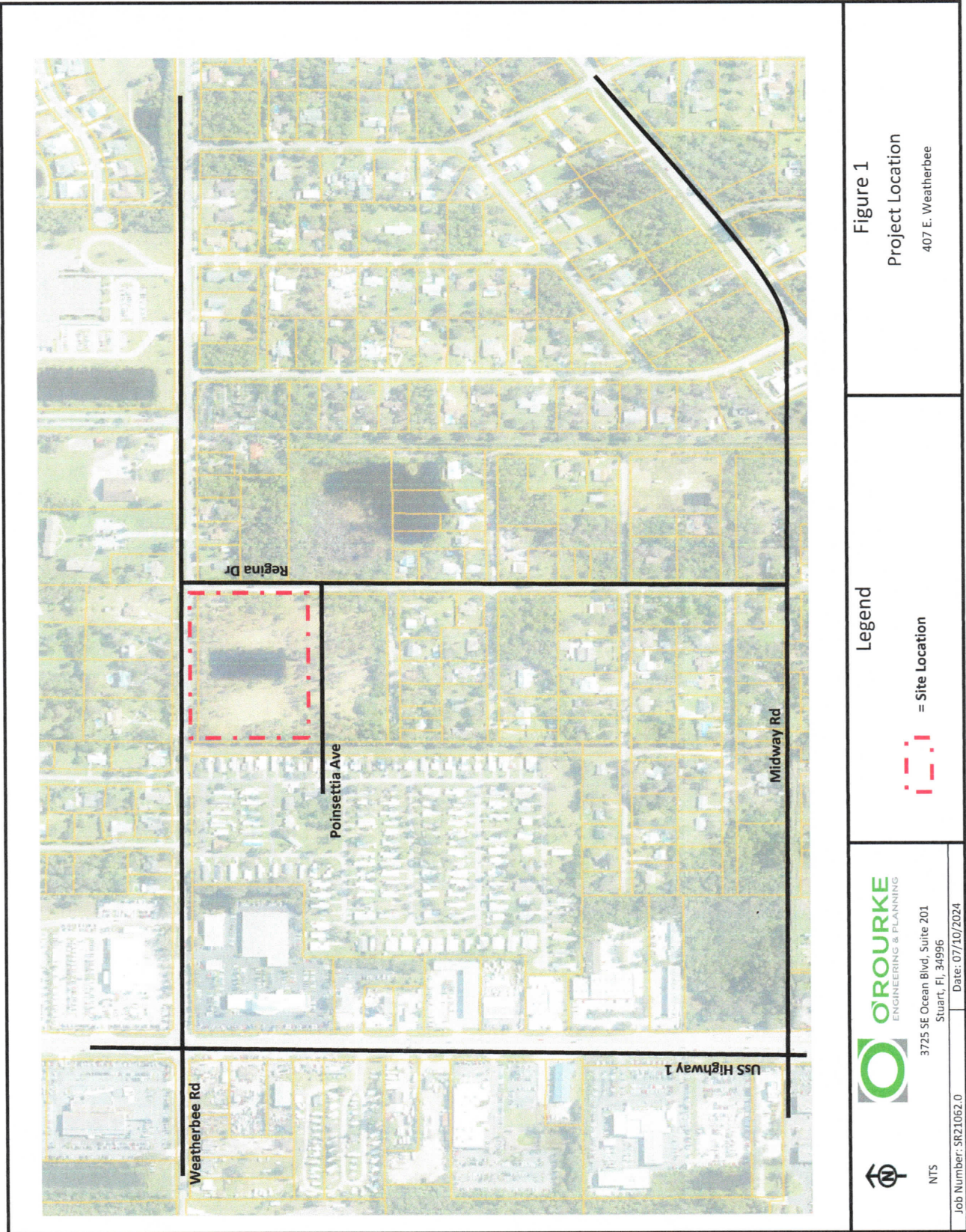



Figure 1
Project Location
 407 E. Weatherbee

Legend
 = Site Location



3725 SE Ocean Blvd, Suite 201
 Stuart, Fl, 34996



NTS
 Job Number: SR21062.0
 Date: 07/10/2024

EXISTING CONDITIONS

The study area is defined as the roadways upon which the project has an impact of 5% 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.

- Weatherbee Road is a two-lane urban collector with a general east/ west alignment.
- US Highway 1 is a four-lane urban principal arterial with a north/south alignment.
- Regina Drive is a two-lane local roadway with a north/south alignment.
- Midway Road is a two-lane urban minor arterial roadway with an east/west 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 2023 FDOT Quality Level of Service was used to augment data included in the St. Lucie TPO 2024 Level of Service Report. These documents are included in **Appendix B**.

PROJECT TRAFFIC

To estimate traffic generated by the development, the ITE Trip Generation, 11th Edition trip rates for Single Family (Land Use Code 215) were applied to estimate the trips generated by the proposed development. These calculations are shown in **Tables 1a, 1b, and 1c**.

As shown, the project will generate 1,173 new daily trips. There will be 86 AM peak hour trips with 22 entering the project and 64 trips exiting the project. The project will generate 115 new PM peak hour trips. There will be 68 trips entering the project and 47 trips exiting the project in the PM peak hour.

Table 1A - Trip Generation - Daily

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips		
					In	Out	In	Out	Total
Single-Family Attached Housing	215	114	DU	T=7.62(X)-50.48	50%	50%	587	586	1,173
Total							587	586	1,173

Source: Trip Generation Manual 11th Edition

Table 1B - Trip Generation - AM Peak Hour

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips		
					In	Out	In	Out	Total
Single-Family Attached Housing	215	114	DU	T=0.52(X)-5.70	25%	75%	22	64	86
Total							22	64	86

Source: Trip Generation Manual 11th Edition

Table 1C - Trip Generation - PM Peak Hour

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips		
					In	Out	In	Out	Total
Single-Family Attached Housing	215	114	DU	T=0.60(X)-3.93	59%	41%	68	47	115
Total							68	47	115

Source: Trip Generation Manual 11th Edition

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 5% or more on all other links. As shown, the project is significant on E. Weatherbee Road.

OTHER PROJECT TRAFFIC/GROWTH RATE

Existing traffic volumes on Weatherbee Road were grown using a 5-year historical growth rate. The historical growth rate was calculated as 1.01% using the historical AADT from FDOT Florida Traffic Online from 2018 to 2023. Therefore, a minimum growth rate of 2.5% was applied to the analysis. Fort Pierce planners indicated an expansion to the Gator Acres residential development is proposed. The application and traffic analysis have not yet been submitted. However, it is expected there is sufficient capacity on Weatherbee Road to accommodate the expansion. Additionally, there is a proposed self-storage warehouse being proposed in the vicinity of the project. The trips associated with this project were included as committed trips in the analysis.

Details of the background traffic are included in **Appendix C**.

LINK ANALYSIS / REVIEW

The adjacent link of Weatherbee Road was analyzed further to ensure it will meet concurrency. **Tables 3a and 3b** summarize the results of the link analysis. As shown, all roadways will operate at acceptable levels of service at project buildout.

INTERSECTION ANALYSIS

The intersection of US Highway 1 at W. Weatherbee Road was analyzed for the AM and PM peak hours. A turning movement count was conducted at the intersection on June 29, 2021. A peak season factor of 1.09 was applied to the count, which is the average of the seasonal factor east of US 1 and west of US 1. Project traffic and background growth were then added. The existing, 2026 without project, and 2026 with project volumes were then analyzed using Highway Capacity Software HCS.

The intersection will operate at Level of Service C in the AM and D in the PM peak hours from existing conditions through project build out.

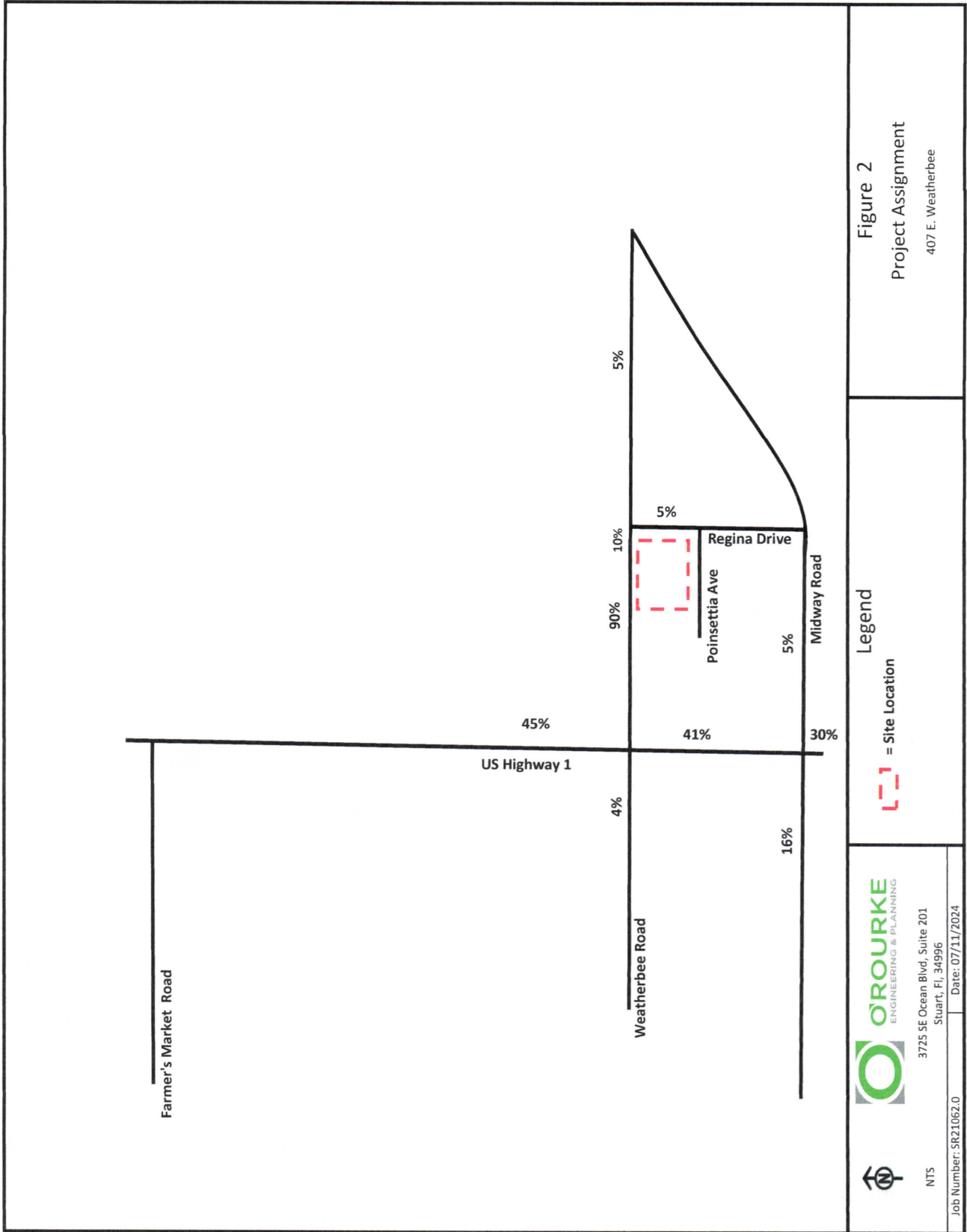


Figure 2
Project Assignment
407 E. Weatherbee

Legend
[Red dashed box] = Site Location



3725 SE Ocean Blvd, Suite 201
Stuart, FL 34996

Date: 07/11/2024



NTS
Job Number: SR21062.0

TABLE 2a - Project Percent Impact - AM

Segment	From	To	Direction	IN/OUT	(2) Greater than 5% (1% on Adjacent Links)	(1) Peak Hour Service Capacity	Project Volume Peak Direction	% Project of Capacity-Peak Hour	Project Percent Assignment
US Hwy 1	E Midway Rd	E Weatherbee Rd	NB	IN	NO	2100	9	0.43%	41%
	E Midway Rd	E Weatherbee Rd	SB	OUT	NO	2100	26	1.24%	41%
	E Weatherbee Rd	Farmer's Market Rd	NB	OUT	NO	2000	29	1.45%	45%
	E Weatherbee Rd	Farmer's Market Rd	SB	IN	NO	2000	10	0.50%	45%
E Weatherbee Rd	US Hwy 1	Project Driveway	EB	IN	NO	750	20	2.67%	90%
	US Hwy 1	Project Driveway	WB	OUT	YES	750	58	7.73%	90%
	Project Driveway	E Midway Rd	EB	OUT	NO	750	3	0.40%	5%
	Project Driveway	E Midway Rd	WB	IN	NO	750	1	0.13%	5%
Regina Dr	E Midway Rd	Weatherbee Rd	NB	OUT	NO	790	3	0.38%	5%
	E Midway Rd	Weatherbee Rd	SB	IN	NO	790	1	0.13%	5%
E Midway Rd	US Hwy 1	Wallace St	EB	IN	NO	790	1	0.13%	5%
	US Hwy 1	Wallace St	WB	OUT	NO	790	3	0.38%	5%

(1) St. Lucie County 2024 Traffic Counts and LOS Report

(2) According to the Guidelines prepared by the TPO and modified by the City and County

Two-Way: 86
 Net In: 22
 Net Out: 64

TABLE 2b - Project Percent Impact - PM

Segment	From	To	Direction	IN/OUT	(2) Greater than 5% (1% on Adjacent Links)	(1) Peak Hour Service Capacity	Project Volume Peak Direction	% Project of Capacity-Peak Hour	Project Percent Assignment
US Hwy 1	E Midway Rd	E weatherbee Rd	NB	IN	NO	2100	28	1.33%	41%
	E Midway Rd	E weatherbee Rd	SB	OUT	NO	2100	19	0.90%	41%
	E Weatherbee Rd	Farmer's Market Rd	NB	OUT	NO	2000	21	1.05%	45%
	E Weatherbee Rd	Farmer's Market Rd	SB	IN	NO	2000	31	1.55%	45%
E Weatherbee Rd	US Hwy 1	Project Driveway	EB	IN	YES	750	61	8.13%	90%
	US Hwy 1	Project Driveway	WB	OUT	YES	750	42	5.60%	90%
	Project Driveway	E Midway Rd	EB	OUT	NO	750	2	0.27%	5%
	Project Driveway	E Midway Rd	WB	IN	NO	750	3	0.40%	5%
Regina Dr	E Midway Rd	Weatherbee Rd	NB	OUT	NO	790	2	0.25%	5%
	E Midway Rd	Weatherbee Rd	SB	IN	NO	790	3	0.38%	5%
E Midway Rd	US Hwy 1	Wallace St	EB	IN	NO	790	3	0.38%	5%
	US Hwy 1	Wallace St	WB	OUT	NO	790	2	0.25%	5%

(1) St. Lucie County 2024 Traffic Counts and LOS Report

(2) According to the Guidelines prepared by the TPO and modified by the City and County

Two-Way: 115
 Net In: 68
 Net Out: 47

TABLE 3a - Link Analysis - AM

Segment	From	To	Direction	IN/OUT	⁽³⁾ Greater than 5% (1% on Adjacent Links)	D Factor (4)	⁽¹⁾ 2024 Peak Hour Directional Volumes	⁽²⁾ Growth Rate	2026 AM Peak Hour + Growth	AM Peak Hour Committed Directional	2026 Growth + Committed Projects	Peak Hour Service Capacity	Project Volume Peak Direction	Total Traffic (Peak Direction)	% Project of Capacity- Peak Hour	Does Project Meet Concurrency?	Project Percent Assignment
E Weatherbee Rd	US Hwy 1	Project Driveway	EB	IN	NO	0.37	223	2.50%	234	0	234	750	20	254	2.67%	YES	90%
		Project Driveway	WB	OUT	YES	0.63	379	2.50%	398	1	399	750	58	457	7.73%	YES	90%

(1) St. Lucie County 2024 Traffic Counts and LOS Report
 (2) Area Wide Historical Growth
 (3) According to the Guidelines prepared by the TPO and modified by the City and County
 (4) D Factor calculation provided in Appendix

Two-Way: 86
 Net In: 22
 Net Out: 64
 Years Grown: 2

TABLE 3b - Link Analysis - PM

Segment	From	To	Direction	IN/OUT	⁽³⁾ Greater than 5% (1% on Adjacent Links)	D Factor (4)	⁽¹⁾ 2024 Peak Hour Directional Volumes	⁽²⁾ Growth Rate	2026 PM Peak Hour + Growth	PM Peak Hour Committed Directional	2026 Growth + Committed Projects	Peak Hour Service Capacity	Project Volume Peak Direction	Total Traffic (Peak Direction)	% Project of Capacity- Peak Hour	Does Project Meet Concurrency?	Project Percent Assignment
E Weatherbee Rd	US Hwy 1	Project Driveway	EB	IN	YES	0.53	379	2.50%	398	1	399	750	61	460	8.13%	YES	90%
		E Weatherbee Rd	WB	OUT	YES	0.47	336	2.50%	353	0	353	750	42	395	5.60%	YES	90%

(1) St. Lucie County 2024 Traffic Counts and LOS Report
 (2) Area Wide Historical Growth
 (3) According to the Guidelines prepared by the TPO and modified by the City and County
 (4) D Factor calculation provided in Appendix

Two-Way: 115
 Net In: 68
 Net Out: 47
 Years Grown: 2

DRIVEWAY ANALYSIS

The project will have one driveway. Driveway 1 will be a full access driveway on E. Weatherbee Road. **Figure 3** shows the driveway volumes for the AM and PM peak hours. Driveway 1 and Weatherbee Road were analyzed using HCS. The analysis shows the driveway will operate at an acceptable Level of Service B at project buildout.

The project driveway was also analyzed to determine if turn lanes are warranted at the project driveway. The FDOT Access Management Guidebook 2023 was used to determine the need for a right-turn lane. With a speed limit of 45 MPH or less, a right-turn lane is recommended when right turning vehicles exceed 80 vehicles in the peak hour. With a peak hour right-turning volume of 62 vehicles, a right-turn lane is not recommended.

The need for a left-turn lane was evaluated using NCHRP 279 based on the percent of left turns and the approaching and opposing volumes. The left-turn volume is less than 1% of the approach traffic with an approach volume of 272 and an opposing volume of 309. Using the two-lane 40 MPH graph, a left-turn lane is not warranted.

Appendix E includes the driveway analysis and turn-lane data.

CONCLUSION

With 86 net AM peak hour trips and 115 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.

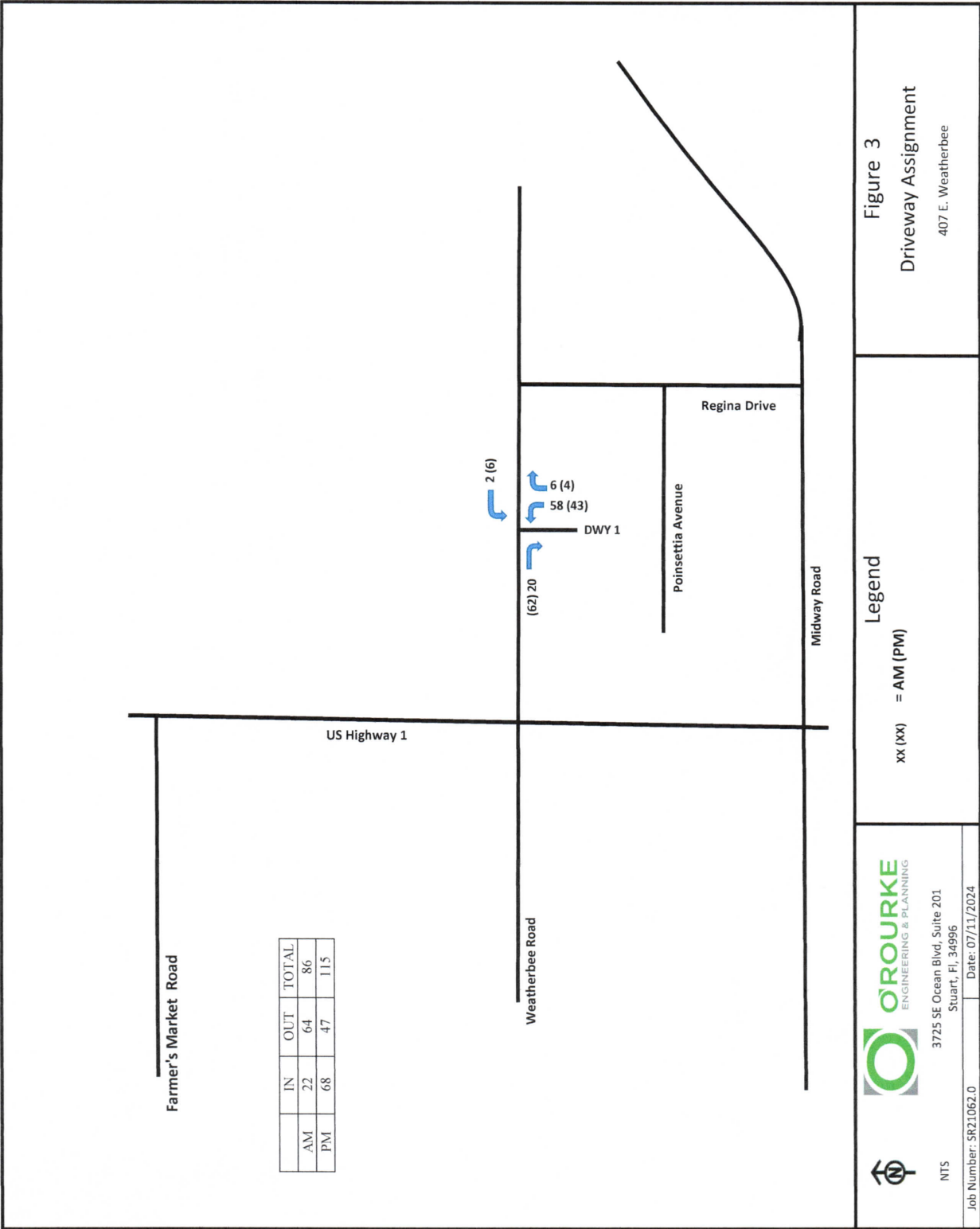


Figure 3
Driveway Assignment
407 E. Weatherbee

Legend
xx (xx) = AM (PM)



3725 SE Ocean Blvd, Suite 201
Stuart, Fl. 34996

Date: 07/11/2024



NTS

Job Number: SR21062.0

APPENDIX A

SITE PLAN

APPENDIX B

**ST. LUCIE COUNTY 2024 LEVEL OF SERVICE REPORT
&
FDOT 2023 QUALITY LEVEL OF SERVICE**

Traffic Counts and Level of Service Report 2024

Roadway Name	Location	STATION ID	2024 AADT *	Last Physical Count Year	Pk Hr Service Capacity	AM Pk Hr Pk Dir		PM Pk Hr Pk Dir			
						Volume	LOS	V/C	Volume	LOS	V/C
LENNARD RD	WALTON RD to S OF SAVANNA CLUB BLVD	679	3,734	2021	790	258	C	0.33	245	C	0.31
LYNGATE DR	VETERANS MEMORIAL PKWY to MORNINGSSIDE BLVD	306	10,212	2023	920	645	C	0.70	582	C	0.63
LYNGATE DR	MORNINGSSIDE BLVD to US 1	306	10,212	2023	920	645	C	0.70	582	C	0.63
MARIPOSA AVE	LENNARD RD to HALLAHAN ST	166	6,758	2023	880	526	C	0.60	501	C	0.57
MCCARTY RD	WILLIAMS RD to MIDWAY RD	680	368	2022	540	27	C	0.05	25	C	0.05
MCCARTY RD	MIDWAY RD to OKEECHOBEE RD	681	300	2024	540	24	C	0.04	21	C	0.04
MCNEIL RD	OKEECHOBEE RD to KIRBY LOOP RD	682	5,510	2023	790	345	C	0.44	336	C	0.43
MCNEIL RD	KIRBY LOOP RD to EDWARDS RD	682	5,510	2023	540	345	D	0.64	336	D	0.62
MELALEUCA BLVD	LENNARD RD to GREEN RIVER PKWY	683	9,600	2024	920	613	C	0.67	586	C	0.64
MIDWAY RD	EAST TORINO PKWY to MILNER DR	134	25,500	2024	880	1,275	F	1.45	1,380	F	1.57
MIDWAY RD	MILNER DR to W OF SELVITZ RD	134	25,500	2024	790	1,275	F	1.61	1,380	F	1.75
MIDWAY RD	OKEECHOBEE RD to SHINN RD	940732	6,743	2023	760	342	C	0.45	342	C	0.45
MIDWAY RD	SHINN RD to MCCARTY RD	940732	6,743	2023	630	342	C	0.54	342	C	0.54
MIDWAY RD	MCCARTY RD to I-95	940732	6,743	2023	700	342	C	0.49	342	C	0.49
MIDWAY RD	I-95 to GLADES CUT-OFF RD	945140	21,637	2023	2,100	1,060	C	0.50	1,060	C	0.50
MIDWAY RD	GLADES CUT-OFF RD to EAST TORINO PKWY	228	23,000	2024	2,100	1,203	C	0.57	1,193	C	0.57
MIDWAY RD	W OF SELVITZ RD to SELVITZ RD	134	25,500	2024	2,100	1,275	C	0.61	1,380	C	0.66
MIDWAY RD	SELVITZ RD to CHRISTENSEN RD	132	22,500	2024	2,100	1,155	C	0.55	1,222	C	0.58
MIDWAY RD	CHRISTENSEN RD to 25TH ST	132	22,500	2024	2,100	1,155	C	0.55	1,222	C	0.58
MIDWAY RD	25TH ST to SUNRISE BLVD	130	25,000	2024	2,100	1,943	C	0.93	1,569	C	0.75
MIDWAY RD	SUNRISE BLVD to OLEANDER AVE	130	25,000	2024	2,100	1,943	C	0.93	1,569	C	0.75
MIDWAY RD	OLEANDER AVE to US 1	242	19,000	2024	2,100	1,050	C	0.50	972	C	0.46
MIDWAY RD	US 1 to WALLACE ST	940023	3,813	2023	790	189	C	0.24	189	C	0.24
MIDWAY RD	WALLACE ST to WEATHERBEE RD	940023	3,813	2023	920	189	C	0.21	189	C	0.21
MIDWAY RD	WEATHERBEE RD to INDIAN RIVER DR	940023	3,813	2023	630	189	C	0.30	189	C	0.30
MORNINGSSIDE BLVD	WESTMORELAND BLVD to PORT ST LUCIE BLVD	333	2,110	2022	920	113	C	0.12	113	C	0.12
MORNINGSSIDE BLVD	PORT ST LUCIE BLVD to LYNGATE DR	331	3,200	2024	880	262	C	0.30	258	C	0.29
NEBRASKA AVE	25TH ST to 13TH ST	684	3,437	2022	1,710	228	C	0.13	176	C	0.10
OAKRIDGE DR	MOUNTWELL ST to OAKLYN ST	621	6,100	2024	700	304	C	0.43	289	C	0.41
OHO AVE	SUNRISE BLVD to COLONIAL RD	686	3,632	2022	540	192	C	0.36	212	C	0.39
OHO AVE	COLONIAL RD to US 1	686	3,632	2022	750	192	C	0.26	212	C	0.28
OKEECHOBEE RD	OKEECHOBEE C.L. to BLUEFIELD RD	687	9,900	2024	1,580	536	B	0.34	542	B	0.34

* **NOTE:** A six digit number in the "STATION ID" column identifies segment counted by FDOT. FDOT count stations use standard K and D factors to determine peak hour values. Peak hour data is not available for locations on State roads due to differences in data availability, LOS Methodologies, and service level thresholds. Please refer to FDOT sources for detailed data on FDOT traffic counts.

* Volumes shown were adjusted using FDOT Seasonal Factors

* AADT = Annual Average Daily Traffic (volumes for both directions where applicable)

* **NOTE:** If the Last Count Year is older than the year of the report, the AADT is projected from historical traffic count data.

Traffic Counts and Level of Service Report 2024

Roadway Name	Location	STATION ID	2024 AADT *	Last Physical Count Year	Pk Hr Service Capacity	AM Pk Hr Pk Dir			PM Pk Hr Pk Dir		
						Volume	LOS	V/C	Volume	LOS	V/C
SUNRISE BLVD	EDWARDS RD to CORTEZ BLVD	511	6,751	2023	600	520	D	0.87	454	D	0.76
SUNRISE BLVD	CORTEZ BLVD to VIRGINIA AVE	511	6,751	2023	750	520	D	0.69	454	D	0.61
SUNRISE BLVD	VIRGINIA AVE to OLEANDER AVE	509	5,522	2023	750	345	C	0.46	343	C	0.46
SUNRISE BLVD	OLEANDER AVE to 7TH ST	708	4,722	2022	1,540	272	C	0.18	333	C	0.22
SUNRISE BLVD	7TH ST to US 1	708	4,722	2022	1,710	272	C	0.16	333	C	0.19
TIFFANY AVE	US 1 to HILLMOOR DR	322	17,081	2022	2,100	967	C	0.46	880	C	0.42
TIFFANY AVE	HILLMOOR DR to VILLAGE GREEN DR	322	17,081	2022	2,100	967	C	0.46	880	C	0.42
TIFFANY AVE	VILLAGE GREEN DR to LENNARD RD	320	4,145	2021	2,100	201	C	0.10	195	C	0.09
TORINO PKWY	CASHMERE BLVD to CALIFORNIA BLVD	709	5,500	2024	630	308	C	0.49	287	C	0.46
TORINO PKWY	CALIFORNIA BLVD to EAST TORINO PKWY	238	5,144	2021	630	339	C	0.54	277	C	0.44
TRADITION PKWY	COMMUNITY BLVD to VILLAGE PKWY	711	7,800	2021	1,710	816	D	0.48	791	D	0.46
TRADITION PKWY	VILLAGE PKWY to W OF I-95	712	43,500	2024	3,170	2,047	C	0.65	2,040	C	0.64
TULIP BLVD	DARWIN BLVD to PORT ST LUCIE BLVD	713	8,851	2022	790	580	D	0.73	524	D	0.66
TULIP BLVD	PORT ST LUCIE BLVD to PAAR DR	714	8,900	2024	790	569	D	0.72	518	D	0.66
TULIP BLVD	PAAR DR to DARWIN BLVD	714	8,900	2024	790	569	D	0.72	518	D	0.66
TURNPIKE FEEDER RD	TURNPIKE FEEDER RD SB RAMP to US 1	940078	4,903	2015							
TURNPIKE FEEDER RD	INDIAN PINES BLVD to TURNPIKE FEEDER RD SB R...	940269	11,658	2023							
TURNPIKE FEEDER RD	INDRIO RD to INDIAN PINES BLVD	940745	13,517	2023							
US 1	MARTIN C.L. to LENNARD RD	945071	48,145	2023							
US 1	LENNARD RD to PORT ST LUCIE BLVD	945071	48,145	2023							
US 1	PORT ST LUCIE BLVD to JENNINGS RD	945070	33,953	2023							
US 1	JENNINGS RD to TIFFANY AVE	945070	33,953	2023							
US 1	TIFFANY AVE to WALTON RD	945070	33,953	2023							
US 1	WALTON RD to VILLAGE GREEN DR	945150	47,030	2023							
US 1	VILLAGE GREEN DR to SPANISH LAKES BLVD	940265	46,803	2023							
US 1	SPANISH LAKES BLVD to PRIMA VISTA BLVD	940265	46,803	2023							
US 1	PRIMA VISTA BLVD to RIO MAR DR	940264	36,400	2023							
US 1	RIO MAR DR to KITTERMAN RD	940266	32,710	2023							
US 1	KITTERMAN RD to S OF SAEGER AVE	940266	32,710	2023							
US 1	S OF SAEGER AVE to EASY ST	940266	32,710	2023							
US 1	EASY ST to MIDWAY RD	945156	30,097	2023							
US 1	MIDWAY RD to WEATHERBEE RD	940012	30,959	2023							

* **NOTE:** A six digit number in the "STATION ID" column identifies segment counted by FDOT. FDOT count stations use standard K and D factors to determine peak hour values. Peak hour data is not available for locations on State roads due to differences in data availability, LOS Methodologies, and service level thresholds. Please refer to FDOT sources for detailed data on FDOT traffic counts.

* Volumes shown were adjusted using FDOT Seasonal Factors

* AADT = Annual Average Daily Traffic (volumes for both directions where applicable)

* **NOTE:** If the Last Count Year is older than the year of the report, the AADT is projected from historical traffic count data.

Traffic Counts and Level of Service Report 2024

Roadway Name	Location	STATION ID	2024 AADT *	Last Physical Count Year	Pk Hr Service Capacity	AM Pk Hr Pk Dir		PM Pk Hr Pk Dir	
						Volume	LOS	Volume	LOS
US 1	WEATHERBEE RD to FARMER'S MARKET RD	940012	30,959	2023					
US 1	FARMER'S MARKET RD to EDWARDS RD	940012	30,959	2023					
US 1	EDWARDS RD to SAVANNAH RD	945002	28,117	2023					
US 1	GARDENIA AVE to VIRGINIA AVE	945002	28,117	2023					
US 1	SAVANNAH RD to GARDENIA AVE	945002	28,117	2023					
US 1	VIRGINIA AVE to OHIO AVE	945003	26,002	2023					
US 1	OHIO AVE to GEORGIA AVE	945003	26,002	2023					
US 1	GEORGIA AVE to DELAWARE AVE	945008	27,500	2023					
US 1	DELAWARE AVE to CITRUS AVE	945014	29,114	2023					
US 1	CITRUS AVE to ORANGE AVE	940118	25,392	2023					
US 1	ORANGE AVE to AVENUE A	945014	29,114	2023					
US 1	AVENUE A to AE BACKUS AVE	945014	29,114	2023					
US 1	AE BACKUS AVE to AVENUE D	945014	29,114	2023					
US 1	AVENUE D to SR A1A SOUTH	945014	29,114	2023					
US 1	SR A1A SOUTH to AVENUE H	715	30,660	2023	2,100	C	1,524	C	0.72
US 1	AVENUE H to OLD DIXIE HWY	715	30,660	2023	2,000	C	1,524	C	0.76
US 1	OLD DIXIE HWY to AVENUE O	940123	28,240	2023					
US 1	AVENUE O to SR A1A NORTH	940123	28,240	2023					
US 1	SR A1A NORTH to JUANITA AVE	940010	20,140	2023					
US 1	JUANITA AVE to ST LUCIE BLVD	940010	20,140	2023					
US 1	ST LUCIE BLVD to 25TH ST	940009	19,911	2023					
US 1	25TH ST to INDRIO RD	940009	19,911	2023					
US 1	INDRIO RD to TURNPIKE FEEDER RD	940107	25,091	2023					
US 1	TURNPIKE FEEDER RD to INDIAN RIVER C.L.	940107	25,091	2023					
VETERANS MEMORIAL PKWY	PORT ST LUCIE BLVD to LYNNGATE DR	329	15,671	2022	2,100	C	763	C	0.36
VETERANS MEMORIAL PKWY	LYNNGATE DR to US 1	327	8,900	2024	2,100	C	507	C	0.24
VILLAGE GREEN DR	US 1 to WALTON RD	716	17,000	2024	2,100	C	1,060	C	0.50
VILLAGE GREEN DR	WALTON RD to TIFFANY AVE	717	4,612	2022	920	C	302	C	0.33
VILLAGE PKWY	DISCOVERY WAY to TRADITION PKWY	718	26,500	2024	2,650	C	1,226	C	0.46
VILLAGE PKWY	BECKER RD to DISCOVERY WAY	734	8,800	2024	1,710	C	590	C	0.35
VILLAGE PKWY	TRADITION PKWY to WESTCLIFFE LN	719	27,500	2024	1,710	D	1,482	D	0.87
VILLAGE PKWY	WESTCLIFFE LN to CROSSTOWN PKWY	720	17,629	2023	1,710	D	935	D	0.55

* **NOTE:** A six digit number in the "STATION ID" column identifies segment counted by FDOT. FDOT count stations use standard K and D factors to determine peak hour values. Peak hour data is not available for locations on State roads due to differences in data availability, LOS Methodologies, and service level thresholds. Please refer to FDOT sources for detailed data on FDOT traffic counts.

* Volumes shown were adjusted using FDOT Seasonal Factors

* AADT = Annual Average Daily Traffic (volumes for both directions where applicable)

* **NOTE:** If the Last Count Year is older than the year of the report, the AADT is projected from historical traffic count data.

Traffic Counts and Level of Service Report 2024

Roadway Name	Location	STATION ID	2024 AADT *	Last Physical Count Year	Pk Hr Service Capacity	AM Pk Hr Pk Dir		PM Pk Hr Pk Dir	
						Volume	LOS	Volume	LOS
VIRGINIA AVE	35TH ST to 25TH ST	940032	23,450	2023					
VIRGINIA AVE	OKEECHOBEE RD to HARTMAN RD	940030	22,526	2023					
VIRGINIA AVE	HARTMAN RD to 35TH ST	940030	22,526	2023					
VIRGINIA AVE	25TH ST to 13TH ST	940033	21,782	2023					
VIRGINIA AVE	13TH ST to 11TH ST	940794	23,667	2023					
VIRGINIA AVE	11TH ST to SUNRISE BLVD	940794	23,667	2023					
VIRGINIA AVE	SUNRISE BLVD to OLEANDER AVE	940792	20,380	2023					
VIRGINIA AVE	OLEANDER AVE to COLONIAL RD	940034	18,402	2023					
VIRGINIA AVE	COLONIAL RD to US 1	940034	18,402	2023					
WALTON RD	US 1 to VILLAGE GREEN DR	330	10,000	2024	1,710	C	581	C	0.34
WALTON RD	VILLAGE GREEN DR to LENNARD RD	328	17,500	2024	1,710	D	957	D	0.62
WALTON RD	LENNARD RD to GREEN RIVER PKWY	326	12,000	2024	880	C	747	C	0.86
WALTON RD	GREEN RIVER PKWY to INDIAN RIVER DR	324	6,014	2022	630	C	386	C	0.58
WEATHERBEE RD	OLEANDER AVE to US 1	721	3,164	2023	750	C	198	C	0.26
WEATHERBEE RD	US 1 to MIDWAY RD	158	5,987	2023	750	D	379	D	0.51
WESTCLIFFE LN	TREMONTE AVE to VILLAGE PKWY	722	6,219	2023	1,470	C	457	C	0.29
WESTMORELAND BLVD	MORNINGSIDE BLVD to PORT ST LUCIE BLVD	339	14,645	2023	920	C	784	C	0.96
WESTMORELAND BLVD	MARTIN C.L. to MORNINGSIDE BLVD	245	9,076	2022	920	C	477	C	0.57

Countywide Performance

Weighted V/C = **64.29**
% VMT below Standard = **77.98%**

* **NOTE:** A six digit number in the "STATION ID" column identifies segment counted by FDOT. FDOT count stations use standard K and D factors to determine peak hour values. Peak hour data is not available for locations on State roads due to differences in data availability, LOS Methodologies, and service level thresholds. Please refer to FDOT sources for detailed data on FDOT traffic counts.
* Volumes shown were adjusted using FDOT Seasonal Factors
* AADT = Annual Average Daily Traffic (volumes for both directions where applicable)
* **NOTE:** If the Last Count Year is older than the year of the report, the AADT is projected from historical traffic count data.

TABLE 7

Generalized **Peak Hour Directional** Volumes for Florida's Urbanized Areas

January 2020

INTERRUPTED FLOW FACILITIES						UNINTERRUPTED FLOW FACILITIES					
STATE SIGNALIZED ARTERIALS						FREEWAYS					
Class I (40 mph or higher posted speed limit)						Core Urbanized					
Lanes	Median	B	C	D	E	Lanes	B	C	D	E	
1	Undivided	*	830	880	**	2	2,230	3,100	3,740	4,080	
2	Divided	*	1,910	2,000	**	3	3,280	4,570	5,620	6,130	
3	Divided	*	2,940	3,020	**	4	4,310	6,030	7,490	8,170	
4	Divided	*	3,970	4,040	**	5	5,390	7,430	9,370	10,220	
						6	6,380	8,990	11,510	12,760	
Class II (35 mph or slower posted speed limit)						Urbanized					
Lanes	Median	B	C	D	E	Lanes	B	C	D	E	
1	Undivided	*	370	750	800	2	2,270	3,100	3,890	4,230	
2	Divided	*	730	1,630	1,700	3	3,410	4,650	5,780	6,340	
3	Divided	*	1,170	2,520	2,560	4	4,550	6,200	7,680	8,460	
4	Divided	*	1,610	3,390	3,420	5	5,690	7,760	9,520	10,570	
Non-State Signalized Roadway Adjustments (Alter corresponding state volumes by the indicated percent.)						Freeway Adjustments					
Non-State Signalized Roadways - 10%						Auxiliary Lane + 1,000 Ramp Metering + 5%					
Median & Turn Lane Adjustments						UNINTERRUPTED FLOW HIGHWAYS					
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors		Lanes	Median	B	C	D	E
1	Divided	Yes	No	+5%		1	Undivided	580	890	1,200	1,610
1	Undivided	No	No	-20%		2	Divided	1,800	2,600	3,280	3,730
Multi	Undivided	Yes	No	-5%		3	Divided	2,700	3,900	4,920	5,600
Multi	Undivided	No	No	-25%		Uninterrupted Flow Highway Adjustments					
-	-	-	Yes	+ 5%		Lanes	Median	Exclusive left lanes	Adjustment factors		
One-Way Facility Adjustment Multiply the corresponding directional volumes in this table by 1.2						1	Divided	Yes	+5%		
BICYCLE MODE² (Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)						Multi	Undivided	Yes	-5%		
Paved						Multi	Undivided	No	-25%		
Shoulder/Bicycle Lane Coverage						UNINTERRUPTED FLOW HIGHWAYS					
0-49%						Lanes	Median	B	C	D	E
50-84%						1	Undivided	580	890	1,200	1,610
85-100%						2	Divided	1,800	2,600	3,280	3,730
						3	Divided	2,700	3,900	4,920	5,600
						Uninterrupted Flow Highway Adjustments					
						Lanes	Median	Exclusive left lanes	Adjustment factors		
						1	Divided	Yes	+5%		
						Multi	Undivided	Yes	-5%		
						Multi	Undivided	No	-25%		
PEDESTRIAN MODE² (Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)						UNINTERRUPTED FLOW HIGHWAYS					
Sidewalk Coverage						Lanes	Median	B	C	D	E
0-49%						1	Undivided	580	890	1,200	1,610
50-84%						2	Divided	1,800	2,600	3,280	3,730
85-100%						3	Divided	2,700	3,900	4,920	5,600
						Uninterrupted Flow Highway Adjustments					
						Lanes	Median	Exclusive left lanes	Adjustment factors		
						1	Divided	Yes	+5%		
						Multi	Undivided	Yes	-5%		
						Multi	Undivided	No	-25%		
BUS MODE (Scheduled Fixed Route)³ (Buses in peak hour in peak direction)						UNINTERRUPTED FLOW HIGHWAYS					
Sidewalk Coverage						Lanes	Median	B	C	D	E
0-84%						1	Undivided	580	890	1,200	1,610
85-100%						2	Divided	1,800	2,600	3,280	3,730
						3	Divided	2,700	3,900	4,920	5,600
						Uninterrupted Flow Highway Adjustments					
						Lanes	Median	Exclusive left lanes	Adjustment factors		
						1	Divided	Yes	+5%		
						Multi	Undivided	Yes	-5%		
						Multi	Undivided	No	-25%		

¹Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the HCM and the Transit Capacity and Quality of Service Manual.

²Level of service for the bicycle and pedestrian modes in this table is based on number of vehicles, not number of bicyclists or pedestrians using the facility.

³Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* 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. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Implementation Office
<https://www.fdot.gov/planning/systems/>

APPENDIX C

OTHER PROJECT DATA/GROWTH RATE

BARON
MIDWAY & US 1

ITE 11TH EDITION TRIP GENERATION RATES

DAILY TRIPS

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips		
					In	Out	In	Out	Total
Mini-Warehouse	151	638	Storage Units	T=17.96(X/100)	50%	50%	57	57	115
Office	712	1,400	S.F.	T=14.39(X/1000)	50%	50%	10	10	20
TOTAL							67	67	135

A.M. PEAK HOUR TRIPS

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips		
					In	Out	In	Out	Total
Mini-Warehouse	151	638	Storage Units	T=2.04(X/100)	58%	42%	8	5	13
Office	712	1,400	S.F.	T=2.61(X/1000)	60%	40%	2	1	4
TOTAL							10	7	17

P.M. PEAK HOUR TRIPS

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips		
					In	Out	In	Out	Total
Mini-Warehouse	151	638	Storage Units	T=2.07(X/100)	48%	52%	6	7	13
Office	712	1,400	S.F.	T=3.15(X/1000)	42%	58%	2	3	4
TOTAL							8	9	18

SATURDAY PEAK HOUR TRIPS

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips		
					In	Out	In	Out	Total
Mini-Warehouse	151	638	Storage Units	T=2.67(X/100)	56%	44%	10	7	17

SATURDAY PEAK HOUR TRIPS

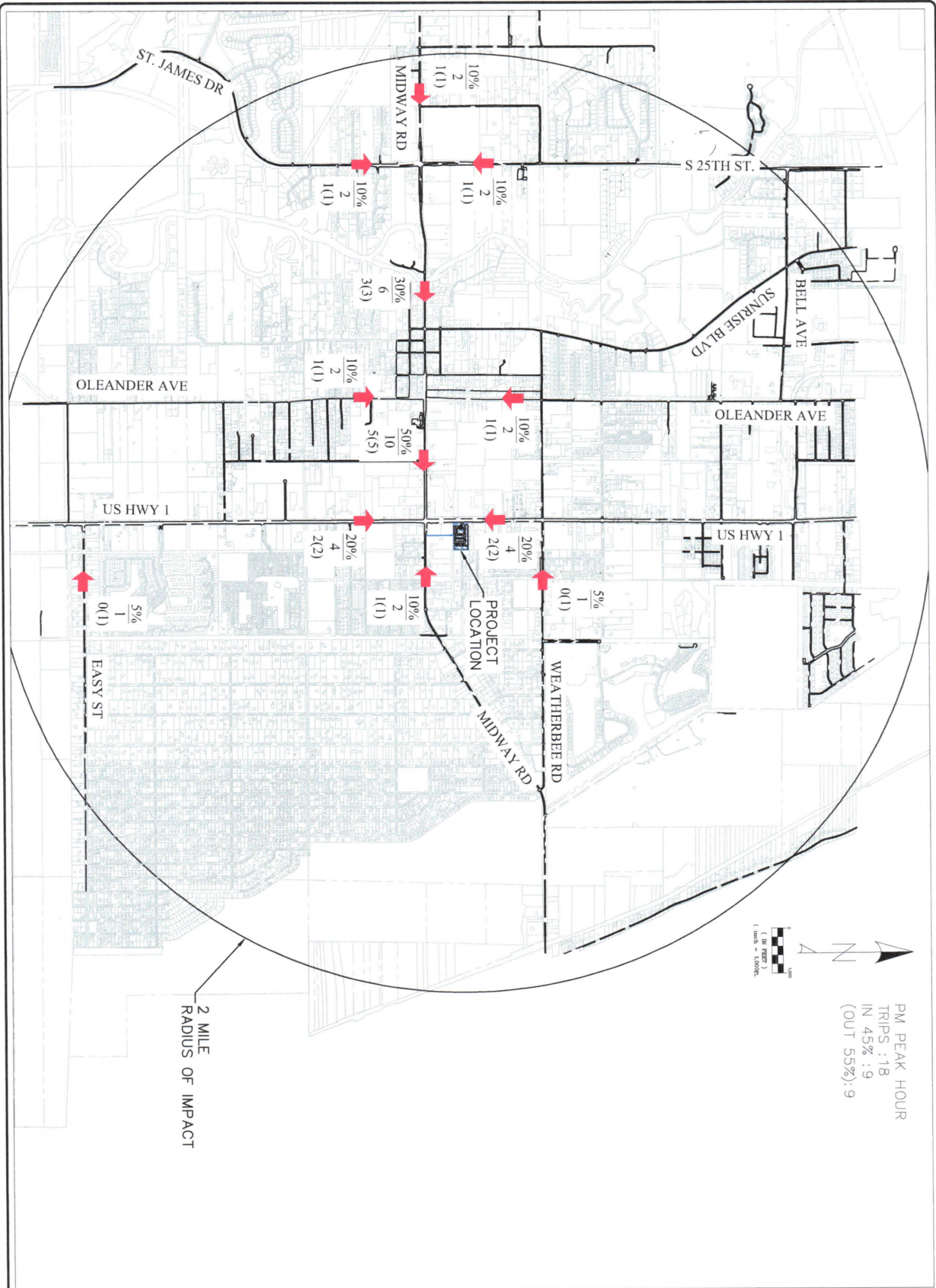
Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips		
					In	Out	In	Out	Total
Mini-Warehouse	151	638	Storage Units	T=2.10(X/100)	45%	55%	6	7	13

Internal Capture:

This project contains no internal capture

Pass-by Trip Capture:

This project contains no internal capture



PM PEAK HOUR
 TRIPS : 18
 IN 45% : 9
 (OUT 55%) : 9

21-497 1 OF 1	BARON MIDWAY & US1 TRIP DISTRIBUTION MAP ST. LUCIE COUNTY FLORIDA	SHEET # _____ SHEET COMMENTS _____	DESIGNED BY: _____ DRAWN BY: _____ CHECKED BY: _____ DATE: _____	ED ENGINEERS & ARCHITECTS ENVIRONMENTAL 10250 VILLAGE PARKWAY SUITE 201 PORT ST. LUCIE, FL 34887 TEL: 772-885-4200 FAX: 772-885-4205
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Historical Growth Rate Calculation (5 Year)

Segment	From	To	2018 AADT	2023 AADT	5 Year Historical Growth Rate
Weatherbee Road	US Highway 1	Midway Road	5,800	6,100	1.01%
		Total	5,800	6,100	1.01%

*Source FDOT Historical Traffic Counts

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2023 HISTORICAL AADT REPORT

COUNTY: 94 - ST. LUCIE

SITE: 7046 - WEATHERBEE RD - E. OF US 1 SOUTH (COUNTY 158)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	6100 R	E 3000	W 3100	9.00	52.30	7.10
2022	5900 T	E 2900	W 3000	9.00	52.30	5.00
2021	5900 S	E 2900	W 3000	9.00	51.80	7.20
2020	5900 F	E 2900	W 3000	9.00	52.60	31.50
2019	6100 C	E 3000	W 3100	9.00	52.50	7.80
2018	5800 V	E 2900	W 2900	9.00	52.40	5.80
2017	5600 R	E 2800	W 2800	9.00	52.00	10.00
2016	5400 T	E 2700	W 2700	9.00	52.30	6.20
2015	5200 S	E 2600	W 2600	9.00	52.70	41.80
2014	5200 F	E 2600	W 2600	9.00	52.50	49.50
2013	5200 C	E 2600	W 2600	9.00	55.90	11.90
2012	5100 F	E 2600	W 2500	9.00	55.80	7.10
2011	5100 C	E 2600	W 2500	9.00	56.20	12.20
2010	5400 F	E 2800	W 2600	11.16	56.34	12.20
2009	5400 C	E 2800	W 2600	11.51	56.49	12.20
2008	6200 C	E 3300	W 2900	11.31	55.19	5.90

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

APPENDIX D

INTERSECTION ANALYSIS

St. Lucie County



MOVING TRAFFIC FORWARD

00051 - US1 @ Weatherbee 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-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	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	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0
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	24	0	24	0	24	0	0	0	0	0	0	0	0
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	4.0	5.0	4.0	4.0	4.0	5.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	15	60	15	25	15	60	15	25	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	4.8	4.8	4.0	4.0	4.8	4.8	4.0	4.0	4.7	4.7	4.0	4.0	4.7	4.7	4.0	4.0
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

2021 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 9400 EAST-A1A TO US1

WEEK	DATES	SF	MOCF: 0.92 PSCF
1	01/01/2021 - 01/02/2021	1.00	1.09
2	01/03/2021 - 01/09/2021	1.01	1.10
3	01/10/2021 - 01/16/2021	1.01	1.10
4	01/17/2021 - 01/23/2021	0.99	1.08
5	01/24/2021 - 01/30/2021	0.98	1.07
6	01/31/2021 - 02/06/2021	0.97	1.05
* 7	02/07/2021 - 02/13/2021	0.95	1.03
* 8	02/14/2021 - 02/20/2021	0.94	1.02
* 9	02/21/2021 - 02/27/2021	0.93	1.01
*10	02/28/2021 - 03/06/2021	0.91	0.99
*11	03/07/2021 - 03/13/2021	0.90	0.98
*12	03/14/2021 - 03/20/2021	0.88	0.96
*13	03/21/2021 - 03/27/2021	0.89	0.97
*14	03/28/2021 - 04/03/2021	0.90	0.98
*15	04/04/2021 - 04/10/2021	0.91	0.99
*16	04/11/2021 - 04/17/2021	0.92	1.00
*17	04/18/2021 - 04/24/2021	0.93	1.01
*18	04/25/2021 - 05/01/2021	0.94	1.02
*19	05/02/2021 - 05/08/2021	0.95	1.03
20	05/09/2021 - 05/15/2021	0.96	1.04
21	05/16/2021 - 05/22/2021	0.98	1.07
22	05/23/2021 - 05/29/2021	0.99	1.08
23	05/30/2021 - 06/05/2021	1.00	1.09
24	06/06/2021 - 06/12/2021	1.01	1.10
25	06/13/2021 - 06/19/2021	1.02	1.11
26	06/20/2021 - 06/26/2021	1.03	1.12
27	06/27/2021 - 07/03/2021	1.03	1.12
28	07/04/2021 - 07/10/2021	1.04	1.13
29	07/11/2021 - 07/17/2021	1.04	1.13
30	07/18/2021 - 07/24/2021	1.06	1.15
31	07/25/2021 - 07/31/2021	1.07	1.16
32	08/01/2021 - 08/07/2021	1.08	1.17
33	08/08/2021 - 08/14/2021	1.09	1.18
34	08/15/2021 - 08/21/2021	1.11	1.21
35	08/22/2021 - 08/28/2021	1.10	1.20
36	08/29/2021 - 09/04/2021	1.10	1.20
37	09/05/2021 - 09/11/2021	1.09	1.18
38	09/12/2021 - 09/18/2021	1.09	1.18
39	09/19/2021 - 09/25/2021	1.08	1.17
40	09/26/2021 - 10/02/2021	1.08	1.17
41	10/03/2021 - 10/09/2021	1.07	1.16
42	10/10/2021 - 10/16/2021	1.06	1.15
43	10/17/2021 - 10/23/2021	1.06	1.15
44	10/24/2021 - 10/30/2021	1.06	1.15
45	10/31/2021 - 11/06/2021	1.06	1.15
46	11/07/2021 - 11/13/2021	1.06	1.15
47	11/14/2021 - 11/20/2021	1.06	1.15
48	11/21/2021 - 11/27/2021	1.05	1.14
49	11/28/2021 - 12/04/2021	1.03	1.12
50	12/05/2021 - 12/11/2021	1.02	1.11
51	12/12/2021 - 12/18/2021	1.00	1.09
52	12/19/2021 - 12/25/2021	1.01	1.10
53	12/26/2021 - 12/31/2021	1.01	1.10

* PEAK SEASON

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2021 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 9401 CEN.-W OF US1 TO I95

MOCF: 0.97
 PSCF

WEEK	DATES	SF	MOCF: 0.97 PSCF
1	01/01/2021 - 01/02/2021	1.00	1.03
2	01/03/2021 - 01/09/2021	1.01	1.04
3	01/10/2021 - 01/16/2021	1.01	1.04
4	01/17/2021 - 01/23/2021	1.00	1.03
5	01/24/2021 - 01/30/2021	1.00	1.03
6	01/31/2021 - 02/06/2021	0.99	1.02
7	02/07/2021 - 02/13/2021	0.99	1.02
* 8	02/14/2021 - 02/20/2021	0.98	1.01
* 9	02/21/2021 - 02/27/2021	0.97	1.00
*10	02/28/2021 - 03/06/2021	0.97	1.00
*11	03/07/2021 - 03/13/2021	0.96	0.99
*12	03/14/2021 - 03/20/2021	0.95	0.98
*13	03/21/2021 - 03/27/2021	0.96	0.99
*14	03/28/2021 - 04/03/2021	0.96	0.99
*15	04/04/2021 - 04/10/2021	0.97	1.00
*16	04/11/2021 - 04/17/2021	0.97	1.00
*17	04/18/2021 - 04/24/2021	0.98	1.01
*18	04/25/2021 - 05/01/2021	0.98	1.01
*19	05/02/2021 - 05/08/2021	0.99	1.02
*20	05/09/2021 - 05/15/2021	0.99	1.02
21	05/16/2021 - 05/22/2021	0.99	1.02
22	05/23/2021 - 05/29/2021	1.00	1.03
23	05/30/2021 - 06/05/2021	1.00	1.03
24	06/06/2021 - 06/12/2021	1.01	1.04
25	06/13/2021 - 06/19/2021	1.01	1.04
26	06/20/2021 - 06/26/2021	1.02	1.05
27	06/27/2021 - 07/03/2021	1.02	1.05
28	07/04/2021 - 07/10/2021	1.03	1.06
29	07/11/2021 - 07/17/2021	1.03	1.06
30	07/18/2021 - 07/24/2021	1.03	1.06
31	07/25/2021 - 07/31/2021	1.04	1.07
32	08/01/2021 - 08/07/2021	1.04	1.07
33	08/08/2021 - 08/14/2021	1.05	1.08
34	08/15/2021 - 08/21/2021	1.05	1.08
35	08/22/2021 - 08/28/2021	1.05	1.08
36	08/29/2021 - 09/04/2021	1.05	1.08
37	09/05/2021 - 09/11/2021	1.05	1.08
38	09/12/2021 - 09/18/2021	1.05	1.08
39	09/19/2021 - 09/25/2021	1.04	1.07
40	09/26/2021 - 10/02/2021	1.03	1.06
41	10/03/2021 - 10/09/2021	1.01	1.04
42	10/10/2021 - 10/16/2021	1.00	1.03
43	10/17/2021 - 10/23/2021	1.00	1.03
44	10/24/2021 - 10/30/2021	1.01	1.04
45	10/31/2021 - 11/06/2021	1.01	1.04
46	11/07/2021 - 11/13/2021	1.02	1.05
47	11/14/2021 - 11/20/2021	1.02	1.05
48	11/21/2021 - 11/27/2021	1.02	1.05
49	11/28/2021 - 12/04/2021	1.01	1.04
50	12/05/2021 - 12/11/2021	1.01	1.04
51	12/12/2021 - 12/18/2021	1.00	1.03
52	12/19/2021 - 12/25/2021	1.01	1.04
53	12/26/2021 - 12/31/2021	1.01	1.04

* PEAK SEASON

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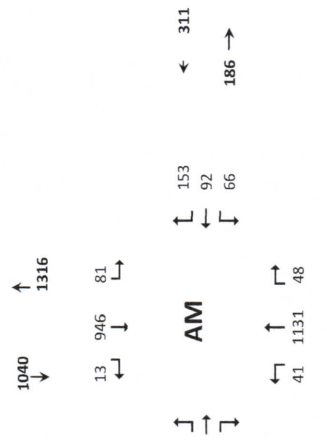
TURNING MOVEMENT VOLUME COUNTS

M/S STREET: US-1
 FILENAME: 6/29/2021
 COUNT DATE: 6/30/2021
 REPORT DATE: 6/30/2021
 DAY: Tuesday
 ANALYSIS YEAR: 2021
 CONTROL: Signalized
 EW STREET: Weatherbee Rd
 INTERSECTION: US-1 and Weatherbee Rd
 CITY: Ft. Pierce

15 Min Period	Northbound			Southbound			Eastbound			Westbound				
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15	6	162	13	10	174	3	3	12	8	14	6	32	443	2349
7:15-7:30	11	245	7	23	202	2	10	9	8	17	12	32	578	2466
7:30-7:45	9	302	14	23	208	2	8	14	9	15	11	30	645	2495
7:45-8:00	10	301	11	15	224	3	5	11	8	15	26	54	683	2405
8:00-8:15	11	204	7	19	208	2	7	15	19	15	28	25	560	2297
8:15-8:30	8	231	12	17	228	5	9	13	18	16	19	31	607	
8:30-8:45	14	208	9	15	230	7	3	7	4	16	14	28	555	
8:45-9:00	6	224	14	13	251	3	6	10	11	7	6	24	575	

AM PEAK HOUR IS FROM: 7:30 AM TO 8:30 AM
 Volumes: 38 1038 44 74 866 12 29 53 54 61 84 140 2495
 Season Factor: 41 1131 48 81 946 13 32 58 59 66 92 153 2720
 Growth: 41 1131 48 81 946 13 32 58 59 66 92 153 2720
 In/Out: - 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%
 Percentage: 0% 0% 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 0

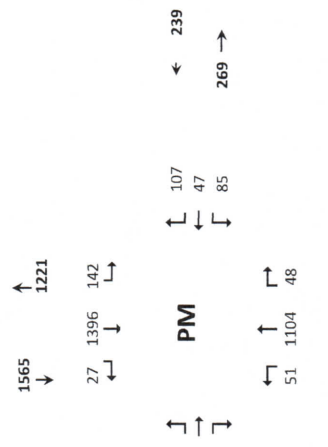
Seasonal Factor: 1.09
 Trips In: 1071
 Trips Out: 1221
 Growth Rate: 1
 Years Grow: 1
 PHF: 0.91
 Peak Seasonal Factor Average of East of US-1 AND West of US-1



15 Min Period lanes	Northbound			Southbound			Eastbound			Westbound				
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15	6	265	11	20	280	5	2	12	16	13	8	17	655	2704
4:15-4:30	10	266	24	21	256	4	5	13	19	16	8	26	668	2808
4:30-4:45	14	237	13	22	293	3	3	19	13	28	13	25	683	2864
4:45-5:00	12	253	11	31	302	8	1	13	9	25	10	23	698	2898
5:00-5:15	12	248	8	38	337	9	4	24	17	19	15	28	759	2867
5:15-5:30	11	246	10	29	349	3	1	22	13	10	7	23	724	
5:30-5:45	12	266	15	32	293	5	3	14	18	24	11	24	717	
5:45-6:00	11	258	15	25	268	6	2	13	14	20	9	26	667	

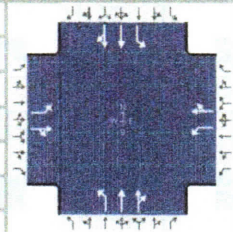
PM PEAK HOUR IS FROM: 4:45 PM TO 5:45 PM
 Volumes: 47 1013 48 142 1396 27 10 80 62 85 47 107 3159
 Season Factor: 51 1104 48 142 1396 27 10 80 62 85 47 107 3159
 Growth: - 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%
 In/Out: 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%
 Percentage: 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%
PROJECT 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Seasonal Factor: 1.09
 Trips In: 1543
 Trips Out: 1203
 Growth Rate: 1
 Years Grow: 1
 PHF: 0.95
 Peak Seasonal Factor Average of East of US-1 AND West of US-1



HCS Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	O'Rourke Engineering			Duration, h	0.250		
Analyst	James Kemp	Analysis Date	Nov 25, 2022	Area Type	Other		
Jurisdiction	Saint Lucie County	Time Period	AM Peak Hour	PHF	0.91		
Urban Street	US-1	Analysis Year	2021	Analysis Period	1> 7:00		
Intersection	Weatherbee Road	File Name	C6 - US1 Weatherbee - Existing - AM - 11.25.22....				
Project Description	Existing						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	32	58	59	66	92	153	41	1131	48	81	946	13

Signal Information													
Cycle, s	87.2	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	Yes	Simult. Gap E/W	On	Green	4.7	1.5	35.2	4.0	1.8	14.4			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.8	0.0	4.8	4.0	0.0	4.0			
				Red	2.0	0.0	2.0	2.0	0.0	2.0			

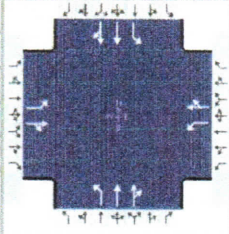
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	3	8	7	4	1	6	5	2
Case Number	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	10.0	20.4	11.8	22.2	11.5	42.0	13.0	43.5
Change Period, (Y+R _c), s	6.0	6.0	6.0	6.0	6.8	6.8	6.8	6.8
Max Allow Headway (MAH), s	3.0	3.1	3.0	3.1	3.0	2.9	3.0	2.9
Queue Clearance Time (g _s), s	3.4	7.9	4.8	15.6	3.2	29.9	4.4	21.9
Green Extension Time (g _e), s	0.0	0.7	0.1	0.6	0.0	5.2	0.1	5.3
Phase Call Probability	0.57	1.00	0.83	1.00	0.66	1.00	0.88	1.00
Max Out Probability	0.00	0.00	0.00	0.01	0.00	0.04	0.00	0.01

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (v), veh/h	35	129		73	269		45	652	644	89	528	526
Adjusted Saturation Flow Rate (s), veh/h/ln	1781	1715		1781	1681		1781	1870	1843	1781	1870	1861
Queue Service Time (g _s), s	1.4	5.9		2.8	13.6		1.2	27.9	27.9	2.4	19.9	19.9
Cycle Queue Clearance Time (g _c), s	1.4	5.9		2.8	13.6		1.2	27.9	27.9	2.4	19.9	19.9
Green Ratio (g/C)	0.21	0.17		0.23	0.19		0.46	0.40	0.40	0.48	0.42	0.42
Capacity (c), veh/h	173	283		325	312		270	755	744	245	788	784
Volume-to-Capacity Ratio (X)	0.203	0.454		0.223	0.863		0.167	0.863	0.865	0.363	0.670	0.670
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)	1.0	4.2		2.1	9.7		0.8	16.7	16.5	1.6	12.4	12.3
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	0.00
Uniform Delay (d ₁), s/veh	28.8	32.9		27.1	34.5		15.8	23.8	23.8	18.3	20.4	20.4
Incremental Delay (d ₂), s/veh	0.2	0.4		0.1	6.2		0.1	1.4	1.4	0.3	0.4	0.4
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	29.0	33.3		27.2	40.7		15.9	25.2	25.3	18.6	20.7	20.7
Level of Service (LOS)	C	C		C	D		B	C	C	B	C	C
Approach Delay, s/veh / LOS	32.4		C	37.8		D	24.9		C	20.6		C
Intersection Delay, s/veh / LOS	25.1						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.29	B	2.29	B	1.91	B	1.91	B
Bicycle LOS Score / LOS	0.76	A	1.05	A	1.59	B	1.43	A

HCS Signalized Intersection Results Summary

General Information				Intersection Information			
Agency				Duration, h	0.250		
Analyst	James Kemp	Analysis Date	Nov 25, 2022	Area Type	Other		
Jurisdiction	Saint Lucie County	Time Period	PM Peak Hour	PHF	0.95		
Urban Street	US-1	Analysis Year	2021	Analysis Period	1> 7:00		
Intersection	Weatherbee Road	File Name	C6 - US1 Weatherbee - Existing - PM - 11.25.22....				
Project Description	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	10	80	62	85	47	107	51	1104	48	142	1396	27

Signal Information													
Cycle, s	86.7	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		5.1	1.7	38.3	1.6	4.6	9.8				
		Yellow		4.8	0.0	4.8	4.0	0.0	4.0				
		Red		2.0	0.0	2.0	2.0	0.0	2.0				

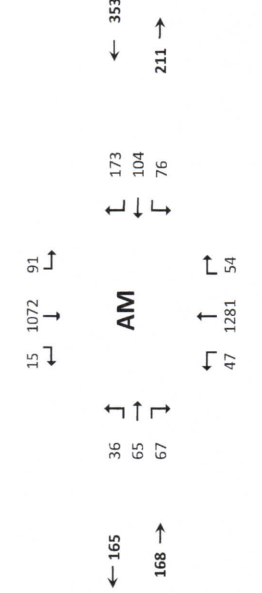
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	3	8	7	4	1	6	5	2
Case Number	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	7.6	15.8	12.2	20.4	11.9	45.1	13.6	46.8
Change Period, (Y+R _c), s	6.0	6.0	6.0	6.0	6.8	6.8	6.8	6.8
Max Allow Headway (MAH), s	3.0	3.1	3.0	3.1	3.0	2.9	3.0	2.9
Queue Clearance Time (g _s), s	2.4	9.3	5.7	9.8	3.3	25.5	5.8	33.4
Green Extension Time (g _e), s	0.0	0.5	0.1	0.5	0.0	6.8	0.1	6.6
Phase Call Probability	0.22	1.00	0.88	1.00	0.73	1.00	0.97	1.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.06	0.00	0.13

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (v), veh/h	11	149		89	162		54	611	602	149	751	747
Adjusted Saturation Flow Rate (s), veh/h/ln	1781	1734		1781	1662		1781	1870	1843	1781	1870	1858
Queue Service Time (g _s), s	0.4	7.3		3.7	7.8		1.3	23.5	23.5	3.8	31.3	31.4
Cycle Queue Clearance Time (g _c), s	0.4	7.3		3.7	7.8		1.3	23.5	23.5	3.8	31.3	31.4
Green Ratio (g/C)	0.13	0.11		0.19	0.17		0.50	0.44	0.44	0.52	0.46	0.46
Capacity (c), veh/h	180	196		247	276		215	827	815	302	864	858
Volume-to-Capacity Ratio (X)	0.058	0.763		0.363	0.587		0.250	0.738	0.739	0.495	0.869	0.871
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)	0.3	5.5		2.7	5.5		0.9	14.0	13.9	2.4	18.3	18.3
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	0.00
Uniform Delay (d ₁), s/veh	33.1	37.4		30.2	33.4		18.0	20.0	20.1	15.6	21.0	21.0
Incremental Delay (d ₂), s/veh	0.0	2.3		0.3	0.7		0.2	0.5	0.5	0.5	3.0	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	0.0
Control Delay (d), s/veh	33.2	39.7		30.6	34.2		18.2	20.5	20.6	16.0	24.0	24.1
Level of Service (LOS)	C	D		C	C		B	C	C	B	C	C
Approach Delay, s/veh / LOS	39.3		D	32.9		C	20.4		C	23.3		C
Intersection Delay, s/veh / LOS	23.7						C					

Multimodal Results	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.30		B	2.29		B	1.90		B	1.90		B
Bicycle LOS Score / LOS	0.75		A	0.90		A	1.53		B	1.85		B

TURNING MOVEMENT VOLUME COUNTS

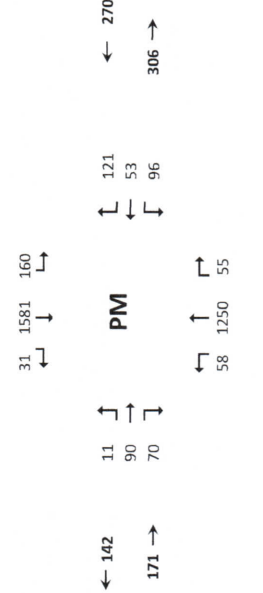
U5-1
FILENAME: 6/29/2021
CONTROL: Signalized
DAY: Tuesday
INTERSECTION: US-1 and Weatherbee Rd
E/W STREET: Weatherbee Rd
CITY: Ft. Pierce
ANALYSIS YEAR: 2026
REPORT DATE: 6/30/2021



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	6	162	13	10	174	3	3	12	8	14	6	32	443	2349
7:15-7:30	11	245	7	23	202	2	10	9	8	17	12	32	578	2466
7:30-7:45	9	302	14	23	208	2	8	14	9	15	11	30	645	2495
7:45-8:00	10	301	11	15	224	3	5	11	8	15	26	54	683	2405
8:00-8:15	11	204	7	19	208	2	7	15	19	15	28	25	560	2297
8:15-8:30	8	231	12	17	228	5	9	13	18	16	19	31	607	
8:30-8:45	14	208	9	15	230	7	3	7	4	16	14	28	555	
8:45-9:00	6	224	14	13	251	3	6	10	11	7	6	24	575	

AM PEAK HOUR IS FROM: 7:30 AM TO 8:30 AM
 Volumes: 38 1038 44 74 868 12 29 53 54 61 84 140 2495
 Season Factor: 41 1131 48 81 946 13 32 58 59 92 153 2720
 Growth: 47 1280 54 91 1070 15 36 65 67 75 104 173 3077
 In/Out: - - - - - - - - - - - - - - - -
 Percentage: 0% 0% 0% 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 0 0
 Baron Midway: 1 2 1

Peak Seasonal Factor Average of East of US-1 AND West of US-1
 Seasonal Factor: 1.09
 Trips In: 1.025
 Growth Rate: 5
 Years Grown: PHF 0.91

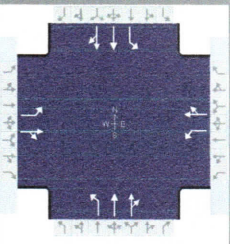


15 Min Period lanes	Northbound			Southbound			Eastbound			Westbound			ONE HOUR SUM	
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR		TOTAL
4:00-4:15	6	265	11	20	280	5	2	12	16	13	8	17	655	2704
4:15-4:30	10	266	24	21	256	4	5	13	19	16	8	26	668	2808
4:30-4:45	14	237	13	22	293	3	3	19	13	28	13	25	683	2864
4:45-5:00	12	253	11	31	302	8	1	13	9	25	10	23	698	2898
5:00-5:15	12	248	8	38	337	9	4	24	17	19	15	28	759	2867
5:15-5:30	11	246	10	29	349	3	1	22	13	10	7	23	724	
5:30-5:45	12	266	15	32	293	5	3	14	18	24	11	24	717	
5:45-6:00	11	258	15	25	268	6	2	13	14	20	9	26	667	

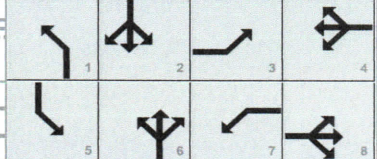
PM PEAK HOUR IS FROM: 4:45 PM TO 5:45 PM
 Volumes: 47 1013 44 130 1281 25 9 73 57 78 43 98 2898
 Season Factor: 51 1104 48 142 1396 27 10 80 62 47 107 3159
 Growth: 58 1249 54 160 1580 31 11 90 70 96 53 121 3574
 In/Out: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Percentage: 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%
PROJECT: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Baron Midway: 1 1 1

Peak Seasonal Factor Average of East of US-1 AND West of US-1
 Seasonal Factor: 1.09
 Trips In: 1.025
 Growth Rate: 5
 Years Grown: PHF 0.95

HCS Signalized Intersection Results Summary

General Information					Intersection Information		
Agency	O'Rourke Engineering				Duration, h	0.250	
Analyst	James Kemp	Analysis Date	Jul 12, 2024		Area Type	Other	
Jurisdiction	Saint Lucie County	Time Period	AM Peak Hour		PHF	0.91	
Urban Street	US-1	Analysis Year	2026		Analysis Period	1 > 7:00	
Intersection	Weatherbee Road	File Name	C6 - US1 & Weatherbee - AM - Without Project.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	36	65	67	76	104	173	47	1281	54	91	1072	15

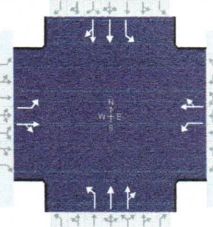
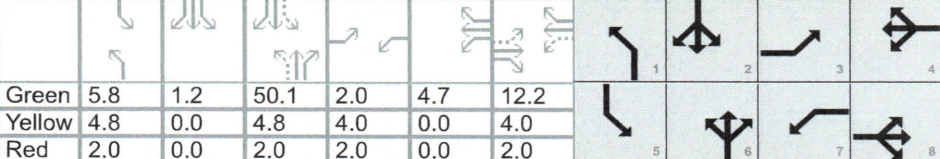
Signal Information												
Cycle, s	104.1	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	Yes	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
		Green	5.4	1.2	46.1	4.8	1.6	19.3				
		Yellow	4.8	0.0	4.8	4.0	0.0	4.0				
		Red	2.0	0.0	2.0	2.0	0.0	2.0				

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	3	8	7	4	1	6	5	2
Case Number	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	10.8	25.3	12.4	26.9	12.2	52.9	13.4	54.1
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0	6.8	6.8	6.8	6.8
Max Allow Headway (MAH), s	3.0	3.1	3.0	3.1	3.0	2.9	3.0	2.9
Queue Clearance Time (g_s), s	3.8	9.8	5.9	20.4	3.6	40.0	5.1	28.8
Green Extension Time (g_e), s	0.0	0.8	0.1	0.4	0.1	6.0	0.1	6.5
Phase Call Probability	0.68	1.00	0.91	1.00	0.78	1.00	0.94	1.00
Max Out Probability	0.00	0.00	0.00	0.39	0.00	0.21	0.00	0.07

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (v), veh/h	40	145		84	304		52	737	730	100	599	596
Adjusted Saturation Flow Rate (s), veh/h/ln	1781	1714		1781	1681		1781	1870	1843	1781	1870	1861
Queue Service Time (g_s), s	1.8	7.8		3.9	18.4		1.6	37.8	38.0	3.1	26.8	26.8
Cycle Queue Clearance Time (g_c), s	1.8	7.8		3.9	18.4		1.6	37.8	38.0	3.1	26.8	26.8
Green Ratio (g/C)	0.23	0.19		0.25	0.20		0.50	0.44	0.44	0.51	0.45	0.45
Capacity (c), veh/h	157	319		317	338		246	830	818	211	851	847
Volume-to-Capacity Ratio (X)	0.252	0.455		0.263	0.899		0.210	0.889	0.892	0.474	0.704	0.704
Back of Queue (Q), ft/ln (95 th percentile)	35	146		74	354		27	597	594	53	417	409
Back of Queue (Q), veh/ln (95 th percentile)	1.4	5.8		2.9	13.9		1.1	23.5	23.4	2.1	16.4	16.3
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	0.00
Uniform Delay (d_1), s/veh	33.2	37.7		31.3	40.6		17.7	26.6	26.7	22.5	22.8	22.8
Incremental Delay (d_2), s/veh	0.3	0.4		0.2	18.5		0.2	6.5	6.8	0.6	0.9	0.9
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
Control Delay (d), s/veh	33.5	38.1		31.5	59.1		17.9	33.1	33.5	23.1	23.7	23.7
Level of Service (LOS)	C	D		C	E		B	C	C	C	C	C
Approach Delay, s/veh / LOS	37.1		D	53.2		D	32.8		C	23.7		C
Intersection Delay, s/veh / LOS	31.9						C					

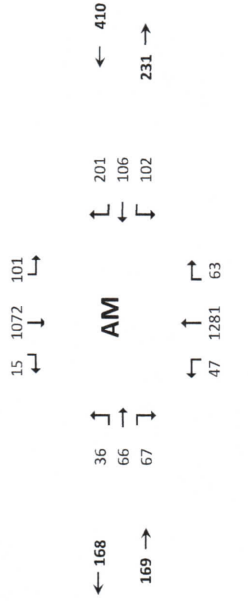
Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.30	B	2.30	B	1.91	B	1.91	B
Bicycle LOS Score / LOS	0.79	A	1.13	A	1.74	B	1.56	B

HCS Signalized Intersection Results Summary

General Information					Intersection Information																				
Agency					Duration, h	0.250																			
Analyst	James Kemp	Analysis Date	Jul 12, 2024		Area Type	Other																			
Jurisdiction	Saint Lucie County	Time Period	PM Peak Hour		PHF	0.95																			
Urban Street	US-1	Analysis Year	2026		Analysis Period	1> 7:00																			
Intersection	Weatherbee Road	File Name	C6 - US1 & Weatherbee - PM - WithOUT Project...																						
Project Description	Future 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					11	90	70	96	53	121	58	1250	55	160	1581	31									
Signal Information																									
Cycle, s	101.5	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	5.8	1.2	50.1	2.0	4.7	12.2	Yellow	4.8	0.0	4.8	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					3	8	7	4	1	6	5	2													
Case Number					1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0													
Phase Duration, s					8.0	18.2	12.6	22.9	12.6	56.9	13.7	58.0													
Change Period, (Y+R _c), s					6.0	6.0	6.0	6.0	6.8	6.8	6.8	6.8													
Max Allow Headway (MAH), s					3.0	3.1	3.0	3.1	3.0	2.9	3.0	2.9													
Queue Clearance Time (g _s), s					2.6	11.6	6.9	12.5	3.6	32.3	6.6	44.2													
Green Extension Time (g _e), s					0.0	0.6	0.1	0.5	0.1	8.3	0.2	7.0													
Phase Call Probability					0.28	1.00	0.94	1.00	0.82	1.00	0.99	1.00													
Max Out Probability					0.00	0.00	0.00	0.00	0.00	0.20	0.00	0.44													
Movement Group Results					EB			WB			NB			SB											
Approach Movement					L	T	R	L	T	R	L	T	R	L	T	R									
Assigned Movement					3	8	18	7	4	14	1	6	16	5	2	12									
Adjusted Flow Rate (v), veh/h					12	168		101	183		61	691	683	168	850	847									
Adjusted Saturation Flow Rate (s), veh/h/ln					1781	1734		1781	1662		1781	1870	1842	1781	1870	1857									
Queue Service Time (g _s), s					0.6	9.6		4.9	10.5		1.6	30.2	30.3	4.6	41.9	42.2									
Cycle Queue Clearance Time (g _c), s					0.6	9.6		4.9	10.5		1.6	30.2	30.3	4.6	41.9	42.2									
Green Ratio (g/C)					0.14	0.12		0.19	0.17		0.55	0.49	0.49	0.56	0.51	0.51									
Capacity (c), veh/h					158	209		219	277		192	924	910	270	945	939									
Volume-to-Capacity Ratio (X)					0.073	0.806		0.461	0.661		0.317	0.748	0.750	0.623	0.899	0.902									
Back of Queue (Q), ft/ln (95 th percentile)					11	188		96	192		30	456	452	78	645	637									
Back of Queue (Q), veh/ln (95 th percentile)					0.4	7.4		3.8	7.5		1.2	17.9	17.8	3.0	25.4	25.5									
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					38.1	43.5		35.7	39.7		21.8	20.7	20.7	18.6	22.8	22.9									
Incremental Delay (d ₂), s/veh					0.1	2.8		0.6	1.0		0.3	1.8	1.8	0.9	8.3	8.6									
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					38.2	46.3		36.2	40.7		22.2	22.4	22.5	19.4	31.1	31.5									
Level of Service (LOS)					D	D		D	D		C	C	C	B	C	C									
Approach Delay, s/veh / LOS					45.8		D	39.1		D	22.5		C	30.2		C									
Intersection Delay, s/veh / LOS					28.7						C														
Multimodal Results					EB			WB			NB			SB											
Pedestrian LOS Score / LOS					2.30		B	2.30		B	1.90		B	1.90		B									
Bicycle LOS Score / LOS					0.78		A	0.96		A	1.67		B	2.03		B									

TURNING MOVEMENT VOLUME COUNTS

US-1
 N/S STREET: Weatherbee Rd
 CONTROL: Signalized
 FILENAME: 6/29/2021
 DAY: Tuesday
 INTERSECTION: US-1 and Weatherbee Rd
 COUNT DATE: 6/29/2021
 CITY: Ft. Pierce
 REPORT DATE: 6/30/2021
 ANALYSIS YEAR: 2026

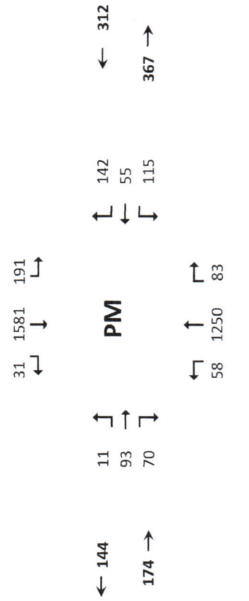


15 Min Period	Northbound			Southbound			Eastbound			Westbound			ONE HOUR SUM	
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR		TOTAL
7:00-7:15	6	162	13	10	174	3	3	12	8	14	6	32	443	2349
7:15-7:30	11	245	7	23	202	2	10	9	8	17	12	32	578	2466
7:30-7:45	9	302	14	23	208	2	8	14	9	15	11	30	645	2495
7:45-8:00	10	301	11	15	224	3	5	11	8	15	26	54	683	2405
8:00-8:15	11	204	7	19	208	2	7	15	19	15	28	25	560	2297
8:15-8:30	8	231	12	17	228	5	9	13	18	16	19	31	607	
8:30-8:45	14	208	9	15	230	7	3	7	4	16	14	28	555	
8:45-9:00	6	224	14	13	251	3	6	10	11	7	6	24	575	

AM PEAK HOUR IS FROM: 7:30 AM TO 8:30 AM
 Volumes 38 1038 44 74 868 12 29 53 54 61 84 140 2495
 Season Factor 41 1131 48 81 946 13 32 58 59 66 92 153 2720
 Growth 47 1280 54 91 1070 15 36 65 67 75 104 173 3077
 In/Out - IN IN IN IN IN IN - IN - OUT OUT OUT -
 Percentage 0% 0 9 41% 45% 0% 0% 4% 0% 0% 41% 4% 45% 0%
 PROJECT 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Baron Midway 1 1 2 1

Seasonal Factor: 1.09
 Trips In: 229
 Trips Out: 64
 Growth Rate: 1.025
 Years Grow: 5
 PHF: 0.91

Peak Seasonal Factor Average of East of US-1 AND West of US-1



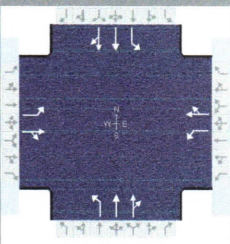
15 Min Period lanes	Northbound			Southbound			Eastbound			Westbound			ONE HOUR SUM	
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR		TOTAL
4:00-4:15	6	265	11	20	280	5	2	12	16	13	8	17	655	2704
4:15-4:30	10	266	24	21	256	4	5	13	19	16	8	26	668	2808
4:30-4:45	14	237	13	22	293	3	3	19	13	28	13	25	683	2864
4:45-5:00	12	253	11	31	302	8	1	13	9	25	10	23	698	2898
5:00-5:15	12	248	8	38	337	9	4	24	17	19	15	28	759	2867
5:15-5:30	11	246	10	29	349	3	1	22	13	10	7	23	724	
5:30-5:45	12	266	15	32	293	5	3	14	18	24	11	24	717	
5:45-6:00	11	258	15	25	268	6	2	13	14	20	9	26	667	

PM PEAK HOUR IS FROM: 4:45 PM TO 5:45 PM
 Volumes 47 1013 44 130 1281 25 9 73 57 78 43 98 2898
 Season Factor 51 1104 48 142 1396 27 10 80 62 62 85 47 107 3159
 Growth 58 1249 54 160 1580 31 11 90 70 70 96 53 121 3574
 In/Out - IN IN IN IN IN IN - IN - OUT OUT OUT -
 Percentage 0% 0 41% 45% 0% 0% 4% 0% 0% 4% 41% 4% 45% 0%
 PROJECT 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Baron Midway 1 1 1

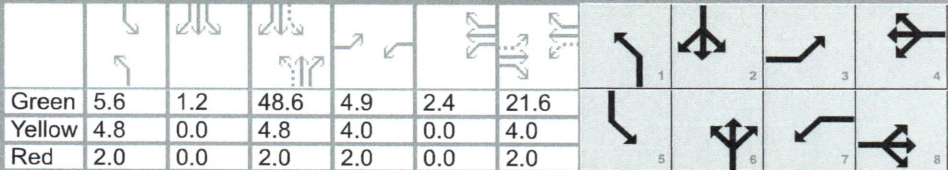
Seasonal Factor: 1.09
 Trips In: 68
 Trips Out: 47
 Years Grow: 5
 PHF: 0.95

Peak Seasonal Factor Average of East of US-1 AND West of US-1

HCS Signalized Intersection Results Summary

General Information					Intersection Information		
Agency	O'Rourke Engineering				Duration, h	0.250	
Analyst	James Kemp	Analysis Date	Jul 12, 2024		Area Type	Other	
Jurisdiction	Saint Lucie County	Time Period	AM Peak Hour		PHF	0.91	
Urban Street	US-1	Analysis Year	2026		Analysis Period	1> 7:00	
Intersection	Weatherbee Road	File Name	C6 - US1 & Weatherbee - AM - With Project.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	36	66	67	102	106	201	47	1281	63	101	1072	15

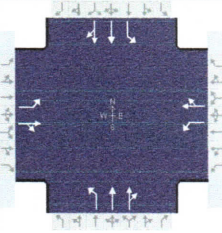
Signal Information													
Cycle, s	109.8	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	Yes	Simult. Gap E/W	On										
Force Mode	Fixed	Simult. Gap N/S	On										
		Green		5.6	1.2	48.6	4.9	2.4	21.6				
		Yellow		4.8	0.0	4.8	4.0	0.0	4.0				
		Red		2.0	0.0	2.0	2.0	0.0	2.0				

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	3	8	7	4	1	6	5	2
Case Number	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	10.9	27.6	13.3	29.9	12.4	55.4	13.6	56.6
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0	6.8	6.8	6.8	6.8
Max Allow Headway (MAH), s	3.0	3.1	3.0	3.1	3.0	2.9	3.0	2.9
Queue Clearance Time (g_s), s	3.9	10.2	7.4	23.7	3.7	42.7	5.6	30.3
Green Extension Time (g_e), s	0.0	0.9	0.1	0.2	0.1	5.8	0.1	6.5
Phase Call Probability	0.70	1.00	0.97	1.00	0.79	1.00	0.97	1.00
Max Out Probability	0.00	0.00	0.00	1.00	0.00	0.27	0.00	0.09

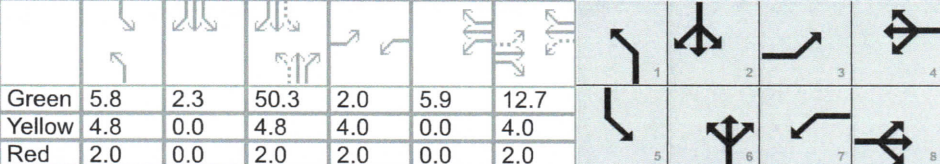
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (v), veh/h	40	146		112	337		52	743	734	111	599	596
Adjusted Saturation Flow Rate (s), veh/h/ln	1781	1715		1781	1673		1781	1870	1839	1781	1870	1861
Queue Service Time (g_s), s	1.9	8.2		5.4	21.7		1.7	40.4	40.7	3.6	28.3	28.3
Cycle Queue Clearance Time (g_c), s	1.9	8.2		5.4	21.7		1.7	40.4	40.7	3.6	28.3	28.3
Green Ratio (g/C)	0.24	0.20		0.26	0.22		0.49	0.44	0.44	0.50	0.45	0.45
Capacity (c), veh/h	148	337		335	365		239	828	814	201	848	844
Volume-to-Capacity Ratio (X)	0.268	0.434		0.335	0.924		0.216	0.897	0.901	0.552	0.706	0.706
Back of Queue (Q), ft/ln (95 th percentile)	37	154		104	427		29	647	645	65	444	435
Back of Queue (Q), veh/ln (95 th percentile)	1.5	6.1		4.1	16.8		1.2	25.5	25.4	2.5	17.5	17.4
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
Uniform Delay (d_1), s/veh	34.5	38.8		32.2	42.1		18.8	28.3	28.4	24.2	24.1	24.1
Incremental Delay (d_2), s/veh	0.4	0.3		0.2	26.7		0.2	8.1	8.6	0.9	1.2	1.2
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	34.8	39.1		32.4	68.8		19.0	36.4	37.0	25.1	25.3	25.4
Level of Service (LOS)	C	D		C	E		B	D	D	C	C	C
Approach Delay, s/veh / LOS	38.2		D	59.8		E	36.1		D	25.3		C
Intersection Delay, s/veh / LOS	35.2						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.30	B	2.30	B	1.91	B	1.91	B
Bicycle LOS Score / LOS	0.79	A	1.23	A	1.75	B	1.56	B

HCS Signalized Intersection Results Summary

General Information					Intersection Information		
Agency				Duration, h	0.250		
Analyst	James Kemp	Analysis Date	Jul 12, 2024	Area Type	Other		
Jurisdiction	Saint Lucie County	Time Period	PM Peak Hour	PHF	0.95		
Urban Street	US-1	Analysis Year	2026	Analysis Period	1> 7:00		
Intersection	Weatherbee Road	File Name	C6 - US1 & Weatherbee - PM - With Project.xus				
Project Description	Future 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	11	93	70	115	55	142	58	1250	83	191	1581	31

Signal Information													
Cycle, s	104.6	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		5.8	2.3	50.3	2.0	5.9	12.7				
		Yellow		4.8	0.0	4.8	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	3	8	7	4	1	6	5	2
Case Number	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	8.0	18.7	13.9	24.6	12.6	57.1	14.9	59.4
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0	6.8	6.8	6.8	6.8
Max Allow Headway (MAH), s	3.0	3.1	3.0	3.1	3.0	2.9	3.0	2.9
Queue Clearance Time (g_s), s	2.6	12.1	8.0	14.3	3.7	35.3	7.9	45.7
Green Extension Time (g_e), s	0.0	0.6	0.1	0.6	0.1	8.3	0.2	6.8
Phase Call Probability	0.29	1.00	0.97	1.00	0.83	1.00	1.00	1.00
Max Out Probability	0.00	0.00	0.01	0.00	0.00	0.26	0.01	0.49

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (v), veh/h	12	172		121	207		61	708	695	201	850	847
Adjusted Saturation Flow Rate (s), veh/h/ln	1781	1736		1781	1656		1781	1870	1829	1781	1870	1857
Queue Service Time (g_s), s	0.6	10.1		6.0	12.3		1.7	33.1	33.3	5.9	43.4	43.7
Cycle Queue Clearance Time (g_c), s	0.6	10.1		6.0	12.3		1.7	33.1	33.3	5.9	43.4	43.7
Green Ratio (g/C)	0.14	0.12		0.22	0.18		0.54	0.48	0.48	0.56	0.50	0.50
Capacity (c), veh/h	152	212		234	295		187	900	880	269	940	934
Volume-to-Capacity Ratio (X)	0.076	0.811		0.517	0.704		0.326	0.787	0.790	0.748	0.904	0.907
Back of Queue (Q), ft/ln (95 th percentile)	12	198		116	220		30	506	501	104	678	669
Back of Queue (Q), veh/ln (95 th percentile)	0.5	7.8		4.6	8.6		1.2	19.9	19.7	4.1	26.7	26.8
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
Uniform Delay (d_1), s/veh	39.2	44.8		35.4	40.5		22.7	22.7	22.8	21.0	23.7	23.8
Incremental Delay (d_2), s/veh	0.1	2.8		0.7	1.8		0.4	2.7	2.9	2.3	9.2	9.6
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	39.3	47.7		36.0	42.3		23.0	25.4	25.6	23.3	32.9	33.4
Level of Service (LOS)	D	D		D	D		C	C	C	C	C	C
Approach Delay, s/veh / LOS	47.1		D	40.0		D	25.4		C	32.1		C
Intersection Delay, s/veh / LOS	31.0						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.31	B	2.30	B	1.90	B	1.90	B
Bicycle LOS Score / LOS	0.79	A	1.03	A	1.70	B	2.05	B

APPENDIX E

DRIVEWAY ANALYSIS DATA

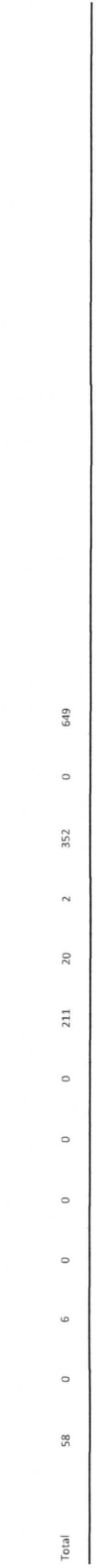
TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Project Driveway **E/W STREET:** Weatherbee Road **CONTROL:** TWSC
FILENAME: 6/29/2021 **DAY:** Tuesday **CITY:** Fort Pierce **INTERSECTION:**
COUNT DATE: 7/12/2024 **ANALYSIS YEAR:** 2025

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							35				52		87	424
7:15-7:30							39				59		98	446
7:30-7:45							51				56		107	456
7:45-8:00							37				95		132	438
8:00-8:15							41				68		109	380
8:15-8:30							42				66		108	
8:30-8:45							31				58		89	
8:45-9:00							37				37		74	

AM PEAK HOUR IS FROM: 7:30 AM TO 8:30 AM
 Volumes: 0 0 0 0 0 0 0 171 0 0 0 285 0 456
 Season Factor: 0 0 0 0 0 0 0 186 0 0 0 311 0 497
 Growth: 0 0 0 0 0 0 0 211 0 0 0 351 0 562
 In/Out: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Percentage: 90% 10% 0% 0% 0% 0% 0% 90% 10% 0% 0% 0% 0% 0%
PROJECT 58 0 6 0 0 0 0 0 20 2 0 0 0 86

Seasonal Factor: 1.09
 Trips In: 22
 Trips Out: 64
 Growth Rate: 1.025
 Years Growth: 5
 PHF: 0.86



15 Min Period	Northbound			Southbound			Eastbound			Westbound			ONE HOUR SUM	
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR		TOTAL
4:00-4:15							43				38		81	422
4:15-4:30							58				50		108	473
4:30-4:45							54				66		120	472
4:45-5:00							55				58		113	471
5:00-5:15							70				62		132	460
5:15-5:30							61				46		107	
5:30-5:45							61				58		119	
5:45-6:00							53				49		102	

PM PEAK HOUR IS FROM: 4:15 PM TO 5:15 PM
 Volumes: 0 0 0 0 0 0 0 237 0 0 0 236 0 473
 Season Factor: 0 0 0 0 0 0 0 258 0 0 0 257 0 516
 Growth: 0 0 0 0 0 0 0 292 0 0 0 291 0 583
 In/Out: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Percentage: 90% 10% 0% 0% 0% 0% 0% 90% 10% 0% 0% 0% 0% 0%
PROJECT 42 0 5 0 0 0 0 0 61 7 0 0 0 115

Seasonal Factor: 1.09
 Trips In: 47
 Trips Out: 68
 Growth Rate: 1.025
 Years Growth: 5
 PHF: 0.90



HCS Two-Way Stop-Control Report

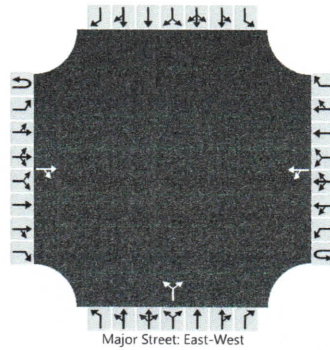
General Information

Analyst	James Kemp
Agency/Co.	O'Rourke Engineering
Date Performed	7/12/2024
Analysis Year	2026
Time Analyzed	AM Peak Hour
Intersection Orientation	East-West
Project Description	407 E. Weatherbee

Site Information

Intersection	Weatherbee & Driveway 1
Jurisdiction	St. Lucie County
East/West Street	Weatherbee Road
North/South Street	Driveway 1
Peak Hour Factor	0.86
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6	7	8	9		10	11	12	
Number of Lanes	0	0	1	0	0	0	1	0	0	1	0		0	0	0	
Configuration				TR		LT				LR						
Volume (veh/h)			211	20		2	352		58		6					
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)					4.1				7.1		6.2					
Critical Headway (sec)					4.13				6.43		6.23					
Base Follow-Up Headway (sec)					2.2				3.5		3.3					
Follow-Up Headway (sec)					2.23				3.53		3.33					

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)					2				74							
Capacity, c (veh/h)					1289				438							
v/c Ratio					0.00				0.17							
95% Queue Length, Q ₉₅ (veh)					0.0				0.6							
95% Queue Length, Q ₉₅ (ft)					0.0				15.4							
Control Delay (s/veh)					7.8	0.0			14.9							
Level of Service (LOS)					A	A			B							
Approach Delay (s/veh)					0.1				14.9							
Approach LOS					A				B							

HCS Two-Way Stop-Control Report

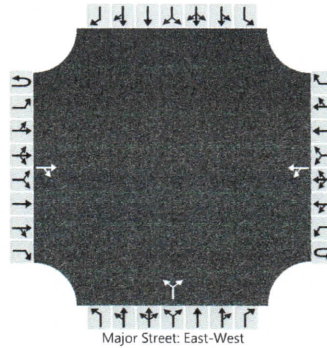
General Information

Analyst	James Kemp
Agency/Co.	O'Rourke Engineering
Date Performed	7/12/2024
Analysis Year	2026
Time Analyzed	PM Peak Hour
Intersection Orientation	East-West
Project Description	407 E. Weatherbee

Site Information

Intersection	Weatherbee & Driveway 1
Jurisdiction	St. Lucie County
East/West Street	Weatherbee Road
North/South Street	Driveway 1
Peak Hour Factor	0.90
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			293	61		7	291			42		5				
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)						4.1					7.1			6.2		
Critical Headway (sec)						4.13					6.43			6.23		
Base Follow-Up Headway (sec)						2.2					3.5			3.3		
Follow-Up Headway (sec)						2.23					3.53			3.33		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						8					52					
Capacity, c (veh/h)						1160					420					
v/c Ratio						0.01					0.12					
95% Queue Length, Q ₉₅ (veh)						0.0					0.4					
95% Queue Length, Q ₉₅ (ft)						0.0					10.2					
Control Delay (s/veh)						8.1	0.1				14.8					
Level of Service (LOS)						A	A				B					
Approach Delay (s/veh)					0.3				14.8							
Approach LOS					A				B							