



DISTRICT  
PLANNING  
GROUP

# PROJECT NARRATIVE

Pulte Cornerstone

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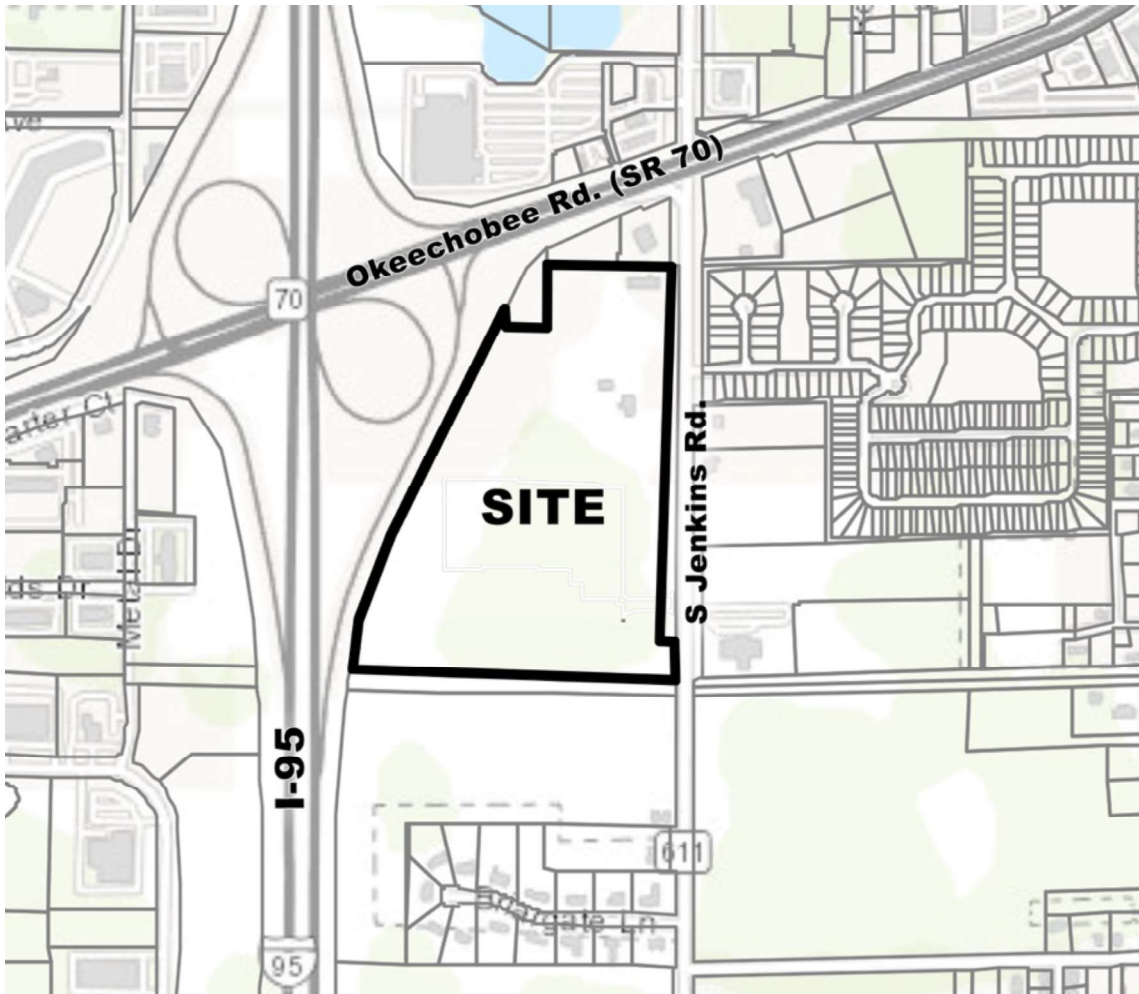
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## Summary

Pulte is proposing a 250-lot single family home Planned Development community with associated amenities at 2721 S. Jenkins Road. This site is located just south of the Okeechobee Road commercial service area, to the east of the Avalon Crossings Planned Development, and lies between Jenkins Road and the I-95 northbound off ramp to Okeechobee Road.



The site consists of two parcels totaling 49.92 acres. The primary parcel has a Future Land Use designation of General Commercial (GC), and an application to amend the Future Land Use Map to Medium Density Residential (RM) is under review by the City of Fort Pierce.

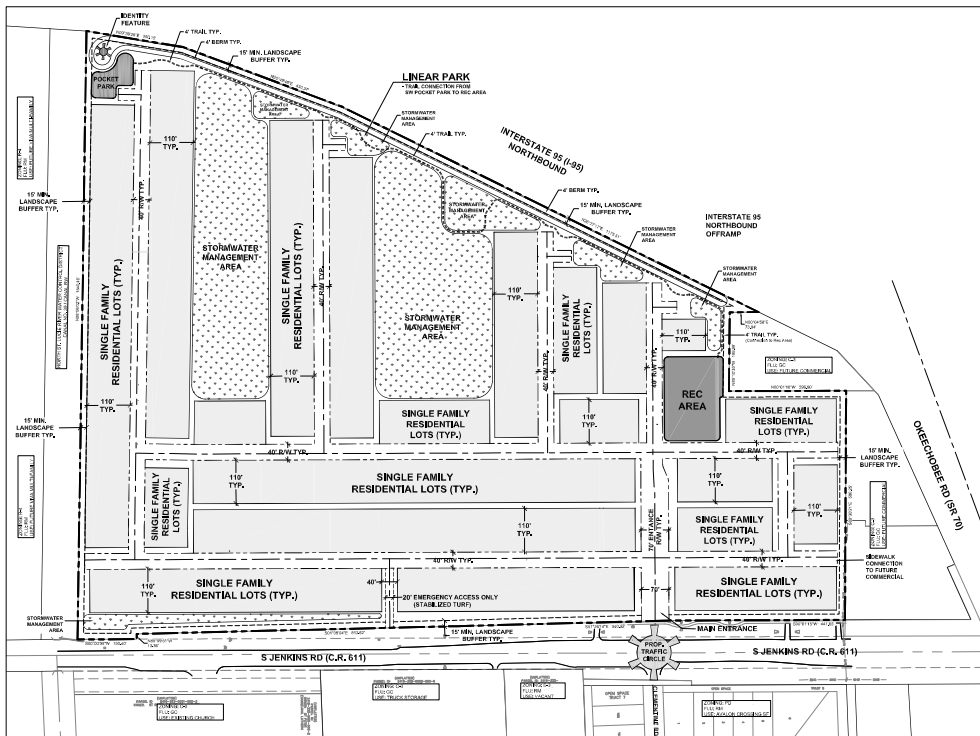
If adopted, RM Future Land Use permits density of between 6.5 - 12 units per acre. The proposed 250 lot development is substantially less dense than the 599 units permitted under RM Future Land Use. The density proposed is 5 dwelling units per acre. Therefore, this development proposal is a significant decrease in density.

It is the intent of this Planned Development to provide high quality neighborhood living in a range of lot sizes to appeal to a broad range of future homeowners with creative on-site amenities. The site is

strategically located within a short walk of neighborhood services, schools and workplace centers, with easy access to the State's Intermodal System of I-95 and the Florida Turnpike.

# Cornerstone Master Plan

The Master Plan prepared by Todd Troxell, ALSA, HJA Design Studio is shown below. The site is beneficial in terms of close access to goods, services, jobs, schools and highways, but also presents a design challenge, as it backs up to I-95. Care has been taken in this design to minimize impacts from the I-95 adjacency through creative site design and the inclusion of a 3.5 acre linear and pocket park to buffer homes from the busy road.



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 LA 00000005

**Site Data**

Site Address:	2721 S. Jenkins Rd., Fort Pierce, FL 34981
Total Site Area:	49.92 Ac. / 2,174,386 SF
Minimum Open Space (23%):	9.28 Ac. / 434,877 SF
Existing Zoning:	C-3 (General Commercial)
Proposed Zoning:	PD (Planned Development)
Existing FLL:	GC (General Commercial)
Proposed FLL:	RM (Medium Density Residential)
Proposed Use:	Single Family Residential
Proposed Lots / Dwelling Units:	250 Lots / Units
Parcel ID #:	23244130000039 23244300010002

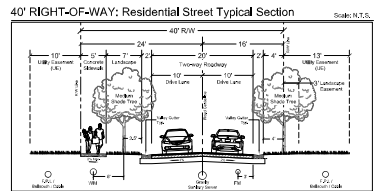
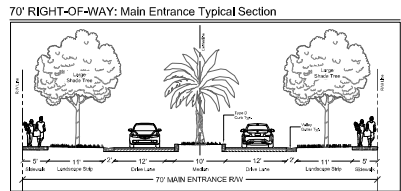
**Density**

Maximum Density:	(RM) 12 DU / Ac. (65.92 Ac. x 12 DU / Ac.)	599 Units
Proposed Density:		250 Units
Proposed Gross Site Density:		5 DU / Ac.

**PD Lot Standards & Setbacks**

**Legal Description**

PARCELS 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250.



Scale: 1" = 100'  
 0 50 100 200 300  
 North

**Pulte Cornerstone**  
 City of Fort Pierce  
 Master PD Site Plan  
 Florida  
 MSP-1  
 Job No. 2014-41  
 Drawn By: TTT  
 Checked By: MSL  
 Approved By: MSL  
 Submittal Date: 11-15-2017  
 Revision Dates:

The Master Plan calls for 250 mixed size single family lots that provide home sizes and designs for a range of homeowner needs. The site is designed with a grid network of streets which have been designed to minimize lots directly adjacent to or backing I-95.

A linear park connecting the recreational area to a pocket park provides additional buffer for the new neighborhood from I-95. The linear park leverages a creative use of stormwater facilities by transforming them into bioswales and rain gardens through which a meandering 1/3 mile long walking path winds with resting stops overlooking the naturalized and lake vistas. At the southwest corner of the property, and at

the terminus of the linear park, lies a pocket park where a sculptural art installation is proposed. This art installation will be visible to the travelling public on I-95, and is intended to create a beautiful and unique sense of arrival to the City of Fort Pierce while exhibiting the quality of design homebuyers will find in the new Pulte Cornerstone neighborhood.

Because of increasing traffic and a planned expansion of Jenkins Road, Pulte is proposing a unique solution for its northern neighbor's access challenges by contributing to installation of a 4-lane traffic circle at the aligned intersection of Avalon Crossing and Cornerstone. This unique transportation planning solution will efficiently and safely allow U-turns for access to the commercial parcels to the north while managing residential traffic from Cornerstone and Avalon Crossing.

## Planned Development Statement of Benefits

The City of Fort Pierce Planned Development Code (Section 125-212 (a)) outlines the purpose of the Planned Development zoning district:

*The Planned Development (PD) Zone District is to provide a process for the evaluation of developments which are not otherwise permitted in the zoning districts established by this chapter. The PD District is a voluntary process commenced by an applicant for such zoning designation. The intent is to establish a resilient living and working environment through the application of enlightened and imaginative approaches to community planning, stormwater infrastructure and property design. A PD should provide a variety of natural features and scenic areas, efficient and economical land use, improved amenities, orderly and economic development, and the protection of adjacent existing and future development. Therefore, the PD alternative may allow uses and design concepts which are not specifically allowed in standard zoning districts. To the extent that any provisions of this section conflict with any other provisions of this Code, the provisions of this section shall prevail.*

Pulte Cornerstone Planned Development is consistent with the Purpose of the Planned Development District as follows:

1. Resilient Living and Working Environment
  - a. The chosen location, adjacent to walkable goods, services, jobs, schools and churches provides for a naturally-occurring resilient living and working environment. Convenient vehicle access to the State's Intermodal System of I-95 and the Turnpike provide fewer vehicle miles travelled (VMTs) for commuting outside the Fort Pierce area.
2. Enlightened and Imaginative Approaches to Community Planning
  - a. Recognizing that this site is an important entrance into the City of Fort Pierce from I-95, Pulte plans to invest in a large art piece to be installed at the southwest corner of the site visible to northbound drivers on I-95 along the northbound off ramp. It is the goal of this investment to set the tone for those entering the City to expect a unique and special place. This art will be curated by the St. Lucie Cultural Alliance with the goal of engaging a local artist to create the artwork.
3. Enlightened and Imaginative Approaches to Stormwater Infrastructure
  - a. Stormwater has been designed within the site to create vistas for homeowners, and amenities for residents as the use the landscaped walking trail that meanders between bioswales and

raingardens between the cabana pool and the pocket park along the western boundary of the property

4. Enlightened and Imaginative Approaches to Property Design
  - a. Pulte supports innovative solutions to community planning challenges by designing and contributing toward a 4-lane roundabout/traffic circle at the main entrance.
5. Variety of Natural Features and Scenic Areas
  - a. Lakes, bioswales, raingardens turn what standard stormwater management into beautiful vistas and passive recreation areas.
  - b. Street trees, spaced every 50' along all interior roads create a sense of outdoor living space, shaded walking areas and a cohesive community design.
6. Efficient and Economical Land Use
  - a. Three lot types provide for a variety of home options and visual variety in the neighborhood. This variety provides homes at varying price points which can meet the needs of many different residents.
  - b. The location of this new neighborhood provides for an efficient land use, locating 250 residences in close proximity to goods, services, jobs, schools and highways.
7. Improved Amenities
  - a. Amenities include a cabana pool, interconnected and meandering walking trail through bioswales and raingardens, pocket park, custom sculptural art installation, pedestrian connection to adjacent commercial uses and centralized mail kiosk at recreational amenity center.
8. Orderly and Economic Development
  - a. This development is consistent with approved and newly developed residential uses to the east and west.
9. Protection of Adjacent Uses (Existing and Future)
  - a. Pulte supports innovative solutions to community planning challenges by designing and contributing toward a 4-lane roundabout/traffic circle at the main entrance. This innovative solution to a community challenge arises from narrow commercial parcels fronting Okeechobee Road. These parcels need access on Jenkins Road due to Okeechobee Road access constraints, but the increase in traffic on Jenkins Road and future widening plans also make a full access for these parcels challenging. Pulte proposes to provide u-turn access for these constrained sites through a traffic circle that will also manage the safe ingress/egress needs of Cornerstone and Avalon Crossing. Without this neighborly coordination by Cornerstone, it would make future development of these parcels challenging.

## Subject Property Existing Conditions

### Future Land Use and Zoning

Parcel IDs:	2324-413-0000-000-9, 2324-431-0001-000-2
Location:	South of the Okeechobee Road commercial service area, to the east of the Avalon Crossings Planned Development, and lies between Jenkins Road and the I-95 northbound off ramp to Okeechobee Road
Jurisdiction:	City of Fort Pierce, FL
Future Land Use	Existing: General Commercial (GC)
Future Land Use	Proposed: Medium Density Residential (6.5 - 12 units per acre)
Zoning District	Existing: General Commercial (C-3)
Zoning District:	Proposed: Planned Development (PD)

## Proposed Zoning Atlas Map Consistency

In consideration of the appropriate Future Land Use and Zoning for the site, a review of compatibility of the surrounding land uses was necessary. Table 2 provides the Future Land Use and Zoning and current uses of those properties.

**Table 2: Site and Surrounding Land Uses**

	Site	North	South	East	West
<b>Future Land Use</b>	General Commercial (GC)	General Commercial (GC)	Medium Density Residential (RM)	Medium Density Residential (RM) and General Commercial (GC)	Interstate-95
<b>Zoning</b>	General Commercial (C-3)	General Commercial (C-3)	Medium Density Residential (R-4)	Residential Single Family (E-3), Single-family Intermediate Residential (R-2), and Planned Development (PD)	Interstate-95
<b>Current Use</b>	Vacant	Vacant	Viva West - Approved 222-unit rental community	Avalon Crossing PUD, Vehicle Storage, St Peter Evangelical Lutheran Church	Interstate-95

## Consistency with Existing Character

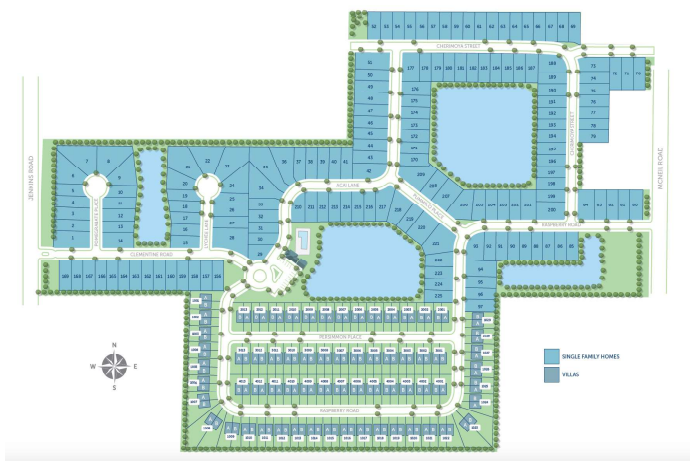
The trend of development in this area is toward providing much-needed residential development close to excellent commuting access on I-95 and the Turnpike, and walkable access to neighborhood services and retail at the intersection of Okeechobee and Jenkins Road. Within the past five (5) years, residential development plans have been approved directly to the east (Avalon Crossing single family Planned Development) and to the south (Viva West residential R-4 rental community.) Much of Avalon Crossing has been constructed, demonstrating buyer demand for housing in this area.

As both Avalon Crossing and Viva West carry a Medium Density Residential (RM) designation allowing for between 6.5 and 12 units per acre. Therefore, a Planned Development at a density of 5 units per acre is proposed for this adjacent site, consistent with recent neighboring development to the east and south.

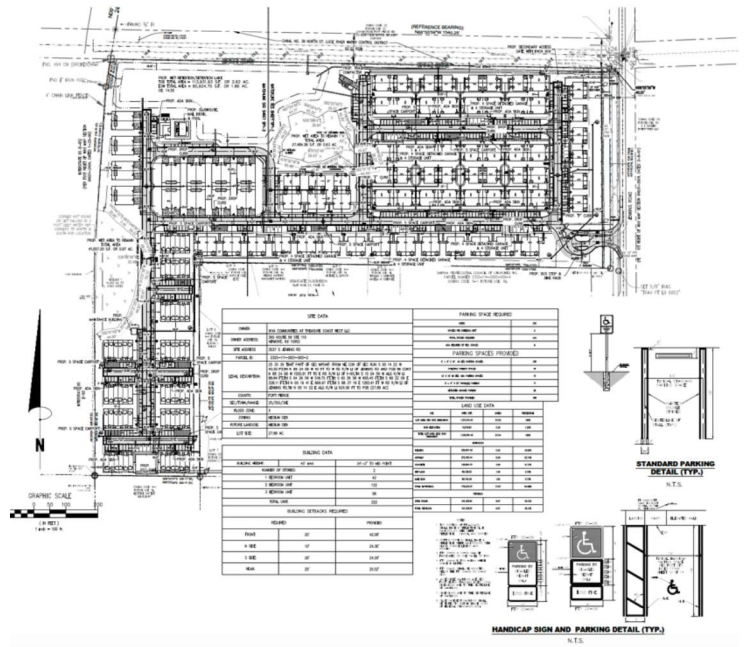
These two (2) residential developments within the vicinity of the subject site were approved through different processes and standards: one a PD, and the other, under the R-4 Zoning District regulations. More specifically, in January 2024, the Fort Pierce City Commission approved the Viva West Rental Community consisting of 222 rental units. Villa West will consist of one-bedroom, two-bedroom and three-bedroom duplexes as well as two-bedroom row houses. Viva East is the sister project to Viva West. Both communities will share access to amenities such as a fitness center, business lodge, community room, catering kitchen, pet spa, outdoor grilling areas and more. The architecture for this project is based on the Florida Cracker style.

The Avalon Crossing site consists of approximately 74.2 acres with a Future Land Use designation of RM and a compatible zoning classification of PD. It was constructed in two (2) phases, with the first phase approved on October 7, 2019, and the latter on August 15, 2022.

### Avalon Crossings Planned Development



### Viva West Residential Development



## Proposed Planned Development Standards

	<b>Lot Type A</b>	<b>Lot Type B</b>	<b>Lot Type C</b>
<b>Lot Area</b>	5500 - 6490	4400 - 5390	3300 - 4290
<b>Depth</b>	110	110	110
<b>Width</b>	50'-59'	40'-49'	30'-39'
<b>Lot Coverage</b>	55%	55%	50%
<b>Setbacks</b>			
<b>Front</b>	20	20	20
<b>Side</b>	3	3	3
<b>Side</b>			
<b>Corner</b>	N/A	N/A	N/A
<b>Rear</b>	10	10	10
<b>Building Separation</b>	6'	6'	6'

### Rights of Way

<b>Entry</b>	
<b>Boulevard</b>	70'
<b>Interior Streets</b>	40'

### Pavement Lane Width

<b>Entry</b>	
<b>Boulevard</b>	12'
<b>Interior Streets</b>	10'

### Block Length (Max.)

1,400'

### Curb Type

Valley Gutter

### Sidewalks

5'

<b>Entry</b>	
<b>Boulevard</b>	Both sides of street
<b>Interior Streets</b>	One side of street

### **Accessory uses allowed in rear/side setback**

- AC
- Fences
- Patios
- Pool
- Screen enclosure
- Roof overhangs
- Exterior Gas Water Heaters

### **Open Space**

All dry detention that is amenitized through bioswale or raingarden design shall be counted toward Open Space acreage.

### **Landscape Standards**

#### **Fort Pierce Land Development Ordinances: Chapter 123, Article II**

#### **Sec. 123-36. - Landscaping design standards for single- & two-family residential structures.**

The tree and shrub requirements of this section shall not be applicable.

#### **Sec. 123-37. (1). - Requirements for plant materials.**

The Pulte Cornerstone PD shall comply with all requirements of the above referenced section.

#### **Sec. 123-37. (11). - Installation of landscaping.**

The Pulte Cornerstone PD shall comply with the above referenced section.

#### **Sec. 123-37. (12). - Maintenance of landscaping.**

The Pulte Cornerstone PD shall comply with the above referenced section.

#### **Perimeter Landscape Strip adjacent to an off-site Right-of-Way:**

A fifteen foot (15') minimum landscape strip shall be provided along the entire perimeter of the site's property boundary adjacent to an off-site right-of-way, except where access drives or sidewalk connections are located. A minimum of one (1) tree per thirty (30) linear feet based on the entire length of the landscape strip and a continuous shrub hedge shall be required. Trees may be grouped together (as seen fit) rather than evenly spaced thirty (30) feet on center. Required shrub hedges shall be spaced a maximum of 36-inches on center and shall maintained to form a 36-inches or higher continuous visual screen within a maximum of one (1) year from the time of installation. The remainder of the landscape strip shall be completely covered with sod,

ground cover or other landscape treatment. Landscape berms and six (6) foot fences or walls shall be allowed within landscape strips.

**Perimeter Landscape Strip adjacent to an abutting Property:**

A fifteen foot (15') minimum landscape strip shall be provided along the entire perimeter of the site's property boundary adjacent to an abutting property. A minimum of one (1) tree per thirty (30) linear feet based on the entire length of the landscape strip and a continuous shrub hedge shall be required. Trees may be grouped together (as seen fit) rather than evenly spaced thirty (30) feet on center. Required shrub hedges shall be spaced a maximum of 36-inches on center and shall maintained to form a 36-inches or higher continuous visual screen within a maximum of one (1) year from the time of installation. The remainder of the landscape strip shall be completely covered with sod, ground cover or other landscape treatment. Landscape berms and six (6) foot fences or walls shall be allowed within landscape strips.

**Street Trees along Internal Roadways:**

Street trees shall be provided along both sides of internal roadways at a minimum of one (1) tree per fifty (50) linear feet. Trees may be grouped closer together (as seen fit) rather than evenly spaced fifty (50) feet on center. Trees may be placed along the sides of roadways within the right-of-way or placed directly adjacent.

**Mitigation/Replacement Standards**

**Fort Pierce Land Development Ordinances: Chapter 123, Article III - Tree Protection**

All sections under Chapter 123, Article III - Tree Protection shall be applicable.

As part of the Pulte Cornerstone PD, the following is an addition to **Section 123-66. - Tree Protection and Mitigation** to provide a few alternative methods for obtaining inch credit towards tree replacement. These additions or alternative methods will help promote and encourage the following:

- the planting of larger trees
- the creation of native habitat
- enhanced stormwater treatment systems
- minimizing sod areas which reduces watering needs, fertilizer and maintenance
- reduction in long term irrigation needs

The following may be implemented in all common areas of the Pulte Cornerstone PD:

**Increased Size of Code Required Trees:**

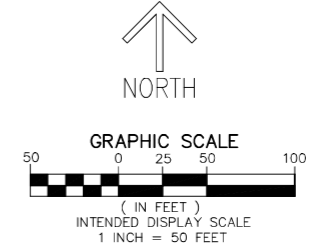
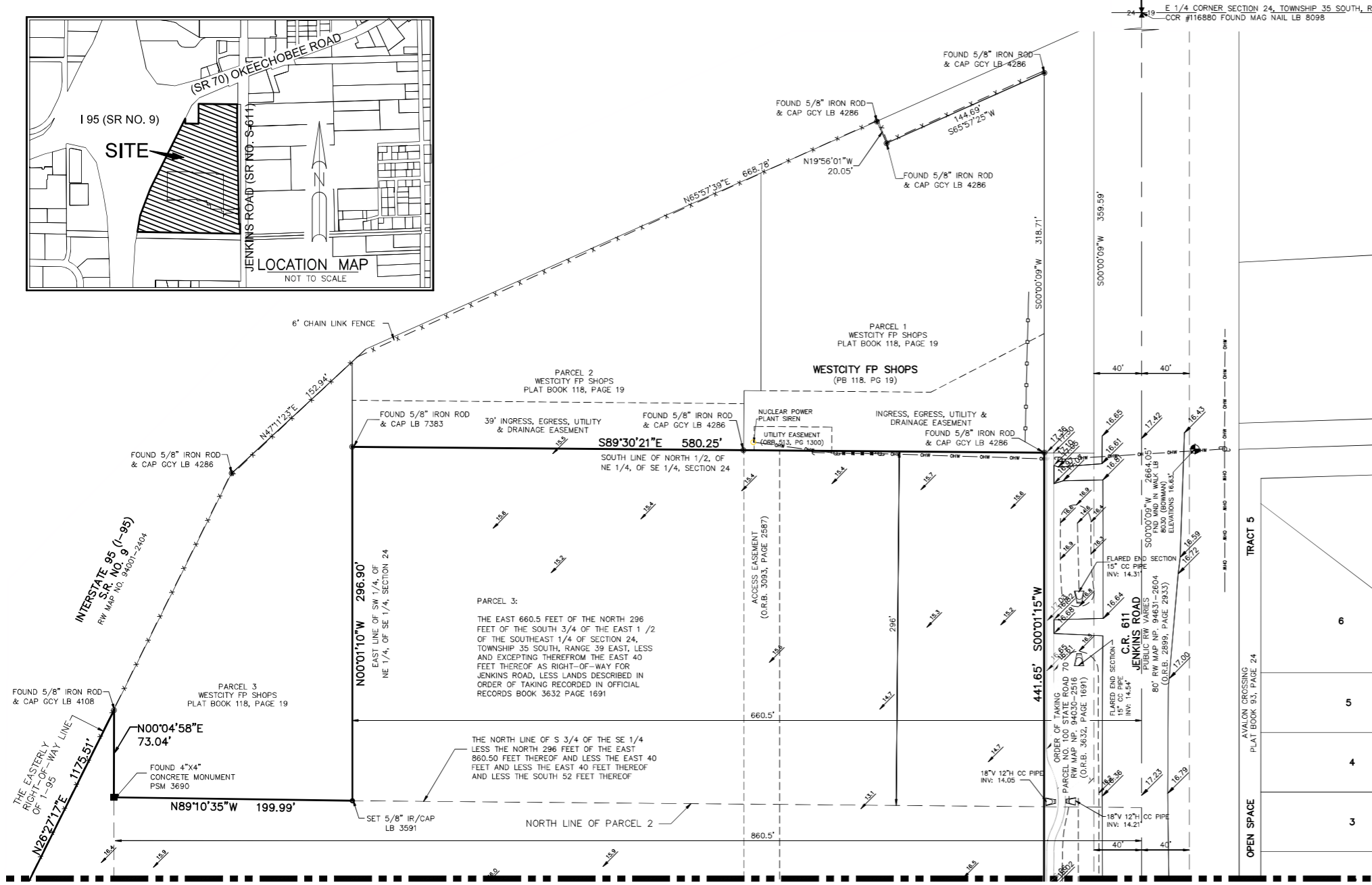
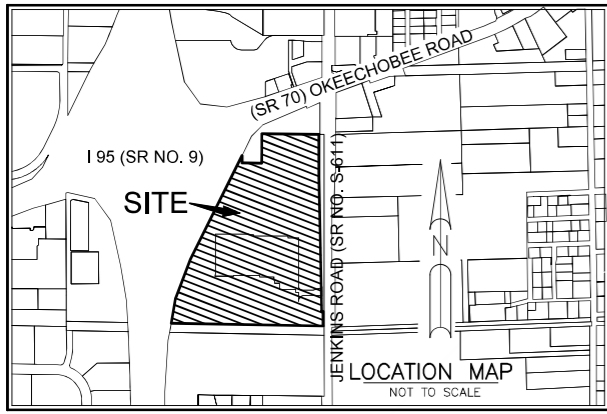
Inch credit shall be obtained towards tree replacement through increasing the installation size of the code required tree or trees. This shall be based on the increased difference of the installed caliper size. For example, a code tree is required to have a 2.5-inch caliper. If that tree was

specified to be installed with a 3.5-inch caliper, then 1 inch of credit shall be obtained towards tree replacement.

**Additional Native Understory Plantings for Inch Credit:**

Inch credit shall be obtained towards tree replacement through the planting of native understory plants which that are provided in addition to the landscape code requirements. Native understory plants may consist of shrubs, ornamental grasses, ground covers and aquatic plants. Credit shall be in accordance with the following standards in chart below:

<b>Size of Native Plant Material</b>	<b>Inch Credit</b>
1 gallon or Bare Root	1 inch per 24 plants
3 gallon	1 inch per 12 plants
7 gallon	1 inch per 2 plants



THE FOLLOWING IS A PARTIAL LIST OF NUMBERED EXCEPTIONS WHICH CORRESPOND TO THE NUMBERED EXCEPTIONS CONTAINED IN SCHEDULE B, PART II OF EXCEPTIONS OF THE FIDELITY NATIONAL TITLE INSURANCE COMPANY COMMITMENT FOR TITLE INSURANCE HAVING A FILE NUMBER: 522400441G, WITH AN COMMITMENT DATE OF MAY 23, 2024 @ 5:00 P.M.

**SCHEDULE B, PART II EXCEPTIONS**

- Resolution 96-011 recorded February 6, 1996, in Official Records Book 997, Page 2176. (AFFECTS NOTHING TO PLOT)
- Ordinance No K-251 recorded March 4, 2004, in Official Records Book 1912, Page 2979. (AFFECTS, ANNEX INTO THE CITY OF FORT PIERCE)
- Restrictive Covenants and Access Easement Agreement recorded May 28, 2009, in Official Records Book 3093, Page 2587. (AFFECTS PLOTTED)
- Developer's Agreement recorded July 1, 2010, in Official Records Book 3209, Page 1238. (AFFECTS NOTHING TO PLOT)
- Rights of tenants occupying all or part of the insured land under unrecorded leases or rental agreements. (AFFECTS NOTHING TO PLOT)

**CERTIFIED TO:**

PULTE HOME COMPANY, LLC, A MICHIGAN LIMITED LIABILITY COMPANY  
FIDELITY NATIONAL TITLE INSURANCE COMPANY

**SURVEYOR'S CERTIFICATE:**

I HEREBY CERTIFY THAT THE ATTACHED BOUNDARY SURVEY OF THE HEREON DESCRIBED PROPERTY IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF AS SURVEYED UNDER MY DIRECTION ON JULY 12, 2024. I FURTHER CERTIFY THAT THIS BOUNDARY SURVEY MEETS THE STANDARDS OF PRACTICE SET FORTH IN CHAPTER 5J-17.050, 5J-17.051, 5J-17.052, FLORIDA ADMINISTRATIVE CODE, ADOPTED BY THE FLORIDA BOARD OF PROFESSIONAL SURVEYORS AND MAPPERS, PURSUANT TO FLORIDA STATUTES 472.027, AS AMENDED AND CHAPTERS 177.041 AND 177.061, FLORIDA STATUTES. THE FIELDWORK WAS COMPLETED ON JULY 12, 2024.

*[Signature]*  
RONNIE L. FURNISS  
PROFESSIONAL SURVEYOR MAPPER #6272  
STATE OF FLORIDA

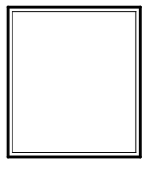
CAULFIELD AND WHEELER, INC  
SURVEYORS - ENGINEERS - PLANNERS  
7900 GLADES ROAD, SUITE 100  
BOCA RATON, FLORIDA 33434  
PHONE (561) 392-1991 / FAX (561) 750-1452

REVISIONS	DATE	BY

CAULFIELD & WHEELER, INC.  
CIVIL ENGINEERING  
LANDSCAPE ARCHITECTURE - SURVEYING  
7900 GLADES ROAD - SUITE 100  
BOCA RATON, FLORIDA 33434  
PHONE (561) 392-1991 / FAX (561) 750-1452

ALTA/BOUNDARY & TOPOGRAPHIC SURVEY  
PULTE GROUP  
A PORTION OF THE SOUTH 3/4 OF THE SE 1/4 OF SECTION 24, TOWNSHIP 35 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA

DATE	6/20/2024
DRAWN BY	RLF
F.B./PG.	ELECT
SCALE	AS SHOWN



JOB #	10108
SHT. NO.	1
OF 3 SHEETS	

- LEGEND**
- N.S.L.R.W.C.D. - NORTH ST. LUCIE RIVER WATER CONTROL DISTRICT
  - O.R.B. - OFFICIAL RECORD BOOK
  - RW - RIGHT-OF-WAY
  - RCP - REINFORCED CONCRETE PIPE
  - PB - PLAT BOOK
  - PG - PAGE
  - ANCHOR
  - CABLE TV VAULT
  - CATCH BASIN
  - CONCRETE POWER POLE
  - CROSSWALK SIGNAL
  - CURB INLET
  - HOG OR BARBED WIRE FENCE
  - DENOTES FOUND SURVEY ROD & CAP
  - DENOTES NAIL & SURVEY DISK
  - DRAINAGE MANHOLE
  - ELECTRIC HAND HOLE
  - ELECTRICAL WIRES OVERHEAD
  - FIBER OPTIC BOX
  - FIRE HYDRANT
  - MAST ARM / TRAFFIC SIGNAL
  - LIGHT POLE
  - SANITARY MANHOLE
  - SEWER VALVE
  - TRAFFIC SIGN
  - WATER VALVE
  - WOOD POWER POLE (UNLESS NOTED)
  - SURVEY MARKER/CONTROL POINT
  - PRM - DENOTES PERMANENT REFERENCE MONUMENT
  - 5/8" IRON ROD WITH CAP STAMPED "C&W PRM LB 3591"
  - DENOTES FOUND SURVEY MARKER
  - SET 5/8" IR/CAP LB 3591

**DESCRIPTION:**

**PARCEL 1:**  
THE SOUTH 574.36 FEET OF THE FOLLOWING-DESCRIBED PROPERTY:  
THAT PART OF THE SOUTH 3/4 OF THE SE 1/4 OF SECTION 24, TOWNSHIP 35 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA, LYING EASTERLY OF THE EASTERLY RIGHT-OF-WAY LINE OF 1-95, LESS THE NORTH 296 FEET OF THE EAST 860.50 FEET THEREOF, AND LESS THE EAST 40 FEET THEREOF AND LESS THE SOUTH 52 FEET THEREOF. LESS LANDS DESCRIBED IN ORDER OF TAKING RECORDED IN OFFICIAL RECORDS BOOK 3632 PAGE 1691

**PARCEL 2:**  
THAT PART OF THE SOUTH 3/4 OF THE SE 1/4 OF SECTION 24, TOWNSHIP 35 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA, LYING EASTERLY OF THE EASTERLY RIGHT-OF-WAY LINE OF 1-95, LESS THE NORTH 296 FEET OF THE EAST 860.50 FEET THEREOF, AND LESS THE SOUTH 626.36 FEET THEREOF, LESS LANDS DESCRIBED IN ORDER OF TAKING RECORDED IN OFFICIAL RECORDS BOOK 3632 PAGE 1691

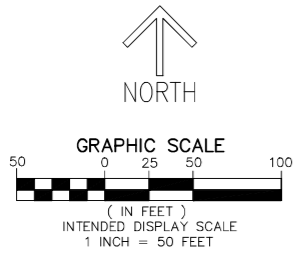
**PARCEL 3:**  
THE EAST 660.5 FEET OF THE NORTH 296 FEET OF THE SOUTH 3/4 OF THE EAST 1/2 OF THE SOUTHEAST 1/4 OF SECTION 24, TOWNSHIP 35 SOUTH, RANGE 39 EAST, LESS AND EXCEPTING THEREFROM THE EAST 40 FEET THEREOF AS RIGHT-OF-WAY FOR JENKINS ROAD, LESS LANDS DESCRIBED IN ORDER OF TAKING RECORDED IN OFFICIAL RECORDS BOOK 3632 PAGE 1691  
ALL LYING AND BEING IN ST. LUCIE COUNTY, FLORIDA.  
CONTAINING: 49.917 ACRES, MORE OR LESS

**SURVEY NOTES:**

- LAST DATE OF FIELD DATA ACQUISITION FOR THIS SURVEY IS JULY 12, 2024.
- THIS SURVEY MAP AND REPORT OR THE COPIES THEREOF ARE NOT VALID WITHOUT THE ORIGINAL SIGNATURE AND SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.
- ALL MEASUREMENTS ARE IN ACCORDANCE WITH THE UNITED STATES STANDARD FEET.
- ADDITIONS OR DELETIONS TO SURVEY MAPS OR REPORTS BY OTHER THAN THE SIGNING PARTY OR PARTIES IS PROHIBITED WITHOUT WRITTEN CONSENT OF THE SIGNING PARTY OR PARTIES.
- LANDS SHOWN HEREON WERE ABSTRACTED BY FIDELITY NATIONAL TITLE INSURANCE COMPANY, COMMITMENT FILE NUMBER: 522400441G, EFFECTIVE DATE MAY 23, 2024 AT 5:00 P.M. AND ALL PLOTTABLE EXCEPTIONS ARE SHOWN HEREON.
- THE DESCRIPTION OF THE LAND CONTAINED IN THIS SURVEY IS PER EXHIBIT "A" OF THE TITLE COMMITMENT REFERENCED ABOVE.
- BEARINGS SHOWN HEREON ARE RELATIVE TO A RECORD BEARING OF SOUTH 00°00'09" WEST ALONG THE EAST LINE OF SECTION 24, TOWNSHIP 35 SOUTH, RANGE 39 EAST AS DEPICTED ON STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION MAP, ITEM/SEGMENT NO. 428984-1 STATE PROJECT NO. 94030.2516 STATE ROAD NO. 70 (OKEECHOBEE RD.).
- SUBJECT PROPERTY FALLS WITHIN ZONE "X", ACCORDING TO THE NATIONAL FLOOD INSURANCE PROGRAM (NFIP) FLOOD INSURANCE RATE MAP (FIRM); COMMUNITY PANEL NO. 12111C01673, CITY OF FORT PIERCE, ST. LUCIE COUNTY, COMMUNITY NO. 120286 PANEL 0167, SUFFIX J; DATED FEBRUARY 16, 2012.
- THERE ARE NOT GAPS, GORES OR HIATUSSES, THE TRACTS ARE CONTIGUOUS ALONG THEIR BOUNDARIES.

SEE SHEET 2

SEE SHEET 1



INTERSTATE 95 (I-95)  
S.R. NO. 9  
RW MAP NO. 94001-2404

6' CHAIN LINK FENCE  
THE EASTERLY RIGHT-OF-WAY  
LINE OF I-95

THE WEST LINE OF S 3/4 OF THE SE 1/4  
LESS THE NORTH 296 FEET OF THE EAST  
860.50 FEET THEREOF AND LESS THE EAST 40  
FEET AND LESS THE EAST 40 FEET THEREOF  
AND LESS THE SOUTH 52 FEET THEREOF

THE WEST LINE OF S 3/4 OF THE SE 1/4  
LESS THE NORTH 296 FEET OF THE EAST  
860.50 FEET THEREOF AND LESS THE EAST 40  
FEET AND LESS THE EAST 40 FEET THEREOF  
AND LESS THE SOUTH 52 FEET THEREOF

PARCEL 2:  
THAT PART OF THE SOUTH 3/4 OF THE SE 1/4  
OF SECTION 24, TOWNSHIP 35 SOUTH, RANGE  
39 EAST, ST. LUCIE COUNTY, FLORIDA, LYING  
EASTERLY OF THE EASTERLY RIGHT-OF-WAY  
LINE OF I-95, LESS THE NORTH 296 FEET OF  
THE EAST 860.50 FEET THEREOF, AND LESS  
THE EAST 40 FEET THEREOF, AND LESS THE  
SOUTH 626.36 FEET THEREOF, LESS LANDS  
DESCRIBED IN ORDER OF TAKING RECORDED IN  
OFFICIAL RECORDS BOOK 3632 PAGE 1691

S00°01'15"W  
441.65'

FOUND IRON ROD &  
CAP LB 6852

ORDER OF TAKING  
PARCEL NO. 100 STATE ROAD  
70  
(O.R.B. 3532, PAGE 1691)

CONCRETE DRIVE

ACCESS EASEMENT  
(O.R.B. 3093, PAGE 2587)

CONCRETE DRIVE

ACCESS EASEMENT  
(O.R.B. 3093, PAGE 2587)

CONCRETE DRIVE

ACCESS EASEMENT  
(O.R.B. 3093, PAGE 2587)

CONCRETE DRIVE

ACCESS EASEMENT  
(O.R.B. 3093, PAGE 2587)

CONCRETE DRIVE

ACCESS EASEMENT  
(O.R.B. 3093, PAGE 2587)

CONCRETE DRIVE

ACCESS EASEMENT  
(O.R.B. 3093, PAGE 2587)

CONCRETE DRIVE

ACCESS EASEMENT  
(O.R.B. 3093, PAGE 2587)

CONCRETE DRIVE

ACCESS EASEMENT  
(O.R.B. 3093, PAGE 2587)

CONCRETE DRIVE

ACCESS EASEMENT  
(O.R.B. 3093, PAGE 2587)

CONCRETE DRIVE

ACCESS EASEMENT  
(O.R.B. 3093, PAGE 2587)

CONCRETE DRIVE

ACCESS EASEMENT  
(O.R.B. 3093, PAGE 2587)

CONCRETE DRIVE

ACCESS EASEMENT  
(O.R.B. 3093, PAGE 2587)

CONCRETE DRIVE

ACCESS EASEMENT  
(O.R.B. 3093, PAGE 2587)

OPEN SPACE

AVALON CROSSING  
PLAT BOOK 93, PAGE 24

CONCRETE DRIVE

ACCESS EASEMENT  
(O.R.B. 3093, PAGE 2587)

CONCRETE DRIVE

ACCESS EASEMENT  
(O.R.B. 3093, PAGE 2587)

CONCRETE DRIVE

ACCESS EASEMENT  
(O.R.B. 3093, PAGE 2587)

CONCRETE DRIVE

ACCESS EASEMENT  
(O.R.B. 3093, PAGE 2587)

CONCRETE DRIVE

ACCESS EASEMENT  
(O.R.B. 3093, PAGE 2587)

CONCRETE DRIVE

ACCESS EASEMENT  
(O.R.B. 3093, PAGE 2587)

CONCRETE DRIVE

ACCESS EASEMENT  
(O.R.B. 3093, PAGE 2587)

CONCRETE DRIVE

ACCESS EASEMENT  
(O.R.B. 3093, PAGE 2587)

CONCRETE DRIVE

ACCESS EASEMENT  
(O.R.B. 3093, PAGE 2587)

CONCRETE DRIVE

ACCESS EASEMENT  
(O.R.B. 3093, PAGE 2587)

CONCRETE DRIVE

ACCESS EASEMENT  
(O.R.B. 3093, PAGE 2587)

CONCRETE DRIVE

ACCESS EASEMENT  
(O.R.B. 3093, PAGE 2587)

CONCRETE DRIVE

ACCESS EASEMENT  
(O.R.B. 3093, PAGE 2587)

CONCRETE DRIVE

ACCESS EASEMENT  
(O.R.B. 3093, PAGE 2587)

(UNPLATTED)  
PARCEL ID: 2419-332-  
0001-000-9  
OWNER: ACENCION  
COVARRUBIAS SANTOYO

(UNPLATTED)  
PARCEL ID: 2419-332-0002-000-6  
OWNER: KRONOS LLC

SET NAIL AND  
TIN TAB IN PAVEMENT  
ELEVATIONS 16.55'

FLARED END SECTION  
15" CC PIPE  
INV: 13.35

SET 5/8" IR/CAP  
LB 3591

FLARED END SECTION  
15" CC PIPE  
INV: 13.35

80' RW MAP NO. 94631-2604  
JENKINS ROAD  
PUBLIC RW VARIES  
(O.R.B. 2899, PAGE 2933)

FLARED END SECTION  
15" CC PIPE  
INV: 13.35

500'00"09"W 2664.05'

FLARED END SECTION  
15" CC PIPE  
INV: 13.35

500'00"09"W 2664.05'

FLARED END SECTION  
15" CC PIPE  
INV: 13.35

500'00"09"W 2664.05'

FLARED END SECTION  
15" CC PIPE  
INV: 13.35

500'00"09"W 2664.05'

FLARED END SECTION  
15" CC PIPE  
INV: 13.35

500'00"09"W 2664.05'

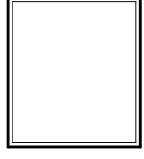
FLARED END SECTION  
15" CC PIPE  
INV: 13.35

NO.	DATE	BY

CAULFIELD & WHEELER, INC.  
CIVIL ENGINEERING  
LANDSCAPE ARCHITECTURE - SURVEYING  
7000 GLADES ROAD - SUITE 100  
BOCA RATON, FLORIDA 33434  
PHONE (561) 392-1991 / FAX (561) 750-1452

ALTA/BOUNDARY & TOPOGRAPHIC SURVEY  
PULTE GROUP  
A PORTION OF THE SOUTH 3/4 OF THE SE 1/4 OF  
SECTION 24, TOWNSHIP 35 SOUTH, RANGE 39 EAST,  
ST. LUCIE COUNTY, FLORIDA

DATE 6/20/2024  
DRAWN BY RLF  
F.B./ PG. ELECT  
SCALE AS SHOWN

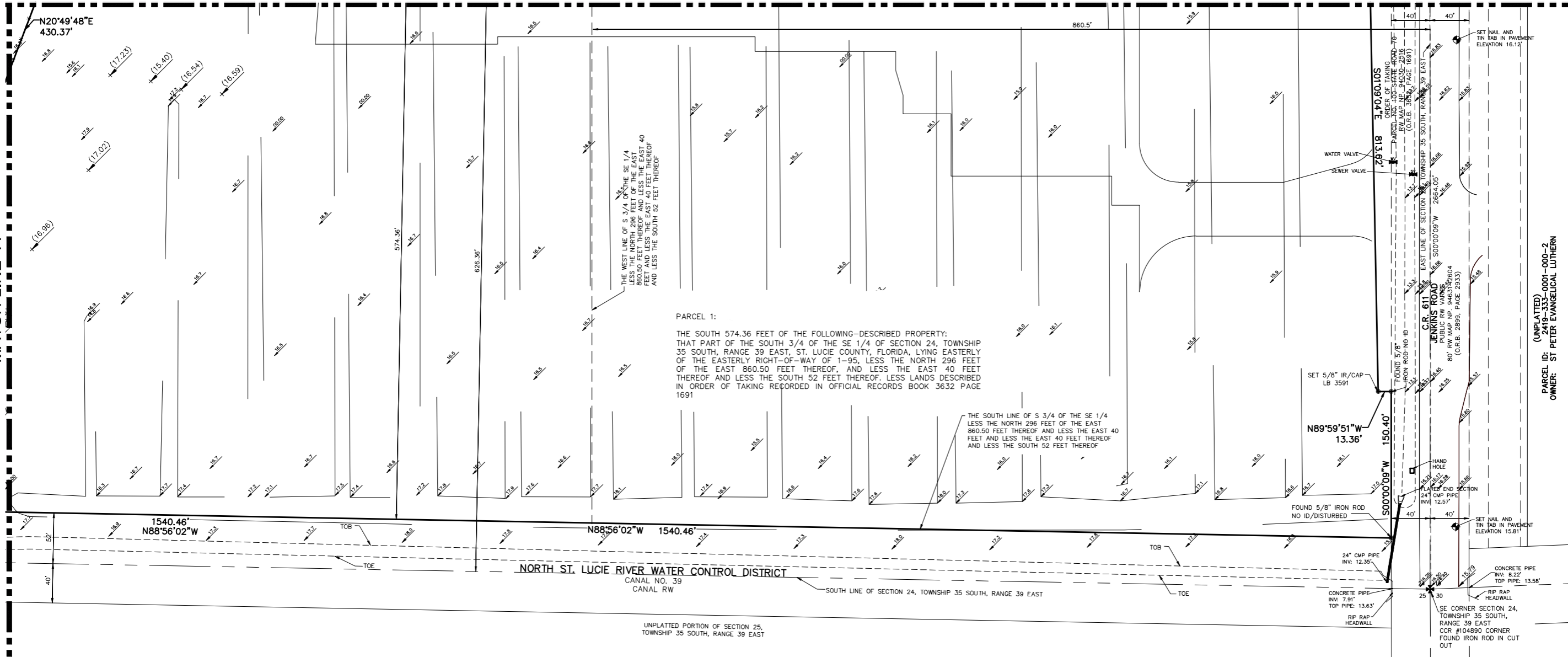


JOB # 10108  
SHT. NO.  
2  
OF 3 SHEETS

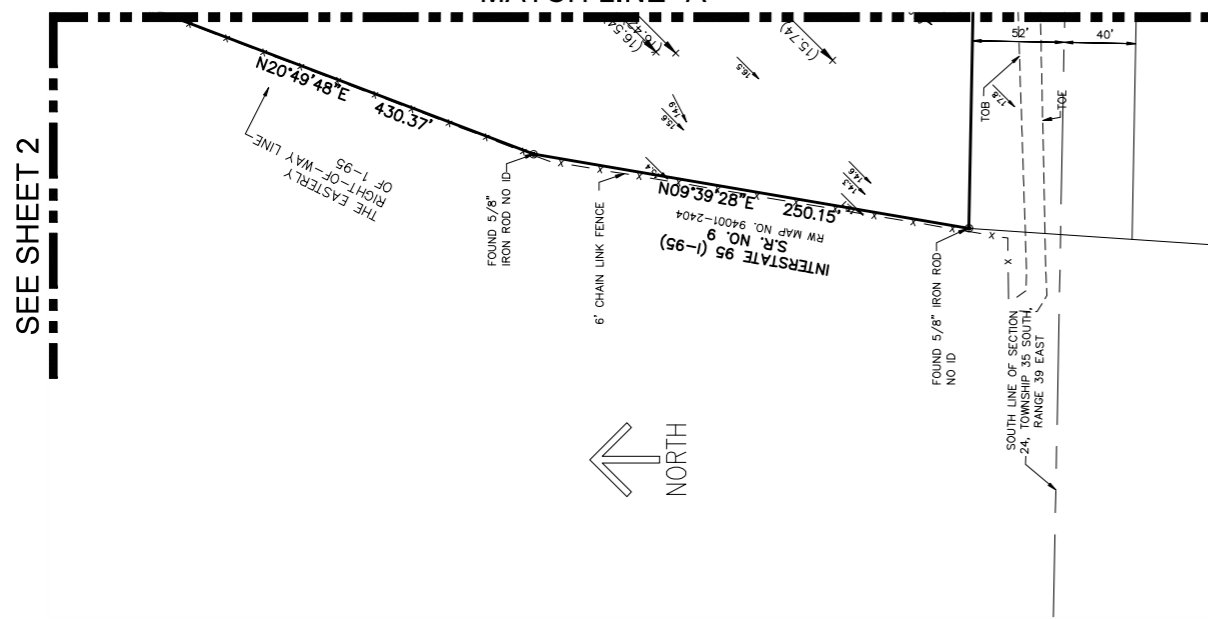
SEE SHEET 3

SEE SHEET 2

MATCH LINE "A"



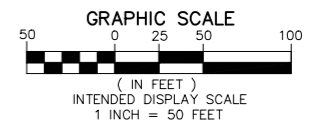
MATCH LINE "A"



SEE SHEET 2

NORTH

NORTH



(UNPLATTED)  
 PARCEL ID: 2419-333-0001-000-2  
 OWNER: ST PETER EVANGELICAL LUTHERN

ALTA/BOUNDARY & TOPOGRAPHIC SURVEY  
 A PORTION OF THE SOUTH 3/4 OF THE SE 1/4 OF SECTION 24, TOWNSHIP 35 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA

DATE 6/20/2024  
 DRAWN BY RLF  
 F.B./ P.C. ELECT  
 SCALE AS SHOWN

JOB # 10956  
 SH.T.NO.  
 3  
 OF 3 SHEETS

REVISIONS	DATE	BY

CAULFIELD & WHEELER, INC.  
 CIVIL ENGINEERING  
 LANDSCAPE ARCHITECTURE - SURVEYING  
 7900 GLADES ROAD - SUITE 100  
 BOCA RATON, FLORIDA 33434  
 PHONE (561) 392-1991 / FAX (561) 750-1452

FILE NAME: 10956-ALTA-BNDY-TOPO.dwg

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

Aimee Carlson  
Pulte Home Company, LLC  
1475 Centrepark Boulevard, Suite 140  
West Palm Beach, FL 33401

RE: Cornerstone PUD located south of Okeechobee Road and west of Jenkins Road  
Tax Folio Nos: 2324-413-0000-0009  
2324-414-0000-000/2  
2324-413-001-000/2

The undersigned gives CONSENT to District Planning Group, LLC, as agent, and Aimee Carlson of Pulte Home Company, LLC, as applicant, to submit or have submitted all applications and all required material and documents which have been approved by the undersigned in writing, and to attend and represent the undersigned at all meetings and public hearings pertaining to the application to the extent that an officer or other representative of the undersigned is not otherwise present. Any delegation pursuant to this consent may be revoked at any time by the undersigned.

The undersigned is the fee simple owner of the above referenced described property for which a Future Land Use Map Amendment is requested.

[Signature Page Follows]

CORNERSTONE FORT PIERCE DEVELOPMENT, LLC  
a Delaware limited liability company

By: Massachusetts Mutual Life Insurance Company,  
a Massachusetts corporation, its managing member

By: Barings LLC,  
a Delaware limited liability company, its investment advisor

By: Cassie A. McCrain  
Name: Cassie A. McCrain  
Title: Managing Director

Date: 10/15/2024

The foregoing instrument was acknowledged before me this 15 day of October, 2024,  
by Cassie A. McCrain, Managing Director of Barings LLC, a Delaware limited liability company,  
the investment adviser of Massachusetts Mutual Life Insurance Company, a Massachusetts  
corporation, the managing member of Cornerstone Fort Pierce Development, LLC, a Delaware  
limited liability company, she is personally known to me or has produced  
as identification.

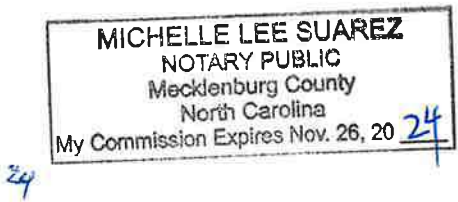
Michelle Lee Suarez  
Notary Public  
Michelle Lee Suarez  
Printed name of notary

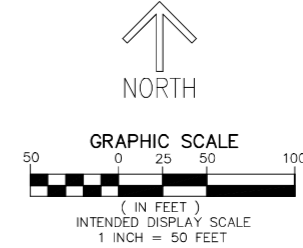
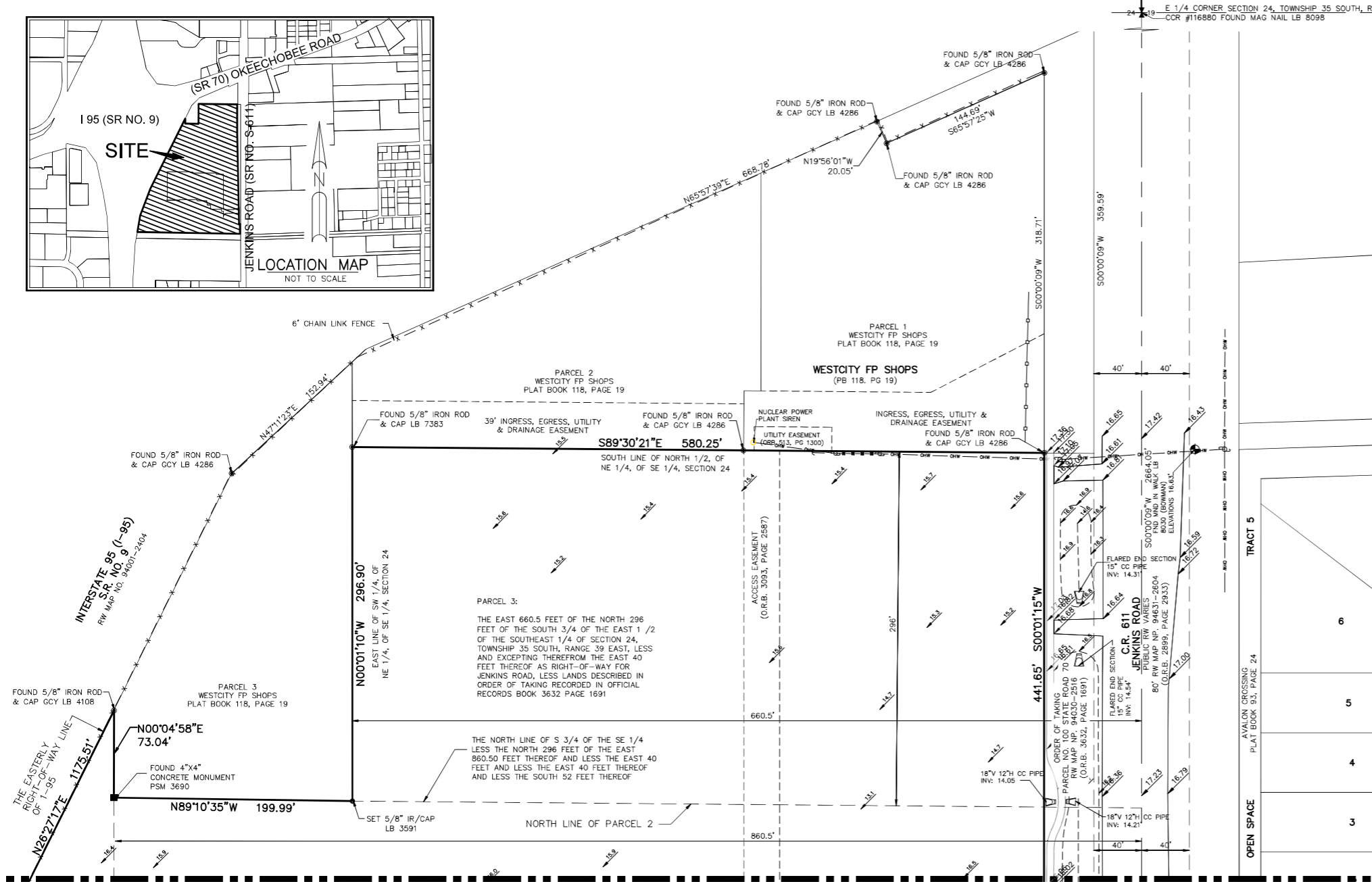
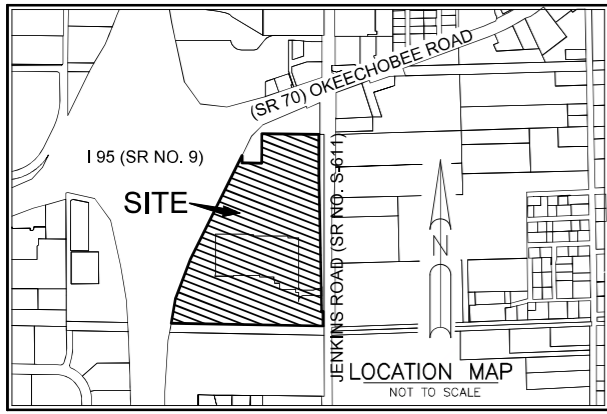
My Commission Expires. \_\_\_\_\_

Print Name Michelle Lee Suarez

Notary Public-State of North Carolina

My Commission Expires November 26, 2024





THE FOLLOWING IS A PARTIAL LIST OF NUMBERED EXCEPTIONS WHICH CORRESPOND TO THE NUMBERED EXCEPTIONS CONTAINED IN SCHEDULE B, PART II OF EXCEPTIONS OF THE FIDELITY NATIONAL TITLE INSURANCE COMPANY COMMITMENT FOR TITLE INSURANCE HAVING A FILE NUMBER: 522400441GM, WITH AN COMMITMENT DATE OF MAY 23, 2024 @ 5:00 P.M.

**SCHEDULE B, PART II EXCEPTIONS**

- Resolution 96-011 recorded February 6, 1996, in Official Records Book 997, Page 2176. (AFFECTS NOTHING TO PLOT)
- Ordinance No K-251 recorded March 4, 2004, in Official Records Book 1912, Page 2979. (AFFECTS, ANNEX INTO THE CITY OF FORT PIERCE)
- Restrictive Covenants and Access Easement Agreement recorded May 28, 2009, in Official Records Book 3093, Page 2587. (AFFECTS PLOTTED)
- Developer's Agreement recorded July 1, 2010, in Official Records Book 3209, Page 1238. (AFFECTS NOTHING TO PLOT)
- Rights of tenants occupying all or part of the insured land under unrecorded leases or rental agreements. (AFFECTS NOTHING TO PLOT)

**CERTIFIED TO:**

PULTE HOME COMPANY, LLC, A MICHIGAN LIMITED LIABILITY COMPANY  
FIDELITY NATIONAL TITLE INSURANCE COMPANY

**SURVEYOR'S CERTIFICATE:**

I HEREBY CERTIFY THAT THE ATTACHED BOUNDARY SURVEY OF THE HEREON DESCRIBED PROPERTY IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF AS SURVEYED UNDER MY DIRECTION ON JULY 12, 2024. I FURTHER CERTIFY THAT THIS BOUNDARY SURVEY MEETS THE STANDARDS OF PRACTICE SET FORTH IN CHAPTER 5J-17.050, 5J-17.051, 5J-17.052, FLORIDA ADMINISTRATIVE CODE, ADOPTED BY THE FLORIDA BOARD OF PROFESSIONAL SURVEYORS AND MAPPERS, PURSUANT TO FLORIDA STATUTES 472.027, AS AMENDED AND CHAPTERS 177.041 AND 177.061, FLORIDA STATUTES. THE FIELDWORK WAS COMPLETED ON JULY 12, 2024.

*[Signature]*  
RONNIE L. FURNISS  
PROFESSIONAL SURVEYOR MAPPER #6272  
STATE OF FLORIDA

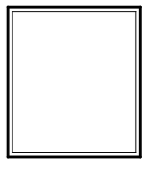
CAULFIELD AND WHEELER, INC  
SURVEYORS - ENGINEERS - PLANNERS  
7900 GLADES ROAD, SUITE 100  
BOCA RATON, FLORIDA 33434  
PHONE (561) 392-1991 / FAX (561) 750-1452

REVISIONS	DATE	BY

CAULFIELD & WHEELER, INC.  
CIVIL ENGINEERING  
LANDSCAPE ARCHITECTURE - SURVEYING  
7900 GLADES ROAD - SUITE 100  
BOCA RATON, FLORIDA 33434  
PHONE (561) 392-1991 / FAX (561) 750-1452

ALTA/BOUNDARY & TOPOGRAPHIC SURVEY  
PULTE GROUP  
A PORTION OF THE SOUTH 3/4 OF THE SE 1/4 OF SECTION 24, TOWNSHIP 35 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA

DATE	6/20/2024
DRAWN BY	RLF
F.B./ PG.	ELECT
SCALE	AS SHOWN



JOB #	10108
SHT. NO.	1
OF 3 SHEETS	

- LEGEND**
- N.S.L.R.W.C.D. - NORTH ST. LUCIE RIVER WATER CONTROL DISTRICT
  - O.R.B. - OFFICIAL RECORD BOOK
  - RW - RIGHT-OF-WAY
  - RCP - REINFORCED CONCRETE PIPE
  - PB - PLAT BOOK
  - PG - PAGE
  - ANCHOR
  - CABLE TV VAULT
  - CATCH BASIN
  - CONCRETE POWER POLE
  - CROSSWALK SIGNAL
  - CURB INLET
  - HOG OR BARBED WIRE FENCE
  - DENOTES FOUND SURVEY ROD & CAP
  - DENOTES NAIL & SURVEY DISK
  - DRAINAGE MANHOLE
  - ELECTRIC HAND HOLE
  - ELECTRICAL WIRES OVERHEAD
  - FIBER OPTIC BOX
  - FIRE HYDRANT
  - MAST ARM / TRAFFIC SIGNAL
  - LIGHT POLE
  - SANITARY MANHOLE
  - SEWER VALVE
  - TRAFFIC SIGN
  - WATER VALVE
  - WOOD POWER POLE (UNLESS NOTED)
  - SURVEY MARKER/CONTROL POINT
  - PRM - DENOTES PERMANENT REFERENCE MONUMENT
  - 5/8" IRON ROD WITH CAP STAMPED "C&W PRM LB 3591"
  - DENOTES FOUND SURVEY MARKER
  - SET 5/8" IR/CAP LB 3591

**DESCRIPTION:**

**PARCEL 1:**  
THE SOUTH 574.36 FEET OF THE FOLLOWING-DESCRIBED PROPERTY:  
THAT PART OF THE SOUTH 3/4 OF THE SE 1/4 OF SECTION 24, TOWNSHIP 35 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA, LYING EASTERLY OF THE EASTERLY RIGHT-OF-WAY LINE OF 1-95, LESS THE NORTH 296 FEET OF THE EAST 860.50 FEET THEREOF, AND LESS THE EAST 40 FEET THEREOF AND LESS THE SOUTH 52 FEET THEREOF. LESS LANDS DESCRIBED IN ORDER OF TAKING RECORDED IN OFFICIAL RECORDS BOOK 3632 PAGE 1691

**PARCEL 2:**  
THAT PART OF THE SOUTH 3/4 OF THE SE 1/4 OF SECTION 24, TOWNSHIP 35 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA, LYING EASTERLY OF THE EASTERLY RIGHT-OF-WAY LINE OF 1-95, LESS THE NORTH 296 FEET OF THE EAST 860.50 FEET THEREOF, AND LESS THE SOUTH 626.36 FEET THEREOF, LESS LANDS DESCRIBED IN ORDER OF TAKING RECORDED IN OFFICIAL RECORDS BOOK 3632 PAGE 1691

**PARCEL 3:**  
THE EAST 660.5 FEET OF THE NORTH 296 FEET OF THE SOUTH 3/4 OF THE EAST 1/2 OF THE SOUTHEAST 1/4 OF SECTION 24, TOWNSHIP 35 SOUTH, RANGE 39 EAST, LESS AND EXCEPTING THEREFROM THE EAST 40 FEET THEREOF AS RIGHT-OF-WAY FOR JENKINS ROAD, LESS LANDS DESCRIBED IN ORDER OF TAKING RECORDED IN OFFICIAL RECORDS BOOK 3632 PAGE 1691  
ALL LYING AND BEING IN ST. LUCIE COUNTY, FLORIDA.

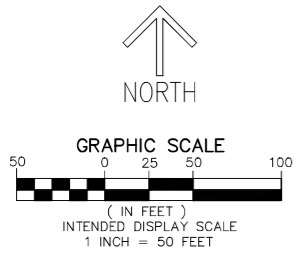
CONTAINING: 49.917 ACRES, MORE OR LESS

**SURVEY NOTES:**

- LAST DATE OF FIELD DATA ACQUISITION FOR THIS SURVEY IS JULY 12, 2024.
- THIS SURVEY MAP AND REPORT OR THE COPIES THEREOF ARE NOT VALID WITHOUT THE ORIGINAL SIGNATURE AND SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.
- ALL MEASUREMENTS ARE IN ACCORDANCE WITH THE UNITED STATES STANDARD FEET.
- ADDITIONS OR DELETIONS TO SURVEY MAPS OR REPORTS BY OTHER THAN THE SIGNING PARTY OR PARTIES IS PROHIBITED WITHOUT WRITTEN CONSENT OF THE SIGNING PARTY OR PARTIES.
- LANDS SHOWN HEREON WERE ABSTRACTED BY FIDELITY NATIONAL TITLE INSURANCE COMPANY, COMMITMENT FILE NUMBER: 522400441GM, EFFECTIVE DATE MAY 23, 2024 AT 5:00 P.M. AND ALL PLOTTABLE EXCEPTIONS ARE SHOWN HEREON.
- THE DESCRIPTION OF THE LAND CONTAINED IN THIS SURVEY IS PER EXHIBIT "A" OF THE TITLE COMMITMENT REFERENCED ABOVE.
- BEARINGS SHOWN HEREON ARE RELATIVE TO A RECORD BEARING OF SOUTH 00°00'09" WEST ALONG THE EAST LINE OF SECTION 24, TOWNSHIP 35 SOUTH, RANGE 39 EAST AS DEPICTED ON STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION MAP, ITEM/SEGMENT NO. 428984-1 STATE PROJECT NO. 94030.2516 STATE ROAD NO. 70 (OKEECHOBEE RD.).
- SUBJECT PROPERTY FALLS WITHIN ZONE "X", ACCORDING TO THE NATIONAL FLOOD INSURANCE PROGRAM (NFIP) FLOOD INSURANCE RATE MAP (FIRM); COMMUNITY PANEL NO. 12111C0167J, CITY OF FORT PIERCE, ST. LUCIE COUNTY, COMMUNITY NO. 120286 PANEL 0167, SUFFIX J; DATED FEBRUARY 16, 2012.
- THERE ARE NOT GAPS, GORES OR HIATUSSES, THE TRACTS ARE CONTIGUOUS ALONG THEIR BOUNDARIES.

SEE SHEET 2

SEE SHEET 1



INTERSTATE 95 (I-95)  
S.R. NO. 9  
RW MAP NO. 94001-2404

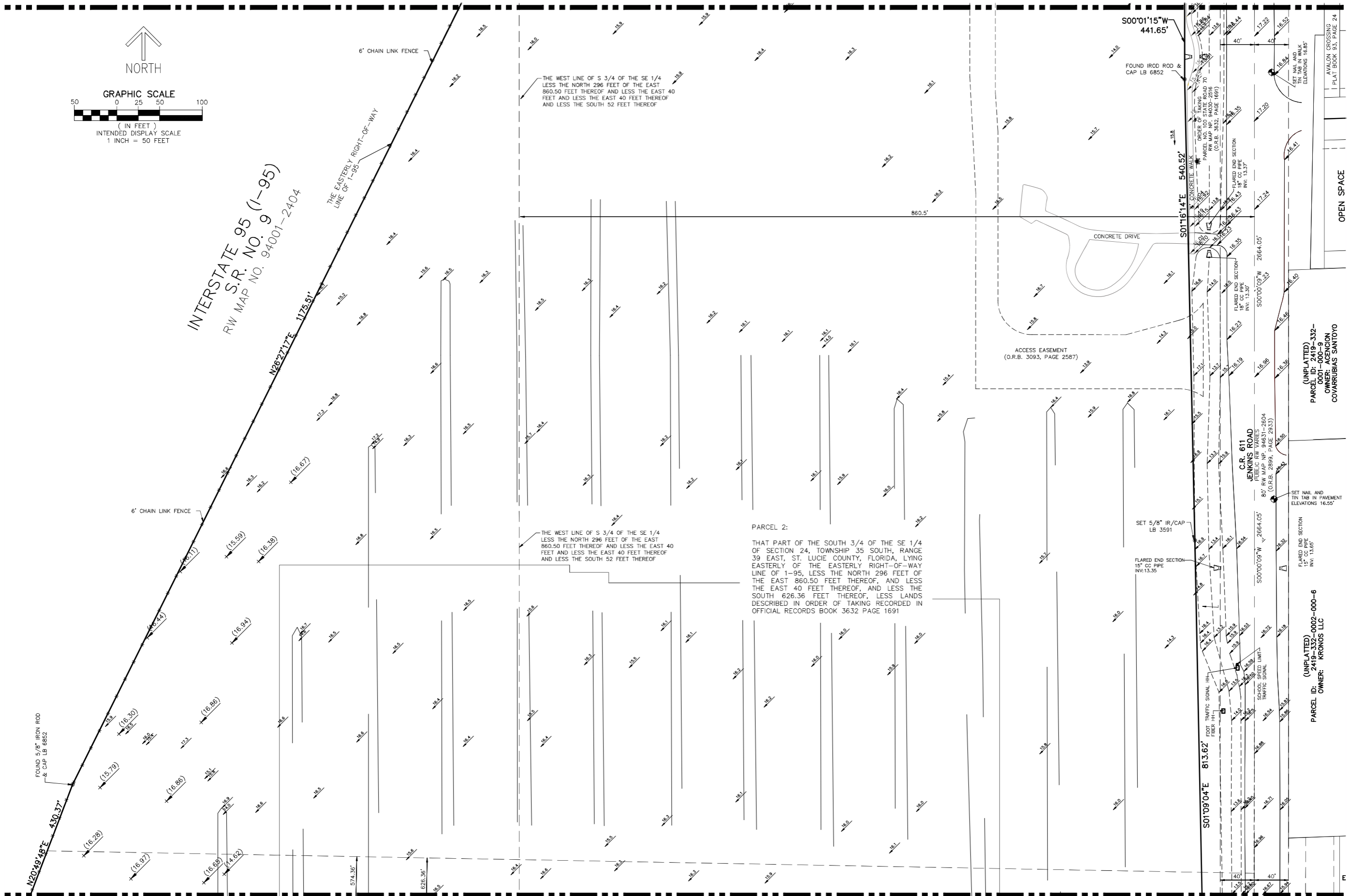
THE EASTERLY RIGHT-OF-WAY  
LINE OF I-95

N26°27'17"E 1173.51'

THE WEST LINE OF S 3/4 OF THE SE 1/4  
LESS THE NORTH 296 FEET OF THE EAST  
860.50 FEET THEREOF AND LESS THE EAST 40  
FEET AND LESS THE EAST 40 FEET THEREOF  
AND LESS THE SOUTH 52 FEET THEREOF

THE WEST LINE OF S 3/4 OF THE SE 1/4  
LESS THE NORTH 296 FEET OF THE EAST  
860.50 FEET THEREOF AND LESS THE EAST 40  
FEET AND LESS THE EAST 40 FEET THEREOF  
AND LESS THE SOUTH 52 FEET THEREOF

PARCEL 2:  
THAT PART OF THE SOUTH 3/4 OF THE SE 1/4  
OF SECTION 24, TOWNSHIP 35 SOUTH, RANGE  
39 EAST, ST. LUCIE COUNTY, FLORIDA, LYING  
EASTERLY OF THE EASTERLY RIGHT-OF-WAY  
LINE OF I-95, LESS THE NORTH 296 FEET OF  
THE EAST 860.50 FEET THEREOF, AND LESS  
THE EAST 40 FEET THEREOF, AND LESS THE  
SOUTH 626.36 FEET THEREOF, LESS LANDS  
DESCRIBED IN ORDER OF TAKING RECORDED IN  
OFFICIAL RECORDS BOOK 3632 PAGE 1691



SEE SHEET 3

(UNPLATTED)  
PARCEL ID: 2419-332-0001-000-9  
OWNER: ACENCION  
COVARRUBIAS SANTOYO

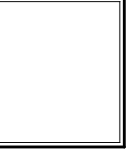
(UNPLATTED)  
PARCEL ID: 2419-332-0002-000-6  
OWNER: KRONOS LLC

REVISIONS	DATE	BY

CAULFIELD & WHEELER, INC.  
CIVIL ENGINEERING  
LANDSCAPE ARCHITECTURE - SURVEYING  
7000 GLADES ROAD - SUITE 100  
BOCA RATON, FLORIDA 33424  
PHONE (561) 392-1991 / FAX (561) 750-1452

ALTA/BOUNDARY & TOPOGRAPHIC SURVEY  
PULTE GROUP  
A PORTION OF THE SOUTH 3/4 OF THE SE 1/4 OF  
SECTION 24, TOWNSHIP 35 SOUTH, RANGE 39 EAST,  
ST. LUCIE COUNTY, FLORIDA

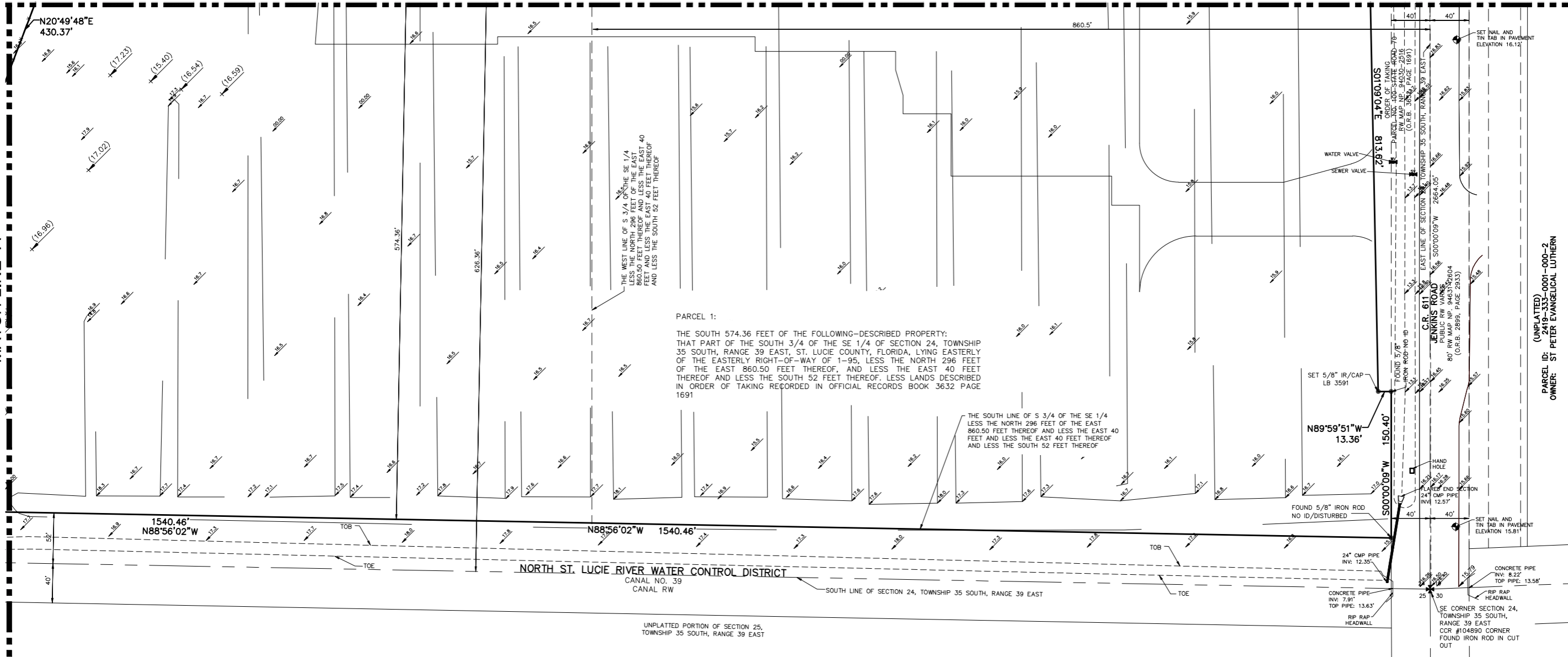
DATE 6/20/2024  
DRAWN BY RLF  
F.B./ PG. ELECT  
SCALE AS SHOWN



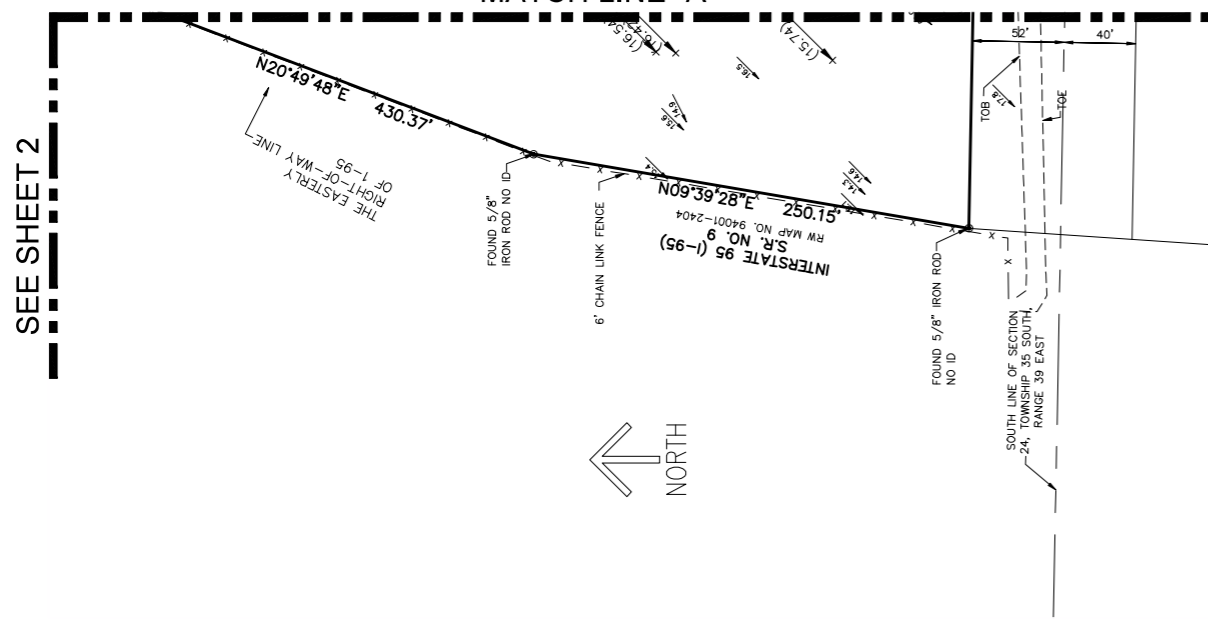
JOB # 10108  
SHT. NO.  
**2**  
OF 3 SHEETS

SEE SHEET 2

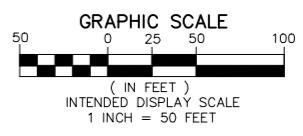
MATCH LINE "A"



MATCH LINE "A"



SEE SHEET 2



(UNPLATTED)  
 PARCEL ID: 2419-333-0001-000-2  
 OWNER: ST PETER EVANGELICAL LUTHERN

ALTA/BOUNDARY & TOPOGRAPHIC SURVEY  
 A PORTION OF THE SOUTH 3/4 OF THE SE 1/4 OF SECTION 24, TOWNSHIP 35 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA

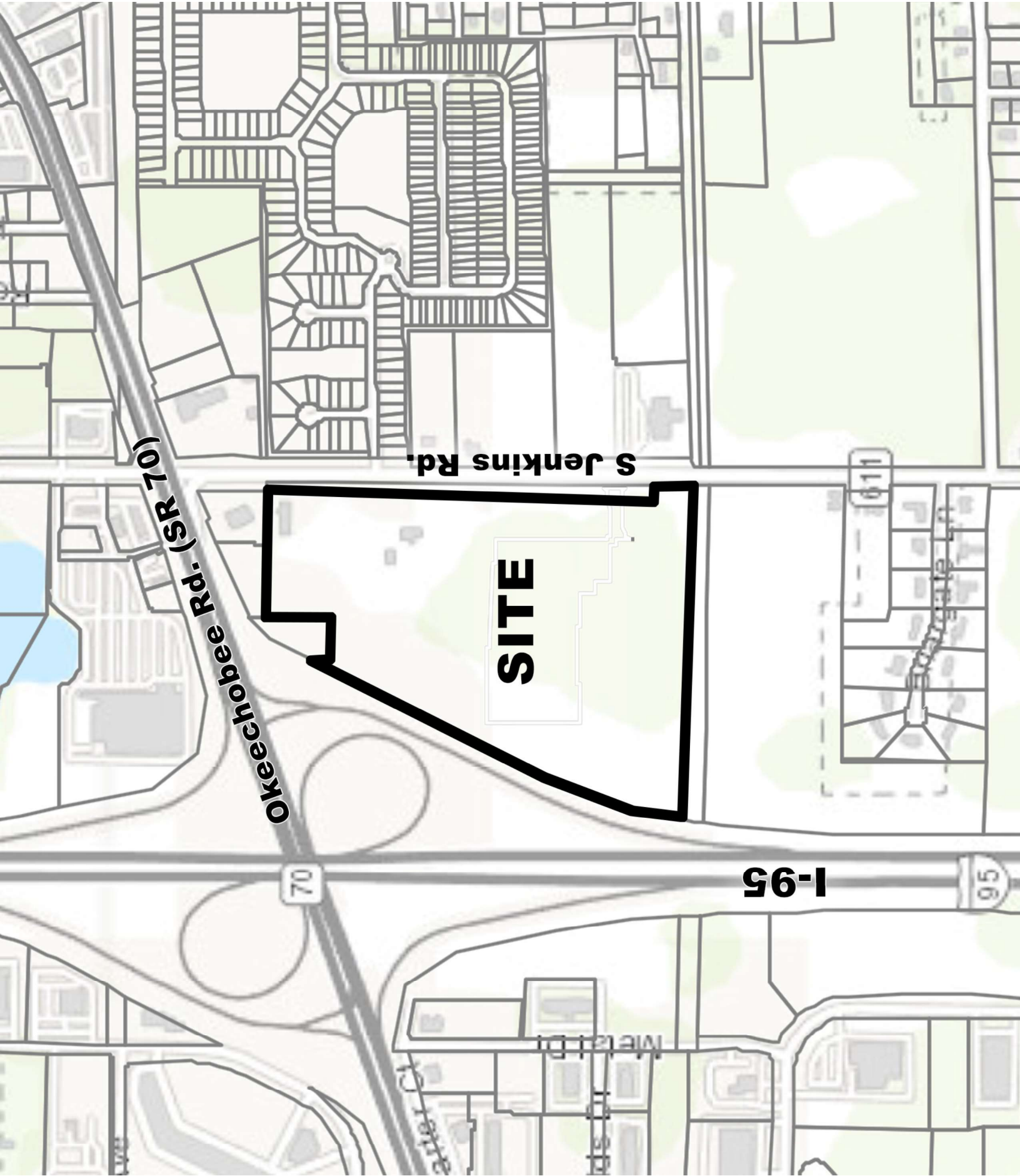
DATE 6/20/2024  
 DRAWN BY RLF  
 F.B./ P.C. ELECT  
 SCALE AS SHOWN

JOB # 10956  
 SH.T.NO.  
 3  
 OF 3 SHEETS

REVISIONS	DATE	BY

CAULFIELD & WHEELER, INC.  
 CIVIL ENGINEERING  
 LANDSCAPE ARCHITECTURE - SURVEYING  
 7900 GLADES ROAD - SUITE 100  
 BOCA RATON, FLORIDA 33434  
 PHONE (561) 392-1991 / FAX (561) 750-1452

FILE NAME: 10956-ALTA-BNDY-TOPO.dwg



**SITE**

**Okeechobee Rd. (SR 70)**

**S Jenkins Rd.**

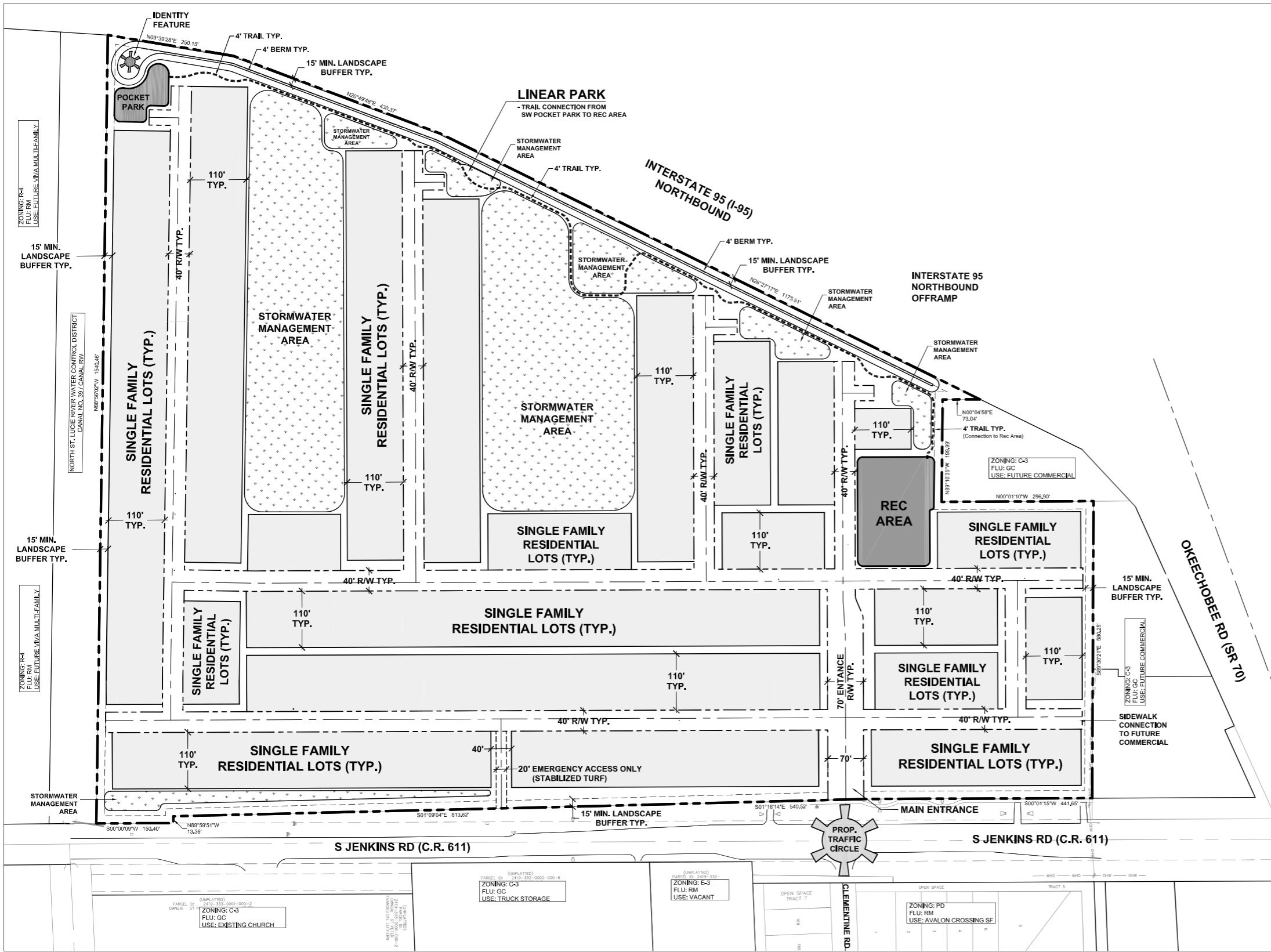
**I-95**

70

95

611

Melzi Dr  
Hester Ct



### Location Map



**HJA DESIGN STUDIO**  
LANDSCAPE ARCHITECTURE

3500 SW Corporate Parkway, Suite 203  
Palm City, Florida 34990

T 772.678.7200  
www.hjadesignstudio.com  
LA 0000905

### Site Data

Site Address:	2721 S Jenkins Rd. Fort Pierce, FL 34981
Total Site Area:	49.92 Ac. / 2,174,386 SF
Minimum Open Space (20%):	9.98 Ac. / 434,877 SF
Existing Zoning:	C-3 (General Commercial)
Proposed Zoning:	PD (Planned Development)
Existing FLU:	GC (General Commercial)
Proposed FLU:	RM (Medium Density Residential)
Proposed Use:	Single Family Residential
Proposed Lots / Dwelling Units:	250 Lots / Units
Parcel ID #:	23244130000009 232443100010002

### Density

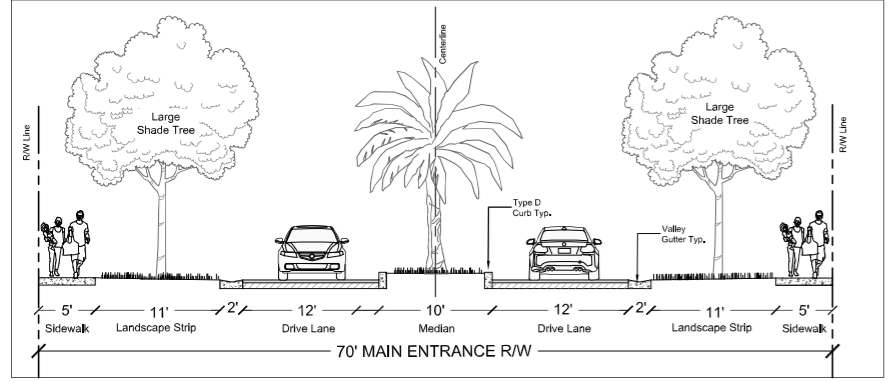
Maximum Density: (RM) 12 DU / Ac. (49.92 Ac. x 12 DU / Ac.)	599 Units
Proposed Density:	250 Units
Proposed Gross Site Density:	5 DU / Ac.

### Proposed Lot Dimensional Standards

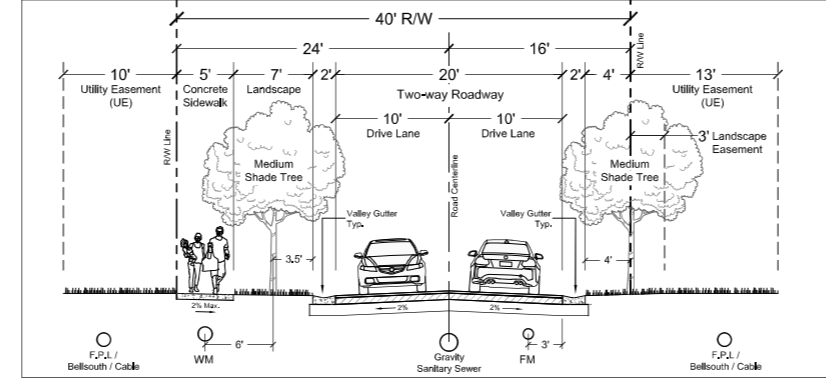
	Lot Type A	Lot Type B	Lot Type C
Lot Area	5,500 sf - 6,490 sf	4,400 sf - 5,390 sf	3,300 sf - 4,290 sf
Depth	110'	110'	110'
Width	50'-59'	40'-49'	30'-39'
Lot Coverage	55% Max.	55% Max.	50% Max.
Building Setbacks			
Front	20' Min.	20' Min.	20' Min.
Side	3' Min.	3' Min.	3' Min.
Side Corner	N/A	N/A	N/A
Rear	10' Min.	10' Min.	10' Min.
Building Separation	6' Min.	6' Min.	6' Min.

**Pulte Cornerstone**  
 City of Fort Pierce  
 Master PD Site Plan

70' RIGHT-OF-WAY: Main Entrance Typical Section



40' RIGHT-OF-WAY: Residential Street Typical Section



### Legal Description

PARCEL 1:  
THE SOUTH 574.38 FEET OF THE FOLLOWING DESCRIBED PROPERTY:  
THAT PART OF THE SOUTH 3/4 OF THE SE 1/4 OF SECTION 24, TOWNSHIP 35 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA, LYING EASTERLY OF THE EASTERLY RIGHT-OF-WAY OF 145, LESS THE NORTH 296 FEET OF THE EAST 860.50 FEET THEREOF, AND LESS THE EAST 40 FEET THEREOF AND LESS THE SOUTH 52 FEET THEREOF, LESS LANDS DESCRIBED IN ORDER OF TAKING RECORDED IN OFFICIAL RECORDS BOOK 3632 PAGE 1691

PARCEL 2:  
THAT PART OF THE SOUTH 3/4 OF THE SE 1/4 OF SECTION 24, TOWNSHIP 35 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA, LYING EASTERLY OF THE EASTERLY RIGHT-OF-WAY OF 145, LESS THE NORTH 296 FEET OF THE EAST 860.50 FEET THEREOF, AND LESS THE EAST 40 FEET THEREOF, AND LESS THE SOUTH 626.36 FEET THEREOF, LESS LANDS DESCRIBED IN ORDER OF TAKING RECORDED IN OFFICIAL RECORDS BOOK 3632 PAGE 1691

PARCEL 3:  
THE EAST 600.5 FEET OF THE NORTH 296 FEET OF THE SOUTH 3/4 OF THE EAST 1/2 OF THE SOUTHEAST 1/4 OF SECTION 24, TOWNSHIP 35 SOUTH, RANGE 39 EAST, LESS AND EXCEPTING THEREFROM THE EAST 40 FEET THEREOF AS RIGHT-OF-WAY FOR JENKINS ROAD, LESS LANDS DESCRIBED IN ORDER OF TAKING RECORDED IN OFFICIAL RECORDS BOOK 3632 PAGE 1691

ALL LYING AND BEING IN ST. LUCIE COUNTY, FLORIDA,  
CONTAINING: 49,917 ACRES, MORE OR LESS

Scale: 1" = 100'

North

Copyright:  
The following drawings are instruments of service to the Landscape Architect. They are not products of design. All ideas, designs, arrangements, and items indicated or represented by this drawing are owned by and the property of the designer, and were created, evolved, and developed for use on and in connection with the specified project. None of such ideas, designs, arrangements, or plans shall be used by or disclosed to any person, firm, or corporation for any purpose whatsoever without the written permission of the designer.

Job No.	2024-31
Drawn By	TT
Checked By	MH
Approved By	MH
Submittal Dates	11-15-2024

Revision Dates

# MSP-1



**O'ROURKE**  
ENGINEERING & PLANNING

**ATMC** Company

**TRAFFIC ANALYSIS**

**FOR**

**Cornerstone Pulte**

**Prepared for:**

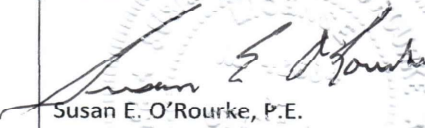
**Ms. Aimee Carlson  
Pulte Group  
1475 Centrepark Boulevard Suite 140  
West Palm Beach, FL 33401**

**Prepared by:**

**O'Rourke Engineering & Planning  
3725 S. East Ocean Blvd  
Stuart, Florida 34996  
772-781-7918**

**September 5, 2024**

**24277.01.03**

<p>Prepared by: O'Rourke Engineering &amp; Planning Certificate of Authorization: #26869 3725 S. East Ocean Blvd Stuart, Florida 34994 772-781-7918</p>	<p>Professional Engineer  Susan E. O'Rourke, P.E. Date signed and sealed: 9/5/2024 License #: 42684</p>
---	---



September 5, 2024

Ms. Aimee Carlson  
Pulte Group  
1475 Centrepark Boulevard Suite 140  
West Palm Beach, FL 33401

**Re: Cornerstone Pulte**

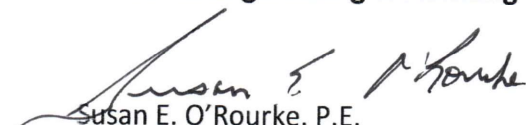
Dear Ms. Carlson:

O'Rourke Engineering & Planning has completed the analysis of the proposed development located on Jenkins Road in St. Lucie County, Florida. The steps in the analysis and the ensuing results are presented herein.

It has been a pleasure working with you. If you have any questions or comments, please give me a call.

Respectfully submitted,

**O'Rourke Engineering & Planning**

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

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APPENDIX C: Other Project Data/Growth Rate	
APPENDIX D: Intersection Analysis Data	
APPENDIX E: Driveway Data & Analysis	

## **INTRODUCTION**

O'Rourke Engineering & Planning was retained to prepare a traffic analysis for the proposed development consisting of 249 single family dwelling units located on Jenkins Road in Ft. Pierce, St. Lucie County, Florida. The purpose of this report is to determine the projects impact on the surrounding roadway system.

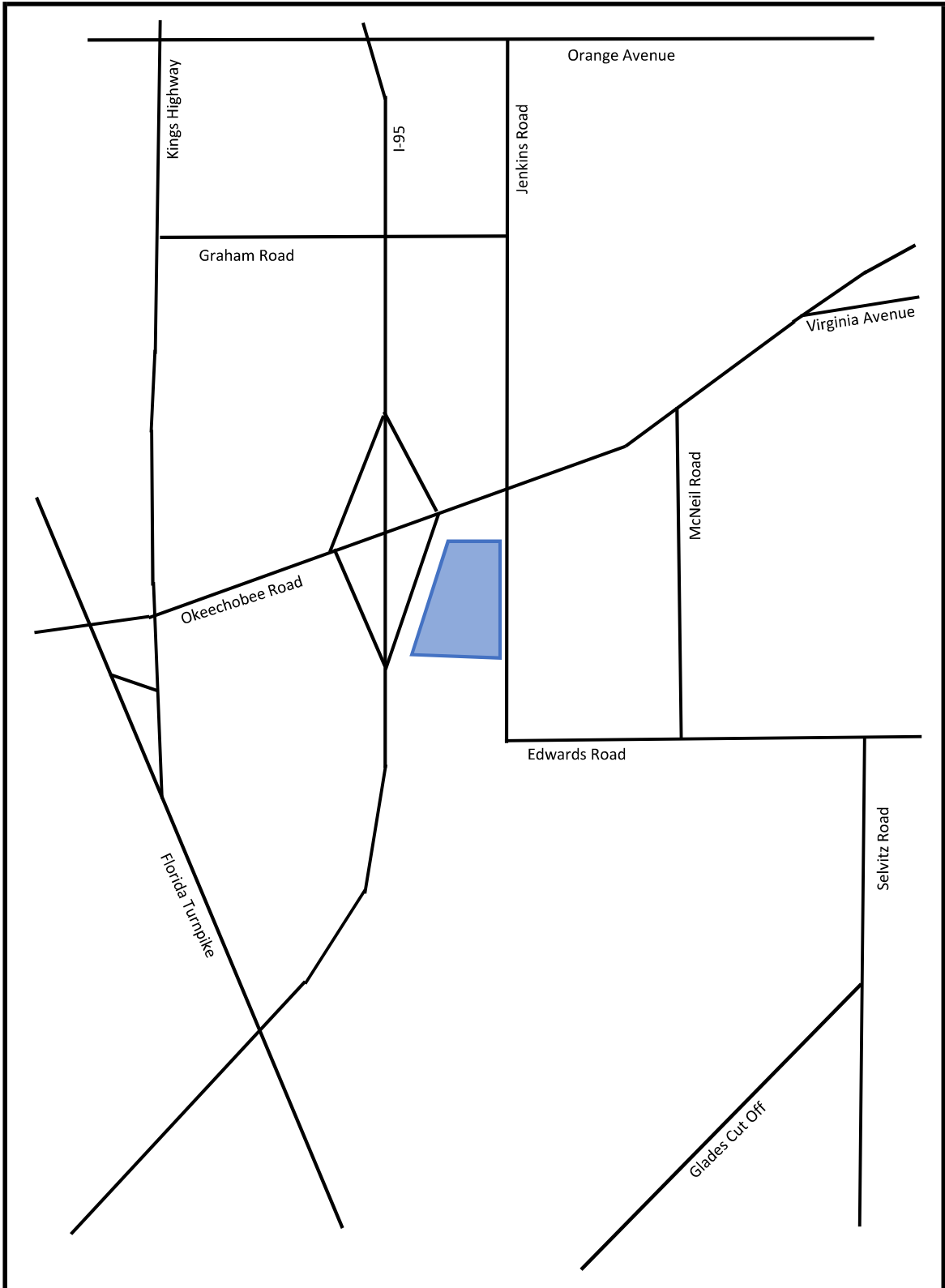
In order to make the determination that the project complies with County Concurrency Guidelines, the following analytical steps were taken:

- summary of the project
- summary of existing lane geometries
- summary of the existing traffic volumes
- assessment of project traffic
- determination of impact area
- summary of buildout cumulative traffic volumes
- summary of levels of service with the project traffic added

Each of these steps is outlined herein.


## **PROJECT DESCRIPTION**

The proposed development will consist of 249 single family dwelling units. The project is located west of Jenkins Road. The location is shown in **Figure 1**.





  
**ATMC Company**  
 NTS 3725 S. East Ocean Blvd  
 Stuart, FL, 34996 Suite 201  
 Job #: \_\_\_\_\_ Date: \_\_\_\_\_

**Legend**  
 = Project Location

**Figure 1**  
 Project Location  
 Cornerstone Site

## EXISTING CONDITIONS

The study area radius of influence of 2 miles is defined based on the 2,336 new external daily trips generated. 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 will be analyzed. Once the project traffic was assigned, the study area was refined based on the impact percentages.

The study area roadways were defined in terms of existing lane geometrics and existing traffic volumes.

### Existing/Proposed Lane Geometrics and Traffic Control

The study area was reviewed to determine the existing number and type of lanes, and the traffic control along the roadway. Each roadway is described below.

- Okeechobee Road is a multi-lane divided arterial roadway with an east/west alignment. It is four-lane divided west of Kings Highway and east of Virginia Avenue. It is six-lane divided from Rolyat Street to Virginia Avenue and from Kings Highway to I-95. There is an eight-lane divided section from east of I-95 to Rolyat Street. There are numerous extended turn lanes and freeway auxiliary lanes.
- Kings Highway is under construction in portions and included in the 5-year TIP to be widened to a four-lane divided roadway.
- Edwards Road is a two-lane arterial roadway with an E/W alignment.
- Jenkins Road is a two-lane arterial roadway with a N/S 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. Sources of the data are included in **Appendix B**.

## PROJECT TRAFFIC

To estimate future traffic generated by the development, the ITE Trip Generation, 11th Edition trip rates for Single Family Detached Housing (Land Use Code 210) was applied to estimate the trips generated by the proposed development. This land use code is used for townhomes developments. These calculations are shown in **Tables 1a, 1b, and 1c**.

As shown, the project will generate 2,336 new daily trips. There will be 171 AM peak hour trips with 43 entering the project and 128 trips exiting the project. The project will generate 234 new PM peak hour trips. There will be 147 trips entering the project and 87 trips exiting the project in the PM peak hour.

**Table 1 - Trip Generation**

**Table 1a: Daily**

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips		
					In	Out	In	Out	Total
Single Family Detached	210	249	DU	$\text{Ln}(T) = 0.92\text{Ln}(X) + 2.68$	50%	50%	1,168	1,168	2,336
<b>TOTALS</b>							<b>1,168</b>	<b>1,168</b>	<b>2,336</b>

Source: ITE 11th Edition Trip Generation Rates

**Table 1b: AM Peak Hour**

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips		
					In	Out	In	Out	Total
Single Family Detached	210	249	DU	$\text{Ln}(T) = 0.91\text{Ln}(X) + 0.12$	25%	75%	43	128	171
<b>TOTALS</b>							<b>43</b>	<b>128</b>	<b>171</b>

Source: ITE 11th Edition Trip Generation Rates

**Table 1c: PM Peak Hour**

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips		
					In	Out	In	Out	Total
Single Family Detached	210	249	DU	$\text{Ln}(T) = 0.94\text{Ln}(X) + 0.27$	63%	37%	147	87	234
<b>TOTALS</b>							<b>147</b>	<b>87</b>	<b>234</b>

Source: ITE 11th Edition Trip Generation Rates

## PROJECT DISTRIBUTION/ ASSIGNMENT/IMPACT

**Distribution/ Assignment** – The overall distribution and assignment were based on other approved residential projects in the area. The project assignment is shown in **Figure 2**.

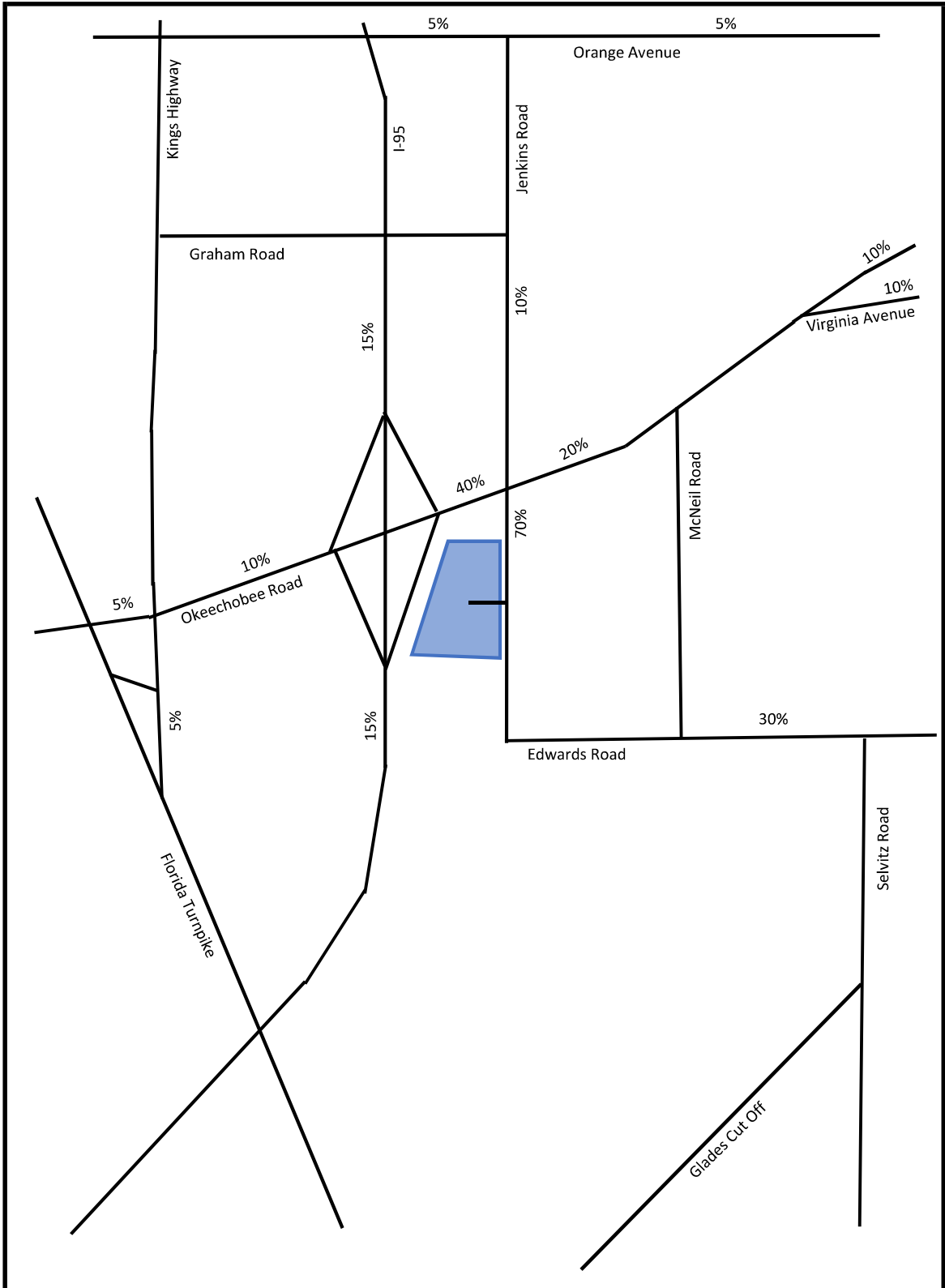
**Impact** – **Tables 2a and 2b** summarize the project impact as a percent of service volume capacity. Significant is defined as 1% or more on an adjacent link and 5% or more on all other links. As shown, the project is significant on Jenkins Road and Edwards Road.

## LINK ANALYSIS / REVIEW

Links where the project was significant were analyzed further to ensure they will meet concurrency at project buildout-2027. A growth rate of 4.94% was calculated for each significant link. Other project data includes committed traffic from Kings Highway Commerce Park, Creekside, Celebration Pointe, 4945 Edwards Road, Viva at Treasure Coast West, Viva at Treasure Coast East, Project Hunt, Kings Highway Warehouse, Jenkins Waypoint, and Walsh Crossroads. The development of a Panda Express located to the north of the property is being considered at this time.


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

**Table 3a and 3b** summarizes the results of the link analysis. As shown, the links of Edwards Road from Jenkins Road to McNeil Road and McNeil Road to Selvitz Road and Jenkins Road from Okeechobee Road to Edwards Road will be over capacity in 2027. For concurrency purposes, if the improvement needed for the background traffic is the same as needed when the project traffic is added, the project can assume the improvement in place to satisfy concurrency. Therefore, concurrency is satisfied on all three links.





  
**ATMC Company**  
 NTS 3725 S. East Ocean Blvd  
 Stuart, FL, 34996 Suite 201  
 Job #: \_\_\_\_\_ Date: \_\_\_\_\_

**Legend**  
 = Project Location

**Figure 2**  
 Percent Assignment  
 Cornerstone Site

TABLE 2a - Project Percent Impact - AM

Segment	From	To	Lanes	Direction	IN/OUT	Greater than 5% (1% on Adjacent Links)	Peak Hour Service Capacity	Project Volume Peak Direction	% Project of Capacity-Peak Hour	Project Percent Assignment
<b>Edwards Rd</b>	Jenkins Rd	McNeil Rd	2L	EB	OUT	YES	630	38	6.03%	30%
	Jenkins Rd	McNeil Rd	2L	WB	IN	NO	630	13	2.06%	30%
	McNeil Rd	Selvitz Rd	2L	EB	OUT	YES	700	38	5.43%	30%
	McNeil Rd	Selvitz Rd	2L	WB	IN	NO	700	13	1.86%	30%
<b>Jenkins Rd</b>	Orange Ave	Peterson Rd	2L	NB	OUT	NO	920	6	0.65%	5%
	Orange Ave	Peterson Rd	2L	SB	IN	NO	920	2	0.22%	5%
	Peterson Rd	Graham Rd	2L	NB	OUT	NO	630	6	0.95%	5%
	Peterson Rd	Graham Rd	2L	SB	IN	NO	630	2	0.32%	5%
	Graham Rd	Okeechobee Rd	2L	NB	OUT	NO	920	13	1.41%	10%
	Graham Rd	Okeechobee Rd	2L	SB	IN	NO	920	4	0.43%	10%
	Okeechobee Rd	Edwards Rd	2L	NB	OUT	YES	880	90	10.23%	70%
<b>Orange Ave</b>	Okeechobee Rd	Edwards Rd	2L	SB	IN	YES	880	30	3.41%	70%
	I-95	Jenkins Rd	4LD	EB	IN	NO	2,100	2	0.10%	5%
	I-95	Jenkins Rd	4LD	WB	OUT	NO	2,100	6	0.29%	5%
	Jenkins Rd	Hartman Rd	4LD	EB	OUT	NO	2,100	6	0.29%	5%
<b>Okeechobee Rd</b>	Jenkins Rd	Hartman Rd	4LD	WB	IN	NO	2,100	2	0.10%	5%
	Florida's Turnpike	Kings Hwy	4LD	EB	IN	NO	2,100	2	0.10%	5%
	Florida's Turnpike	Kings Hwy	4LD	WB	OUT	NO	2,100	6	0.29%	5%
	Kings Hwy	Crossroads Pkwy	8LD	EB	IN	NO	4,240	4	0.09%	10%
	Kings Hwy	Crossroads Pkwy	8LD	WB	OUT	NO	4,240	13	0.31%	10%
	Crossroads Pkwy	I-95	8LD	EB	IN	NO	4,240	4	0.09%	10%
	Crossroads Pkwy	I-95	8LD	WB	OUT	NO	4,240	13	0.31%	10%
	I95	Jenkins Rd	6LD	EB	IN	NO	4,240	17	0.40%	40%
	I95	Jenkins Rd	6LD	WB	OUT	NO	4,240	51	1.20%	40%
	Jenkins Rd	McNeil Rd	6LD	EB	OUT	NO	4,040	26	0.64%	20%
	Jenkins Rd	McNeil Rd	6LD	WB	IN	NO	4,040	9	0.22%	20%
	McNeil Rd	Virginia Ave	6LD	EB	OUT	NO	3,170	26	0.82%	20%
	McNeil Rd	Virginia Ave	6LD	WB	IN	NO	3,170	9	0.28%	20%
Virginia Ave	Hartman Rd	4LD	EB	OUT	NO	2,100	13	0.62%	10%	
Virginia Ave	Hartman Rd	4LD	WB	IN	NO	2,100	4	0.19%	10%	
<b>Virginia Ave</b>	Okeechobee Rd	Hartman Rd	6LD	EB	OUT	NO	3,020	13	0.43%	10%
	Okeechobee Rd	Hartman Rd	6LD	WB	IN	NO	3,020	4	0.13%	10%
<b>I-95</b>	Orange Ave	Okeechobee Rd	8LD	NB	OUT	NO	7,320	19	0.26%	15%
	Orange Ave	Okeechobee Rd	8LD	SB	IN	NO	7,320	6	0.08%	15%
	Okeechobee Rd	Midway Rd	6LD	NB	IN	NO	5,500	6	0.11%	15%
	Okeechobee Rd	Midway Rd	6LD	SB	OUT	NO	5,500	19	0.35%	15%

Source: St. Lucie County Traffic Counts and Level of Service Report 2024

IN: 43  
OUT: 128

TABLE 2b - Project Percent Impact - PM

Segment	From	To	Lanes	Direction	IN/OUT	Greater than 5% (1% on Adjacent Links)	Peak Hour Service Capacity	Project Volume Peak Direction	% Project of Capacity-Peak Hour	Project Percent Assignment
<b>Edwards Rd</b>	Jenkins Rd	McNeil Rd	2L	EB	OUT	NO	630	26	4.13%	30%
	Jenkins Rd	McNeil Rd	2L	WB	IN	YES	630	44	6.98%	30%
	McNeil Rd	Selvitz Rd	2L	EB	OUT	NO	700	26	3.71%	30%
	McNeil Rd	Selvitz Rd	2L	WB	IN	YES	700	44	6.29%	30%
<b>Jenkins Rd</b>	Orange Ave	Peterson Rd	2L	NB	OUT	NO	920	4	0.43%	5%
	Orange Ave	Peterson Rd	2L	SB	IN	NO	920	7	0.76%	5%
	Peterson Rd	Graham Rd	2L	NB	OUT	NO	630	4	0.63%	5%
	Peterson Rd	Graham Rd	2L	SB	IN	NO	630	7	1.11%	5%
	Graham Rd	Okeechobee Rd	2L	NB	OUT	NO	920	9	0.98%	10%
	Graham Rd	Okeechobee Rd	2L	SB	IN	NO	920	15	1.63%	10%
	Okeechobee Rd	Edwards Rd	2L	NB	OUT	YES	880	61	6.93%	70%
<b>Orange Ave</b>	Okeechobee Rd	Edwards Rd	2L	SB	IN	YES	880	103	11.70%	70%
	I-95	Jenkins Rd	4LD	EB	IN	NO	2,100	7	0.33%	5%
	I-95	Jenkins Rd	4LD	WB	OUT	NO	2,100	4	0.19%	5%
	Jenkins Rd	Hartman Rd	4LD	EB	OUT	NO	2,100	4	0.19%	5%
<b>Okeechobee Rd</b>	Jenkins Rd	Hartman Rd	4LD	WB	IN	NO	2,100	7	0.33%	5%
	Florida's Turnpike	Kings Hwy	4LD	EB	IN	NO	2,100	7	0.33%	5%
	Florida's Turnpike	Kings Hwy	4LD	WB	OUT	NO	2,100	4	0.19%	5%
	Kings Hwy	Crossroads Pkwy	8LD	EB	IN	NO	4,240	15	0.35%	10%
	Kings Hwy	Crossroads Pkwy	8LD	WB	OUT	NO	4,240	9	0.21%	10%
	Crossroads Pkwy	I-95	8LD	EB	IN	NO	4,240	15	0.35%	10%
	Crossroads Pkwy	I-95	8LD	WB	OUT	NO	4,240	9	0.21%	10%
	I95	Jenkins Rd	6LD	EB	IN	NO	4,240	59	1.39%	40%
	I95	Jenkins Rd	6LD	WB	OUT	NO	4,240	35	0.83%	40%
	Jenkins Rd	McNeil Rd	6LD	EB	OUT	NO	4,040	17	0.42%	20%
	Jenkins Rd	McNeil Rd	6LD	WB	IN	NO	4,040	29	0.72%	20%
	McNeil Rd	Virginia Ave	6LD	EB	OUT	NO	3,170	17	0.54%	20%
	McNeil Rd	Virginia Ave	6LD	WB	IN	NO	3,170	29	0.91%	20%
Virginia Ave	Hartman Rd	4LD	EB	OUT	NO	2,100	9	0.43%	10%	
Virginia Ave	Hartman Rd	4LD	WB	IN	NO	2,100	15	0.71%	10%	
<b>Virginia Ave</b>	Okeechobee Rd	Hartman Rd	6LD	EB	OUT	NO	3,020	9	0.30%	10%
	Okeechobee Rd	Hartman Rd	6LD	WB	IN	NO	3,020	15	0.50%	10%
<b>I-95</b>	Orange Ave	Okeechobee Rd	8LD	NB	OUT	NO	7,320	13	0.18%	15%
	Orange Ave	Okeechobee Rd	8LD	SB	IN	NO	7,320	22	0.30%	15%
	Okeechobee Rd	Midway Rd	6LD	NB	IN	NO	5,500	22	0.40%	15%
	Okeechobee Rd	Midway Rd	6LD	SB	OUT	NO	5,500	13	0.24%	15%

Source: St. Lucie County Traffic Counts and Level of Service Report 2024

IN: 147  
OUT: 87

TABLE 3a - Link Analysis - AM

Segment	From	To	Direction	IN/OUT	Greater than 5% (1% on Adjacent Links)	D Factor (3)	2024 Peak Hour Volumes (1)	Growth Rate (2)	2027 Peak Hour Volumes w/ Growth Factor	2027 Peak Hour w/ 1% Growth	AM Peak Hour Committed Projects Directional	2027 1% Growth + Committed Peak Direction	Higher of Growth Rate or 1% + Committed	Peak Hour Service Capacity (E+C)	Project Volume Peak Direction	Total Traffic (Peak Direction)	% Project of Capacity- Peak Hour	Does Project Meet Concurrency?	Project Percent Assignment
Edwards Rd	Jenkins Rd	McNeil Rd	WB	OUT	YES	0.51	742	4.94%	857	764	30	794	857	630(5)	38	895	6.03%	YES (4)	30%
	McNeil Rd	Selvitz Rd	WB	OUT	YES	0.51	742	4.94%	857	764	30	794	857	700(5)	38	895	5.43%	YES (4)	30%
Jenkins Rd	Okeechobee Rd	Edwards Rd	NB	OUT	YES	0.51	729	4.94%	842	751	169	920	920	880	90	1010	10.23%	YES (4)	70%
	Okeechobee Rd	Edwards Rd	SB	IN	YES	0.49	700	4.94%	809	722	58	780	809	880	30	839	3.41%	YES	70%

Note: TPO Provides Peak Direction, off-peak derived from D Factor

(1) St. Lucie County Traffic Counts and Level of Service Report 2024

(2) Growth rate calculated from FDOT Historical Traffic Counts

(3) FDOT Hourly Count Data

(4) Falls with background traffic therefore improvements assumed in place

(5) Roadway is anticipated to be widened

Net In: 43  
 Net Out: 128  
 Years Grown: 3

TABLE 3b - Link Analysis - PM

Segment	From	To	Direction	IN/OUT	Greater than 5% (1% on Adjacent Links)	D Factor (3)	2024 Peak Hour Volumes (1)	Growth Rate (2)	2027 Peak Hour Volumes w/ Growth Factor	2027 Peak Hour w/ 1% Growth	PM Peak Hour Committed Projects Directional	2027 1% Growth + Committed Peak Direction	Higher of Growth Rate or 1% + Committed	Peak Hour Service Capacity (E+C)	Project Volume Peak Direction	Total Traffic (Peak Direction)	% Project of Capacity- Peak Hour	Does Project Meet Concurrency?	Project Percent Assignment
Edwards Rd	Jenkins Rd	McNeil Rd	EB	IN	YES	0.52	718	4.94%	830	740	33	773	830	630(5)	44	874	6.98%	YES (4)	30%
	McNeil Rd	Selvitz Rd	EB	IN	YES	0.52	718	4.94%	830	740	33	773	830	700(5)	44	874	6.29%	YES (4)	30%
Jenkins Rd	Okeechobee Rd	Edwards Rd	NB	OUT	YES	0.43	558	4.94%	645	575	108	683	683	880	61	744	6.93%	YES	70%
	Okeechobee Rd	Edwards Rd	SB	IN	YES	0.57	740	4.94%	855	762	174	936	936	880	103	1039	11.70%	YES (4)	70%

Note: TPO Provides Peak Direction, off-peak derived from D Factor

(1) St. Lucie County Traffic Counts and Level of Service Report 2024

(2) Growth rate calculated from FDOT Historical Traffic Counts

(3) FDOT Hourly Count Data

(4) Falls with background traffic therefore improvements assumed in place

(5) Roadway is anticipated to be widened

Net In: 147  
 Net Out: 87  
 Years Grown: 3

## INTERSECTION ANALYSIS

The intersections of Okeechobee at Jenkins and Edwards at Jenkins were analyzed for three scenarios; existing, 2027 without project traffic and 2027 with project traffic. The intersection of Edwards at Jenkins is committed to become signalized and therefore a signalized scenario was only analyzed. The AM and PM peak hours were analyzed for each scenario. **Table 4** summarizes the delay and LOS.

**TABLE 4: INTERSECTION ANALYSIS**

Scenario	Jenkins / Okeechobee				Jenkins / Edwards			
	AM	LOS	PM	LOS	AM	LOS	PM	LOS
Existing	47.3	D	48.7	D	-	-	-	-
2027 Without Project	66.6 (50.2)	E (D)	67.6 (50.0)	E (D)	14.9	B	7.6	A
2027 With Project	73.1 (52.3)	E (D)	78.9 (52.6)	E (D)	16.8	B	9.2	A

\* Existing Signal Timing (Improved Signal Timing)

### Jenkins/Okeechobee

Okeechobee/Jenkins is an existing signalized intersection. The intersection operates at LOS D under existing conditions and will operate at LOS E in the background scenario and through project buildout with the existing signal timing. With the improved signal timings, the intersection will operate at a LOS D, as shown in the background scenario and through project buildout in the AM and PM analysis of the intersection.

### Jenkins/Edwards

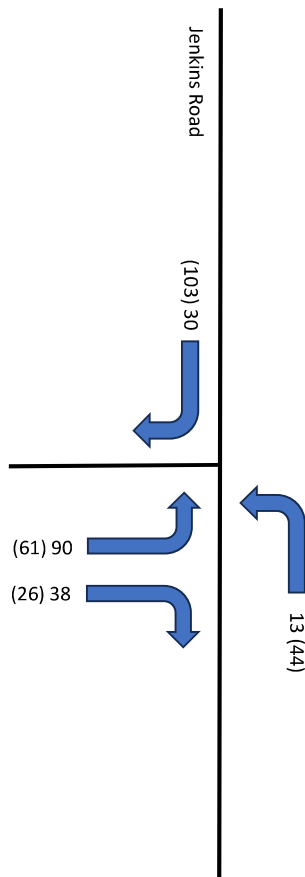
The intersection of Edwards/Jenkins is in the design phase of becoming a signalized intersection. Projects Viva at Treasure Coast East and Viva at Treasure Coast West are committed to providing this improvement and adding a dedicated westbound left, westbound right, and a dedicated southbound left. With these improvements the intersection will operate at a LOS B in the AM and LOS A in the PM.

## DRIVEWAY ANALYSIS

The project will have a single driveway that will be a full access driveway located on Jenkins Road. **Figure 3** shows the driveway volumes for the AM and PM peak hours. The driveway was analyzed using HCS. The analysis shows the driveway will operate at LOS E for the eastbound movement and LOS A on Jenkins Road during the AM peak hour and LOS D for the eastbound movement and LOS A on Jenkins Road during PM peak hours.

NCHRP 457 was used to determine that a northbound left-turn lane is needed at 1.57% of the advancing volume for the AM volume and 5.20% of the advancing volume in the PM peak hour. FDOT criteria for a right-turn lane is included and with the 103 trips turning right and 846 trips in the same direction, a southbound right-turn lane is needed. The applicant is exploring a potential cross access easement with the Panada Express development located to the north of the project. The driveway data and analyses are in **Appendix E**.

	IN	OUT	TOTAL
AM	43	128	171
PM	147	87	234






  
**ATMC Company**  
 NTS 3725 S. East Ocean Blvd  
 Stuart, FL, 34996 Suite 201

Job #: \_\_\_\_\_ Date: \_\_\_\_\_

**Legend**

 = Project Location

**Figure 3**

Access Analysis  
 Cornerstone Site

## **CONCLUSION**

With 171 net new AM peak hour trips and 234 net new PM peak hour trips, all links and intersections operate at acceptable levels of service with the existing roadway network and planned/funded roadway improvements. Per FDOT requirements, a northbound left-turn lane and a southbound right-turn lane will be required at the project driveway. Therefore, the project meets the requirements for concurrency.

**APPENDIX A**

**SITE PLAN**



**APPENDIX B**

**ST. LUCIE COUNTY 2024 LEVEL OF SERVICE REPORT**



**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
COUNTRY CLUB DR	ST LUCIE WEST BLVD to CALIFORNIA BLVD	725	7,310	2023	1,710	529	C	0.31	500	C	0.29
CROSSTOWN PKWY	COMMERCE CENTER DR to I-95	650	18,982	2021	3,170	903	C	0.28	966	C	0.30
CROSSTOWN PKWY	I-95 to CALIFORNIA BLVD	651	44,500	2024	3,170	2,625	C	0.83	2,512	C	0.79
CROSSTOWN PKWY	CALIFORNIA BLVD to CASHMERE BLVD	652	39,500	2024	3,170	2,239	C	0.71	2,303	C	0.73
CROSSTOWN PKWY	CASHMERE BLVD to CAMEO BLVD	653	36,000	2024	3,170	2,016	C	0.64	1,935	C	0.61
CROSSTOWN PKWY	CAMEO BLVD to BAYSHORE BLVD	654	46,000	2024	3,170	2,385	C	0.75	2,367	C	0.75
CROSSTOWN PKWY	BAYSHORE BLVD to AIROSO BLVD	655	35,000	2024	3,170	1,920	C	0.61	1,855	C	0.59
CROSSTOWN PKWY	AIROSO BLVD to SANDIA DR	656	17,705	2021	3,170	857	C	0.27	919	C	0.29
CROSSTOWN PKWY	SANDIA DR to MANTH LN	657	21,986	2021	3,170	1,123	C	0.35	1,102	C	0.35
CROSSTOWN PKWY	FLORESTA DR to US 1	66	34,500	2024	3,170	2,331	C	0.74	2,070	C	0.65
CROSSROADS PKWY	OKEECHOBEE RD to KINGS HWY	649	2,204	2022	790	115	C	0.15	122	C	0.15
CROSSTOWN PKWY	VILLAGE PKWY to COMMERCE CENTER DR	733	27,500	2024	2,100	1,550	C	0.74	1,498	C	0.71
DARWIN BLVD	BECKER RD to PAAR DR	235	9,400	2024	630	812	F	1.29	715	F	1.13
DARWIN BLVD	PAAR DR to TULIP BLVD	235	9,400	2024	920	812	C	0.88	715	C	0.78
DARWIN BLVD	TULIP BLVD to PORT ST LUCIE BLVD	659	11,043	2023	920	582	C	0.63	542	C	0.59
DEL RIO BLVD	PORT ST LUCIE BLVD to CALIFORNIA BLVD	311	9,825	2022	920	585	C	0.64	518	C	0.56
DEL RIO BLVD	CALIFORNIA BLVD to CASHMERE BLVD	660	5,707	2022	880	336	C	0.38	357	C	0.41
DEL RIO BLVD	CASHMERE BLVD to CALIFORNIA BLVD	661	5,196	2021	880	276	C	0.31	280	C	0.32
DELAWARE AVE	HARTMAN RD to 33RD ST	662	1,600	2022	600	313	D	0.52	241	C	0.40
DELAWARE AVE	33RD ST to 25TH ST	500	2,160	2022	1,710	161	C	0.09	168	C	0.10
DELAWARE AVE	25TH ST to OKEECHOBEE RD	948526	1,308	2023	1,220	60	C	0.05	60	C	0.05
DELAWARE AVE	OKEECHOBEE RD to 13TH ST	663	10,632	2023	790	597	D	0.76	567	D	0.72
DELAWARE AVE	13TH ST to 10TH ST	664	8,100	2024	750	469	D	0.63	435	D	0.58
DELAWARE AVE	10TH ST to 7TH ST	664	8,100	2024	600	469	D	0.78	435	D	0.73
DELAWARE AVE	7TH ST to US 1	665	6,552	2023	750	424	D	0.57	382	D	0.51
EAST TORINO PKWY	CASHMERE BLVD to TORINO PKWY	710	10,500	2024	830	651	C	0.78	669	C	0.81
EAST TORINO PKWY	TORINO PKWY to MIDWAY RD	237	16,000	2024	880	1,093	F	1.24	918	F	1.04
EASY ST	US 1 to BUCHANAN DR	106	7,204	2021	750	399	D	0.53	505	D	0.67
EASY ST	BUCHANAN DR to YUCCA DR	106	7,204	2021	540	399	D	0.74	505	D	0.94
EDWARDS RD	JENKINS RD to MCNEIL RD	174	14,000	2024	630	742	F	1.18	718	F	1.14
EDWARDS RD	MCNEIL RD to SELVITZ RD	174	14,000	2024	700	742	F	1.06	718	F	1.03
EDWARDS RD	SELVITZ RD to 25TH ST	110	13,500	2024	880	711	C	0.81	702	C	0.80

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\* Volumes shown were adjusted using FDOT Seasonal Factors

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## 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
GLADES CUT-OFF RD	COMMERCE CENTER DR. to MIDWAY RD	731	5,600	2024	920	458	C	0.50	453	C	0.49
GLADES CUT-OFF RD	MIDWAY RD to JENKINS RD	115	8,200	2024	790	471	D	0.60	465	D	0.59
GLADES CUT-OFF RD	JENKINS RD to SELVITZ RD	113	6,351	2023	830	378	C	0.46	351	C	0.42
GRAHAM RD	KINGS HWY to JENKINS RD	669	2,344	2022	630	148	C	0.23	149	C	0.24
GREEN RIVER PKWY	MARTIN C.L. to CHARLESTON DR	319	5,200	2024	1,070	307	B	0.29	319	B	0.30
GREEN RIVER PKWY	CHARLESTON DR to MELALEUCA BLVD	319	5,200	2024	1,070	307	B	0.29	319	B	0.30
GREEN RIVER PKWY	MELALEUCA BLVD to WALTON RD	319	5,200	2024	1,070	307	B	0.29	319	B	0.30
HARTMAN RD	OKEECHOBEE RD to PETERSON RD	670	6,297	2021	750	300	C	0.40	293	C	0.39
HARTMAN RD	PETERSON RD to DELAWARE AVE	670	6,297	2021	540	300	D	0.56	293	D	0.54
HARTMAN RD	DELAWARE AVE to ORANGE AVE	670	6,297	2021	790	300	C	0.38	293	C	0.37
HEADER CANAL RD	OKEECHOBEE RD to ORANGE AVE	121	650	2024	670	44	B	0.07	42	B	0.06
HILLMOOR DR	US 1 to LENNARD RD	671	6,842	2023	790	380	C	0.48	359	C	0.45
I-95	MARTIN C.L. to GATLIN BLVD	890334	76,830	2023							
I-95	GATLIN BLVD to ST LUCIE WEST BLVD	941901	91,097	2023							
I-95	ST LUCIE WEST BLVD to MIDWAY RD	941904	74,453	2023							
I-95	MIDWAY RD to OKEECHOBEE RD	941902	81,653	2023							
I-95	OKEECHOBEE RD to ORANGE AVE	940260	72,427	2023							
I-95	ORANGE AVE to INDRIO RD	941905	54,180	2023							
I-95	INDRIO RD to INDIAN RIVER C.L.	882003	45,470	2023							
INDIAN RIVER DR	CITRUS AVE to ORANGE AVE	945029	5,686	2023	750	282	C	0.38	282	C	0.38
INDIAN RIVER DR	ORANGE AVE to AVENUE A	940003	6,275	2023	750	311	C	0.41	311	C	0.41
INDIAN RIVER DR	AVENUE D to SEAWAY DR	940004	6,352	2023	790	315	C	0.40	315	C	0.40
INDIAN RIVER DR	AVENUE A to AVENUE D	940004	6,352	2023	540	315	D	0.58	315	D	0.58
INDRIO RD	PRIVATE RD to I-95 W RAMP	940128	1,107	2023	1,080	56	B	0.05	56	B	0.05
INDRIO RD	I-95 W RAMP to I-95 E RAMP	940128	1,107	2023							
INDRIO RD	I-95 E RAMP to KOBLEGARD RD	940038	12,295	2023							
INDRIO RD	KOBLEGARD RD to JOHNSTON RD	940038	12,295	2023							
INDRIO RD	JOHNSTON RD to EMERSON AVE	940038	12,295	2023							
INDRIO RD	EMERSON RD to SEMINOLE RD	940281	11,436	2023							
INDRIO RD	SEMINOLE RD to KINGS HWY	940281	11,436	2023							
INDRIO RD	KINGS HWY to SLASH PINE TRL	114	5,773	2023	790	365	C	0.46	359	C	0.45
INDRIO RD	SLASH PINE TRL to US 1	114	5,773	2023	920	365	C	0.40	359	C	0.39

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						Volume	LOS	V/C	Volume	LOS	V/C
INDRIO RD	US 1 to OLD DIXIE HWY	672	1,067	2022	750	92	C	0.12	97	C	0.13
JENKINS RD	EDWARDS RD to OKEECHOBEE RD	133	12,000	2024	880	729	C	0.83	740	C	0.84
JENKINS RD	OKEECHOBEE RD to GRAHAM RD	131	11,500	2024	920	612	C	0.67	614	C	0.67
JENKINS RD	GRAHAM RD to PETERSON RD	739	6,500	2024	630	357	C	0.57	352	C	0.56
JENKINS RD	PETERSON RD to ORANGE AVE	739	6,500	2024	920	357	C	0.39	352	C	0.38
JENNINGS RD	US 1 to LENNARD RD	673	4,667	2022	2,100	244	C	0.12	233	C	0.11
JOHNSTON RD	ANGLE RD to L20	674	2,700	2022	1,070	212	B	0.20	186	B	0.17
JOHNSTON RD	L20 to MEADOWOOD DR	675	2,408	2022	1,070	159	B	0.15	150	B	0.14
JOHNSTON RD	MEADOWOOD DR to OLD JOHNSTON RD	675	2,408	2022	1,070	159	B	0.15	150	B	0.14
JOHNSTON RD	OLD JOHNSTON RD to INDRIO RD	675	2,408	2022	1,070	159	B	0.15	150	B	0.14
JOHNSTON RD	INDRIO RD to RUSSOS RD	135	9,111	2023	1,070	528	C	0.49	499	C	0.47
JOHNSTON RD	RUSSOS RD to INDIAN RIVER C.L.	135	9,111	2023	1,070	528	C	0.49	499	C	0.47
JUANITA AVE	53RD ST to 25TH ST	122	1,602	2022	750	102	C	0.14	84	C	0.11
JUANITA AVE	25TH ST to US 1	120	3,505	2022	750	179	C	0.24	195	C	0.26
KEEN RD	ANGLE RD to JUANITA AVE	129	3,069	2023	630	224	C	0.36	243	C	0.39
KEEN RD	JUANITA AVE to ST LUCIE BLVD	129	3,069	2023	630	224	C	0.36	243	C	0.39
KINGS HWY	OKEECHOBEE RD to CROSSROADS PKWY	940757	9,104	2023							
KINGS HWY	CROSSROADS PKWY to GRAHAM RD	940757	9,104	2023							
KINGS HWY	GRAHAM RD to PICOS RD	940076	6,818	2023							
KINGS HWY	PICOS RD to ORANGE AVE	940076	6,818	2023							
KINGS HWY	ORANGE AVE to ANGLE RD	940077	14,734	2023							
KINGS HWY	ANGLE RD to ST LUCIE BLVD	940751	11,316	2023							
KINGS HWY	ST LUCIE BLVD to INDRIO RD	940006	14,026	2023							
KIRBY LOOP RD	EDWARDS RD to 35TH ST	677	2,475	2021	630	144	C	0.23	133	C	0.21
KITTERMAN RD	OLEANDER AVE to US 1	124	3,193	2023	750	205	C	0.27	167	C	0.22
KITTERMAN RD	US 1 to LENNARD EXT	678	1,776	2022	750	104	C	0.14	108	C	0.14
LENNARD RD	US 1 to MARIPOSA AVE	325	19,980	2022	1,710	1,198	D	0.70	1,136	D	0.66
LENNARD RD	MARIPOSA AVE to MELALEUCA BLVD	325	19,980	2022	1,710	1,198	D	0.70	1,136	D	0.66
LENNARD RD	MELALEUCA BLVD to JENNINGS RD	325	19,980	2022	1,630	1,198	D	0.73	1,136	D	0.70
LENNARD RD	JENNINGS RD to HILLMOOR DR	325	19,980	2022	1,710	1,198	D	0.70	1,136	D	0.66
LENNARD RD	HILLMOOR DR to TIFFANY AVE	325	19,980	2022	1,710	1,198	D	0.70	1,136	D	0.66
LENNARD RD	TIFFANY AVE to WALTON RD	323	6,667	2022	1,710	365	C	0.21	352	C	0.21

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						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 LYNNGATE 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
OHIO AVE	SUNRISE BLVD to COLONIAL RD	686	3,632	2022	540	192	C	0.36	212	C	0.39
OHIO 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

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						Volume	LOS	V/C	Volume	LOS
OKEECHOBEE RD	BLUEFIELD RD to CARLTON RD	687	9,900	2024	2,000	536	B	542	B	0.27
OKEECHOBEE RD	CARLTON RD to SNEED RD	940039	9,696	2023						
OKEECHOBEE RD	IDEAL HOLDING RD to HEADER CANAL RD	940039	9,696	2023						
OKEECHOBEE RD	SNEED RD to IDEAL HOLDING RD	940039	9,696	2023						
OKEECHOBEE RD	HEADER CANAL RD to MIDWAY RD	940039	9,696	2023						
OKEECHOBEE RD	MIDWAY RD to SHINN RD	940039	9,696	2023						
OKEECHOBEE RD	SHINN RD to MCCARTY RD	940195	7,267	2023						
OKEECHOBEE RD	MCCARTY RD to FLORIDA'S TURNPIKE	940025	10,118	2023						
OKEECHOBEE RD	FLORIDA'S TURNPIKE to KINGS HWY	940025	10,118	2023						
OKEECHOBEE RD	KINGS HWY to CROSSROADS PKWY	940748	24,489	2023						
OKEECHOBEE RD	CROSSROADS PKWY to I-95	940106	26,459	2023						
OKEECHOBEE RD	I-95 to JENKINS RD	940029	33,776	2023						
OKEECHOBEE RD	JENKINS RD to MCNEIL RD	940029	33,776	2023						
OKEECHOBEE RD	MCNEIL RD to VIRGINIA AVE	940742	32,311	2023						
OKEECHOBEE RD	VIRGINIA AVE to HARTMAN RD	688	13,178	2023	2,100	681	C	672	C	0.32
OKEECHOBEE RD	HARTMAN RD to 35TH ST	688	13,178	2023	1,630	681	C	672	C	0.41
OKEECHOBEE RD	35TH ST to 33RD ST	689	15,615	2023	1,630	813	D	778	D	0.48
OKEECHOBEE RD	33RD ST to 25TH ST	689	15,615	2023	1,630	813	D	778	D	0.48
OKEECHOBEE RD	25TH ST to GEORGIA AVE	690	11,736	2023	1,630	680	C	603	C	0.37
OKEECHOBEE RD	GEORGIA AVE to DELAWARE AVE	690	11,736	2023	1,710	680	C	603	C	0.35
OLD DIXIE HWY	US 1 to SR A1A NORTH	691	436	2022	790	68	C	64	C	0.08
OLD DIXIE HWY	SR A1A NORTH to ST LUCIE BLVD	948521	1,820	2023	750	85	C	85	C	0.11
OLD DIXIE HWY	ST LUCIE BLVD to INDRIO RD	227	1,785	2022	790	145	C	106	C	0.13
OLD DIXIE HWY	INDRIO RD to INDIAN RIVER C.L.	948523	1,495	2023	870	70	C	70	C	0.08
OLEANDER AVE	BEACH AVE to KITTERMAN RD	692	2,997	2021	540	173	C	196	C	0.36
OLEANDER AVE	KITTERMAN RD to MIDWAY RD	141	6,174	2021	750	359	C	359	C	0.48
OLEANDER AVE	MIDWAY RD to WEATHERBEE RD	139	6,049	2023	750	342	C	345	C	0.46
OLEANDER AVE	WEATHERBEE RD to BELL AVE	139	6,049	2023	540	342	D	345	D	0.64
OLEANDER AVE	BELL AVE to FARMER'S MARKET RD	240	9,400	2024	540	465	D	461	D	0.85
OLEANDER AVE	FARMER'S MARKET RD to EDWARDS RD	240	9,400	2024	750	465	D	461	D	0.61
OLEANDER AVE	EDWARDS RD to WISTERIA AVE	505	9,200	2024	750	590	D	518	D	0.69
OLEANDER AVE	WISTERIA AVE to GARDENIA AVE	505	9,200	2024	540	590	F	518	D	0.96

\* **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
OLEANDER AVE	GARDENIA AVE to VIRGINIA AVE	505	9,200	2024	790	590	D	0.75	518	D	0.66
OLEANDER AVE	VIRGINIA AVE to SUNRISE BLVD	503	4,768	2023	600	268	C	0.45	277	C	0.46
ORANGE AVE	OKEECHOBEE C.L. to SNEED RD	144	5,337	2021	670	312	C	0.47	297	C	0.44
ORANGE AVE	SNEED RD to HEADER CANAL RD	144	5,337	2021	670	312	C	0.47	297	C	0.44
ORANGE AVE	HEADER CANAL RD to SHINN RD	144	5,337	2021	670	312	C	0.47	297	C	0.44
ORANGE AVE	SHINN RD to CAMPBELL RD	940144	3,090	2023	1,070	147	B	0.14	147	B	0.14
ORANGE AVE	CAMPBELL RD to KINGS HWY	940144	3,090	2023	1,070	147	B	0.14	147	B	0.14
ORANGE AVE	KINGS HWY to I-95	940041	17,555	2023							
ORANGE AVE	I-95 to JENKINS RD	940035	15,314	2023							
ORANGE AVE	JENKINS RD to HARTMAN RD	940028	17,481	2023							
ORANGE AVE	HARTMAN RD to ANGLE RD	940028	17,481	2023							
ORANGE AVE	ANGLE RD to 25TH ST	940151	9,247	2013							
ORANGE AVE	25TH ST to 17TH ST	945040	13,991	2023							
ORANGE AVE	17TH ST to 13TH ST	945040	13,991	2023							
ORANGE AVE	13TH ST to 10TH ST	945040	13,991	2023							
ORANGE AVE	10TH ST to 7TH ST	940155	10,272	2023							
ORANGE AVE	7TH ST to US 1	945134	7,668	2023							
ORANGE AVE	US 1 to 2ND ST	945133	4,253	2023	600	211	C	0.35	211	C	0.35
ORANGE AVE	2ND ST to INDIAN RIVER DR	945133	4,253	2023	750	211	C	0.28	211	C	0.28
PARR DR	PORT ST LUCIE BLVD to DARWIN BLVD	209	2,040	2022	700	158	C	0.23	136	C	0.19
PARR DR	DARWIN BLVD to TULIP BLVD	723	1,928	2023	540	169	C	0.31	128	C	0.24
PARR DR	SAVONA BLVD to PORT ST LUCIE BLVD	209	2,040	2022	700	158	C	0.23	136	C	0.19
PARR DR	ROSSER BLVD to SAVONA BLVD	209	2,040	2022	630	158	C	0.25	136	C	0.22
PEACOCK BLVD	CALIFORNIA BLVD to CASHMERE BLVD	693	5,637	2021	630	357	C	0.57	396	C	0.63
PEACOCK BLVD	UNIVERSITY BLVD to CALIFORNIA BLVD	694	10,500	2024	920	756	C	0.82	758	C	0.82
PEACOCK BLVD	ST LUCIE WEST BLVD to UNIVERSITY BLVD	948514	14,858	2023	2,100	689	C	0.33	689	C	0.33
PETERSON RD	BENT CREEK DR to HARTMAN RD	695	2,114	2022	540	157	C	0.29	145	C	0.27
PICOS RD	CAMPBELL RD to KINGS HWY	696	1,211	2023	540	81	C	0.15	81	C	0.15
PORT ST LUCIE BLVD	MARTIN C.L. to BECKER RD	948519	17,264	2023	920	801	C	0.87	801	C	0.87
PORT ST LUCIE BLVD	BECKER RD to PAAR DR	948519	17,264	2023	920	801	C	0.87	801	C	0.87
PORT ST LUCIE BLVD	PAAR DR to TULIP BLVD	948519	17,264	2023	700	801	F	1.14	801	F	1.14
PORT ST LUCIE BLVD	TULIP BLVD to DARWIN BLVD	948519	17,264	2023	920	801	C	0.87	801	C	0.87

\* **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

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\* **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	0.56
WALTON RD	LENNARD RD to GREEN RIVER PKWY	326	12,000	2024	880	C	747	C	0.85
WALTON RD	GREEN RIVER PKWY to INDIAN RIVER DR	324	6,014	2022	630	C	386	C	0.61
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	0.31
WESTMORELAND BLVD	MORNINGSIDE BLVD to PORT ST LUCIE BLVD	339	14,645	2023	920	C	784	C	0.85
WESTMORELAND BLVD	MARTIN C.-L. to MORNINGSIDE BLVD	245	9,076	2022	920	C	477	C	0.52

### Countywide Performance

Weighted V/C = **64.29**

% VMT below Standard = **77.98%**

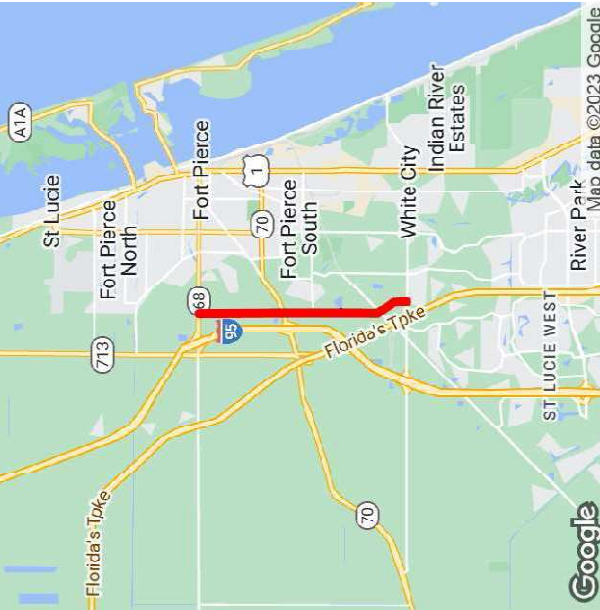
\* **NOTE:** A six digit number in the "STATION ID" column identifies segment counted by FDOT. FDOT count stations use standard K and D factors to determine peak hour values. Peak hour data is not available for locations on State roads due to differences in data availability, LOS Methodologies, and service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

**JENKINS RD FROM MIDWAY RD TO ORANGE AVE**  
**4463311 Non-SIS**

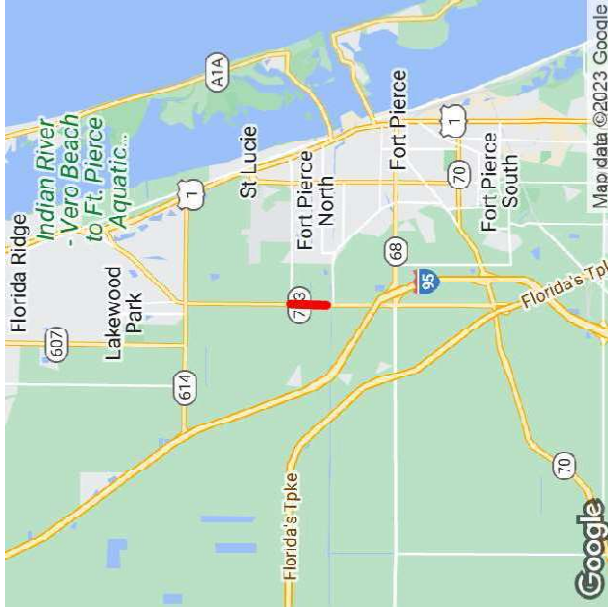


**Project Description:** PD&E/EMO STUDY  
**Extra Description:** 2024 TPO PRIORITY #6 LFA WITH ST. LUCIE COUNTY R/W IS NEEDED 22-02  
 WIRE TRANSFER RECEIVED 11/13/23 \$1M ST. LUCIE COUNTY  
**Lead Agency:** MANAGED BY FDOT **From:** MIDWAY RD  
**County:** ST. LUCIE **To:** ORANGE AVE  
**Length:** 5.104  
**Phase Group:** P D & E

Phase	Fund Code	2025	2026	2027	2028	2029	Total
PDE	ACSU	811,624	0	0	0	0	811,624
PDE	SU	828,376	0	0	0	0	828,376
		<b>1,640,000</b>					<b>1,640,000</b>

**Prior Year Cost: 5,182,865**  
**Future Year Cost: 0**  
**Total Project Cost: 6,822,865**  
**L RTP: Page 8-3**

**KINGS HWY FROM NORTH OF COMMERCIAL CIRCLE TO NORTH OF ST LUCIE BLVD  
4383792 Non-SIS**



**Project Description:** ADD LANES & RECONSTRUCT  
**Extra Description:** 2017 TPO PRIORITY #4 WIDENING FROM 2 TO 4 LANES; PD&E UNDER 230256-5 G/W 438379-5  
**Lead Agency:** MANAGED BY FDOT **From:** NORTH OF COMMERCIAL CIRCLE  
**County:** ST. LUCIE **To:** NORTH OF ST LUCIE BLVD  
**Length:** 1.21  
**Phase Group:** PRELIMINARY ENGINEERING, RIGHT OF WAY, ENVIRONMENTAL

Phase	Fund Code	2025	2026	2027	2028	2029	Total
ROW	CM	0	380,000	0	0	0	380,000
ROW	DDR	0	4,432,414	0	0	0	4,432,414
ROW	SA	2,805,455	0	0	0	0	2,805,455
ROW	SU	1,000,000	0	0	0	0	1,000,000
		<b>3,805,455</b>	<b>4,812,414</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8,617,869</b>

**Prior Year Cost: 21,404,740**  
**Future Year Cost: 0**  
**Total Project Cost: 67,751,867**  
**L RTP: Page 8-2**

**KINGS HWY FROM NORTH OF I-95 OVERPASS TO NORTH OF COMMERCIAL CIRCLE  
4492911 Non-SIS**



**Project Description:** LANDSCAPING  
**Extra Description:** STANDALONE LANDSCAPE  
**Lead Agency:** MANAGED BY FDOT  
**County:** ST. LUCIE  
**Length:** 1.4  
**Phase Group:** PRELIMINARY ENGINEERING, CONSTRUCTION

**From:** NORTH OF I-95 OVERPASS  
**To:** NORTH OF COMMERCIAL CIRCLE

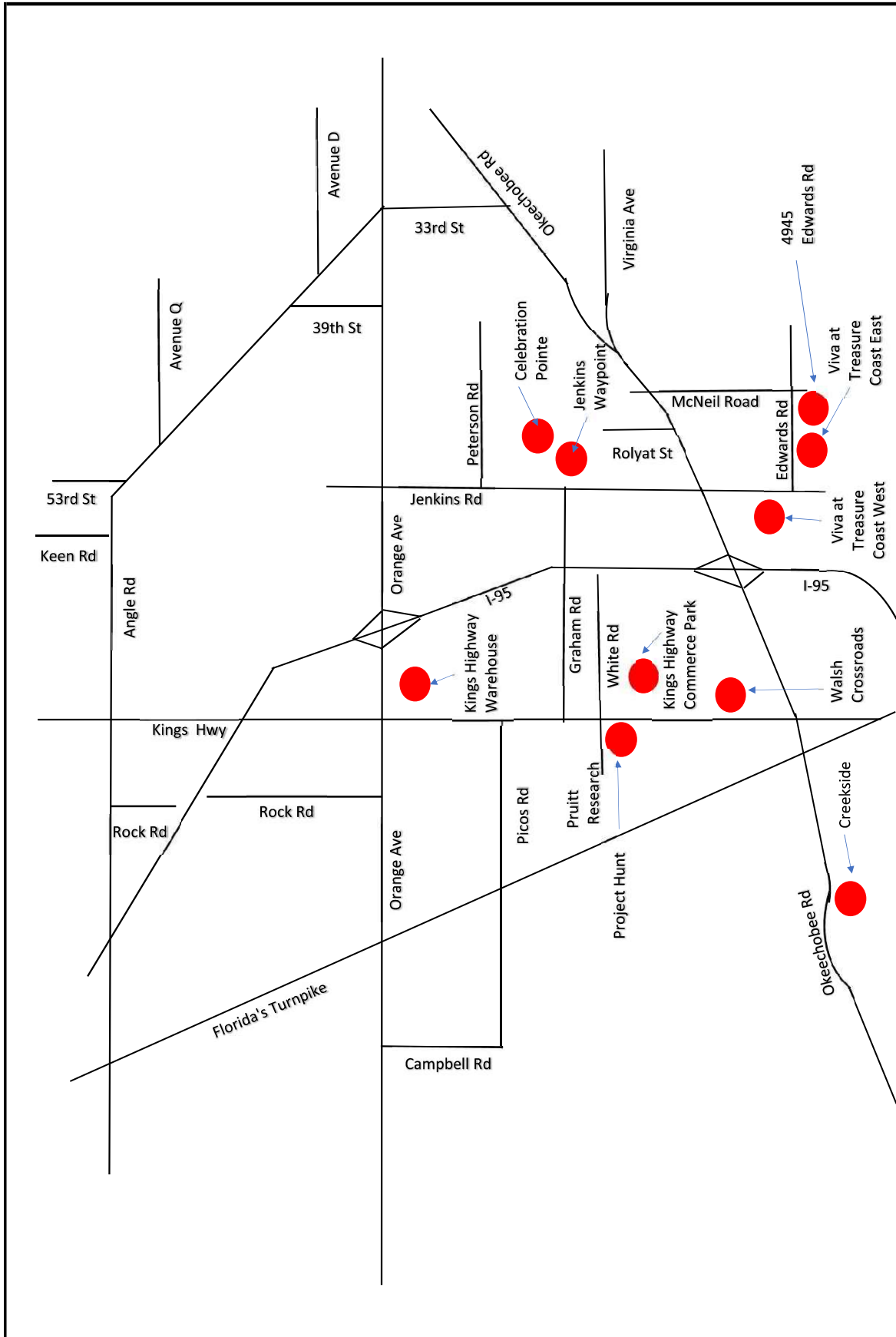
Phase	Fund Code	2025	2026	2027	2028	2029	Total
PE	DDR	0	141,293	0	0	0	141,293
PE	DIH	0	11,303	0	0	0	11,303
CST	DDR	0	0	0	890,792	0	890,792
CST	DIH	0	0	0	33,484	0	33,484
			<b>152,596</b>		<b>924,276</b>		<b>1,076,872</b>

**Prior Year Cost: 0**  
**Future Year Cost: 0**  
**Total Project Cost: 1,076,872**  
**L RTP: Page 8-2**



**APPENDIX C**

**OTHER PROJECT DATA/GROWTH RATE**



**Figure 1**  
Background Project Location  
St. Lucie County

**Legend**

● = Project Location

**OROURKE**  
ENGINEERING & PLANNING

3725 S. East Ocean Blvd Suite 201  
Stuart, FL 34996  
Date: 7.2.2024

NTS  
Job Number:

AM APPROVED PROJECTS			Kings Hwy Commerce Park / White Parcel						Creekside						Celebration Pointe @ 25% Complete City of Fort Pierce					
Road Name	From	To	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W
Jenkins Rd	Okeechobee	Edwards	0%	0	0	-	0	0	5%	372	28	OUT	21	7	5%	79	6	IN	2	5
Edwards Rd.	25th	Jenkins Rd	0%	0	0	-	0	0	0%	0	0	-	0	0	5%	79	6	OUT	5	2
				5,135	577		In	463		7,443	564		In	143		1,585	128		In	32
				Daily	Two-Way		Out	114		Daily	Two-Way		Out	421		Daily	Two-Way		Out	96

AM APPROVED PROJECTS			4945 Edwards Road						Viva at Treasure Coast West						Viva at Treasure Coast East					
Road Name	From	To	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W
Jenkins Rd	Okeechobee	Edwards	60%	482	32	OUT	24	8	90%	1,348	83	OUT	63	20	90%	1,256	78	OUT	59	19
Edwards Rd.	25th	Jenkins Rd	60%	482	32	IN	8	24	10%	150	9	OUT	7	2	10%	140	9	OUT	7	2
				803	53		In	13		1,498	92		In	22		1,396	87		In	21
				Daily	Two-Way		Out	40		Daily	Two-Way		Out	70		Daily	Two-Way		Out	66

AM APPROVED PROJECTS			Project Hunt						Kings Highway Warehouse						Jenkins Waypoint / Resurrection Life					
Road Name	From	To	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W
Jenkins Rd	Okeechobee	Edwards	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0
Edwards Rd.	25th	Jenkins Rd	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0
				956	101		In	84		5,100	683		In	342		3,318	209		In	53
				Daily	Two-Way		Out	17		Daily	Two-Way		Out	341		Daily	Two-Way		Out	156

AM APPROVED PROJECTS			Walsh Crossroads						SUM Daily		SUM 2 Way		SUM Directional N/E		SUM Directional S/W		Two Way		Directional N/E		Directional S/W	
Road Name	From	To	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	Residential	Non-Residential	Residential	Non-Residential	Residential	Non-Residential	Residential	Non-Residential	Double Count	Net 2 Way	Double Count	Net	Double Count	Net
Jenkins Rd	Okeechobee	Edwards	0%	0	0	-	0	0	3,538	0	228	0	169	0	58	0	0	228	0	169	0	58
Edwards Rd.	25th	Jenkins Rd	0%	0	0	-	0	0	850	0	56	0	26	0	30	0	0	56	0	26	0	30
				184	12		In	7														
				Daily	Two-Way		Out	5														

PM APPROVED PROJECTS			Kings Hwy Commerce Park / White Parcel						Creekside						Celebration Pointe @ 25% Complete City of Fort Pierce					
Road Name	From	To	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W
Jenkins Rd	Okeechobee	Edwards	0%	0	0	-	0	0	5%	372	34	OUT	13	21	5%	79	8	IN	5	3
Edwards Rd.	25th	Jenkins Rd	0%	0	0	-	0	0	0%	0	0	-	0	0	5%	79	8	OUT	3	5
				5,135	600		In	142		7,443	682		In	426		1,585	158		In	101
				Daily	Two-Way		Out	458		Daily	Two-Way		Out	256		Daily	Two-Way		Out	57

PM APPROVED PROJECTS			4945 Edwards Road						Viva at Treasure Coast West						Viva at Treasure Coast East					
Road Name	From	To	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W
Jenkins Rd	Okeechobee	Edwards	60%	482	38	OUT	16	22	90%	1,348	104	OUT	39	66	90%	1,256	98	OUT	36	62
Edwards Rd.	25th	Jenkins Rd	60%	482	38	IN	22	16	10%	150	12	OUT	4	7	10%	140	11	OUT	4	7
				803	63		In	37		1,498	116		In	73		1,396	109		In	69
				Daily	Two-Way		Out	26		Daily	Two-Way		Out	43		Daily	Two-Way		Out	40

PM APPROVED PROJECTS			Project Hunt						Kings Highway Warehouse						Jenkins Waypoint / Resurrection Life					
Road Name	From	To	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W
Jenkins Rd	Okeechobee	Edwards	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0
Edwards Rd.	25th	Jenkins Rd	0%	0	0	-	0	0	0%	0	0	-	0	0	0%	0	0	-	0	0
				956	114		In	29		5,100	674		In	458		3,318	274		In	172
				Daily	Two-Way		Out	85		Daily	Two-Way		Out	216		Daily	Two-Way		Out	102

PM APPROVED PROJECTS			Walsh Crossroads						SUM Daily		SUM 2 Way		SUM Directional N/E		SUM Directional S/W		Two Way		Directional N/E		Directional S/W	
Road Name	From	To	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	Residential	Non-Residential	Residential	Non-Residential	Residential	Non-Residential	Residential	Non-Residential	Double Count	Net 2 Way	Double Count	Net	Double Count	Net
Jenkins Rd	Okeechobee	Edwards	0%	0	0	-	0	0	3,538	0	282	0	108	0	174	0	0	282	0	108	0	174
Edwards Rd.	25th	Jenkins Rd	0%	0	0	-	0	0	850	0	68	0	33	0	35	0	0	68	0	33	0	35
				184	21		In	10														
				Daily	Two-Way		Out	11														

Historical Growth Rate Calculation (5 Year)

Segment	From	To	2018 AADT	2023 AADT	5 Year Historical Growth Rate
Edwards Rd	Jenkins Rd	McNeil Rd	10,100	12,200	3.85%
Jenkins Rd	Okeechobee Rd	Edwards Rd	7,500	10,200	6.34%
		Total	17,600	22,400	4.94%

\*Source FDOT Historical Traffic Counts

FLORIDA DEPARTMENT OF TRANSPORTATION  
 TRANSPORTATION STATISTICS OFFICE  
 2023 HISTORICAL AADT REPORT

COUNTY: 94 - ST. LUCIE

SITE: 7027 - ON JENKINS RD SOUTH - S. OF OKEECHOBEE RD (COUNTY 133)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	10200 F	N	5200	9.00	51.60	7.10
2022	10000 C	N	5100	9.00	51.40	5.00
2021	7100 V	N	3600	9.00	50.90	7.20
2020	7100 R	N	3600	9.00	51.30	31.50
2019	7500 T	N	3800	9.00	51.00	7.80
2018	7500 S	N	3800	9.00	51.30	16.70
2017	7500 F	N	3800	9.00	50.90	16.70
2016	7300 C	N	3700	9.00	50.90	16.70
2015	7300 S	N	3600	9.00	51.00	41.80
2014	7300 F	N	3500	9.00	50.80	49.50
2013	7300 C	N	3500	9.00	50.80	11.90
2012	6400 F	N	3200	9.00	56.80	7.10
2011	6400 C	N	3200	9.00	57.20	16.40
2010	6500 F	N	3300	10.32	55.40	16.40
2009	6500 C	N	3300	10.27	57.35	16.40

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN  
 \*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION  
 TRANSPORTATION STATISTICS OFFICE  
 2023 HISTORICAL AADT REPORT

COUNTY: 94 - ST. LUCIE

SITE: 7056 - EDWARDS RD - W. OF SELVITZ RD (COUNTY 174)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	12200	E	6100	9.00	51.60	7.10
2022	11800	E	5900	9.00	51.40	5.00
2021	9500	E	4700	9.00	50.90	7.20
2020	9700	E	4800	9.00	51.30	31.50
2019	10100	E	5000	9.00	51.00	7.80
2018	10100	E	5100	9.00	51.30	5.80
2017	10100	E	5100	9.00	50.90	10.00
2016	9900	E	5000	9.00	50.90	6.20
2015	10000	E	5000	9.00	51.00	41.80
2014	10000	E	5000	9.00	50.80	49.50
2013	10000	E	5000	9.00	50.80	11.90
2012	10000	E	5000	9.00	56.80	9.20
2011	10200	E	5100	9.00	57.20	9.20
2010	10200	E	5100	10.32	55.40	9.20
2009	8800	E	4300	10.27	57.35	17.50
2008	9000	E	4400	10.45	58.06	17.50

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

COUNTY: 94  
 STATION: 7027  
 DESCRIPTION: ON JENKINS RD SOUTH - S. OF OKEECHOBEE RD (COUNTY  
 START DATE: 01/26/2022  
 START TIME: 0000

TIME	DIRECTION: N				DIRECTION: S				COMBINED TOTAL		
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD		4TH	TOTAL
0000	10	6	8	10	34	5	16	9	9	40	74
0100	5	8	3	6	22	7	4	10	5	26	48
0200	9	8	8	10	35	10	12	4	6	32	67
0300	4	3	7	22	36	5	2	12	6	25	61
0400	10	17	9	31	67	9	12	16	17	54	-21
0500	17	28	40	64	149	13	21	34	30	101	250
0600	76	76	85	91	328	42	60	63	91	256	584
0700	86	101	99	138	424	102	89	103	125	419	843
0800	131	113	122	82	448	90	90	94	90	364	812
0900	88	99	105	80	372	80	79	83	87	329	701
1000	79	59	64	61	273	75	87	66	90	319	592
1100	74	80	82	73	309	73	90	79	83	330	639
1200	94	52	72	96	324	74	74	98	64	310	634
1300	56	98	84	75	313	84	87	95	80	346	659
1400	81	80	75	63	299	88	81	77	87	333	632
1500	70	76	95	92	333	90	93	100	96	379	712
1600	80	83	104	105	372	125	127	127	109	489	861
1700	116	104	114	73	407	123	120	104	80	433	840
1800	80	58	58	40	236	78	101	70	73	322	558
1900	61	28	35	22	146	43	42	40	27	158	304
2000	23	38	30	27	118	33	31	18	22	104	222
2100	32	25	19	11	87	22	30	26	20	98	185
2200	14	13	7	10	44	15	16	15	12	59	103
2300	10	4	7	6	27	10	13	14	21	58	85
24-HOUR TOTALS:					5203					5384	10587

AM = NB Peak      ↑ 0.51      ↓ 0.49  
 PM = SB Peak      ↑ 0.43      ↓ 0.57

DIRECTION: N		DIRECTION: S	
COMBINED HOUR	VOLUME	COMBINED HOUR	VOLUME
745	504	745	903
1645	439	1630	914
745	504	1630	914

COUNTY: 94  
 STATION: 7C56  
 DESCRIPTION: EDWARDS RD - W. OF SELVITZ RD (COUNTY 174)  
 START DATE: 01/26/2022  
 START TIME: 0C00

TIME	DIRECTION: E				DIRECTION: W				COMBINED TOTAL		
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD		4TH	TOTAL
0000	13	11	8	8	40	10	12	4	11	37	77
0100	9	6	5	9	29	4	8	4	12	28	57
0200	9	13	7	8	37	8	10	6	11	35	72
0300	5	3	9	12	29	4	7	11	20	42	71
0400	6	13	20	19	58	9	23	10	35	77	135
0500	22	26	38	42	128	14	31	39	68	152	280
0600	51	68	73	94	286	77	75	83	90	325	611
0700	119	107	113	111	450	93	116	134	123	466	916
0800	114	114	104	119	451	100	113	111	96	420	871
0900	89	94	89	108	380	108	118	120	105	451	831
1000	85	87	89	103	364	96	96	79	81	348	712
1100	85	115	99	85	384	96	90	95	91	372	756
1200	92	89	100	86	367	106	80	96	105	387	754
1300	93	113	105	97	408	74	111	91	96	372	780
1400	94	91	94	100	379	97	108	102	89	396	775
1500	120	123	126	105	474	109	107	130	106	452	926
1600	136	142	119	152	549	114	106	143	136	499	1048
1700	149	129	124	103	505	138	123	115	97	473	978
1800	90	106	82	62	340	88	72	75	56	291	631
1900	59	50	54	30	193	82	45	46	34	207	400
2000	47	45	20	29	141	36	44	29	37	146	287
2100	32	32	34	21	119	40	31	30	22	123	242
2200	21	19	14	17	71	17	23	11	14	65	136
2300	13	19	18	19	69	10	7	11	8	36	105
24-HOUR TOTALS:					6251					6200	12451

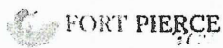
AM = WB PEAK  
 ← 0.51  
 → 0.49

PM = EB PEAK  
 ← 0.48  
 → 0.52

DIRECTION: E		DIRECTION: W	
PEAK VOLUME	COMBINED DIRECTIONS	PEAK VOLUME	COMBINED DIRECTIONS
730	452	730	922
1615	562	1630	1089
DAILY	1615	1630	1089

## **APPENDIX D**

### **INTERSECTION ANALYSIS**



**City of Fort Pierce Engineering Department  
Intersection Timing Sheet**

Name **SR-70 at Jenkins Road**

**Part I Actuated Timing Information**

*Non-coordinated Operation*

Phase	1	2	3	4	5	6	7	8		
Approach	EBLT	WBT	SBLT	NBT	WBLT	EBT	NBLT	SBT		
Initial	7	12	7	7	7	12	7	7		
Passage	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		
Max1	25.0	50.0	25.0	25.0	25.0	50.0	25.0	25.0		
Yellow	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8		
Red	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5		
Walk		5.0		5.0		5.0				
Ped Clear		34.0		47.0		26.0				
Recall		Min				Min				
LT Type	Prot		Prot		Prot		Prot			

**Part II Coordinated Timing Information**

*Pattern Tables*

PHASE	1	2	3	4	5	6	7	8	Cycle	Offset
Split Pattern 1	21	46	32	31	21	46	32	31	130	12
Split Pattern 2	23	57	25	25	23	57	25	25	130	93
Split Pattern 3	25	52	28	25	15	62	28	25	130	36
Split Pattern 4	18	42	18	22	15	45	18	22	100	48
Split Pattern 5	18	57	20	25	18	57	20	25	120	38

*Schedule Implementation*

Schedule Notes	Day Plan 1 (WEEKDAYS)			Day Plan 2 (WEEKENDS)			Day Plan 3 (Special)		
	Start	End	Pattern	Start	End	Pattern			
	0:00	6:30	Free	0:00	7:00	Free			
	6:30	10:00	1	7:00	10:00	4			
	10:00	15:00	2	10:00	18:00	5			
	15:00	19:00	3	18:00	21:00	4			
	19:00	21:00	4	21:00	0:00	Free			
	21:00	0:00	Free						

**Part III Notes and Comments**

1. Installed new system and signal timing by AECOM (FDOT Retiming Contract C9028; FM 230017 7 32 01)

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Jenkins Rd  
 FILENAME: 6/15/2023  
 COUNT DATE: 6/16/2023  
 REPORT DATE: 6/16/2023  
 DAY: Thursday  
 ANALYSIS YEAR: 2023  
 CITY: St. Lucie  
 EW STREET: Okeechobee Rd  
 CONTROL: Signalized

15 Min Period	Northbound				Southbound				Eastbound				Westbound			
	NBL	NBT	NBR	NBL	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	ONE HOUR SUM	
7:00-7:15	108	29	17	12	27	20	11	237	42	9	154	12	678	3704		
7:15-7:30	119	35	19	19	36	28	18	320	52	20	239	22	927	4144		
7:30-7:45	127	43	19	20	41	36	19	344	76	26	229	28	1008	4392		
7:45-8:00	142	35	26	21	53	30	21	418	68	29	227	21	1091	4277		
8:00-8:15	152	32	29	19	43	39	27	379	84	31	255	28	1118	4091		
8:15-8:30	164	36	17	17	40	44	24	333	77	43	227	53	1075			
8:30-8:45	117	43	21	24	51	39	22	319	67	29	214	47	993			
8:45-9:00	98	34	14	22	44	28	17	296	76	24	207	45	905			
7:30 AM TO 8:30AM																
Volumes	585	146	91	77	177	149	91	1474	305	129	938	130	4292			
Season Factor	614	153	96	81	186	156	96	1548	320	135	985	137	4507			
Growth	614	153	96	81	186	156	96	1548	320	135	985	137	4507			
In/Out	OUT	OUT	OUT	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	
Percentage	40%	10%	40%	0%	90%	0%	0%	0%	90%	0%	0%	0%	0%	0%	0%	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Subtotal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	614	153	96	81	186	156	96	1548	320	135	985	137	4507			

AM PEAK HOURS FROM:  
 Volumes  
 Season Factor  
 Growth  
 In/Out  
 Percentage  
 PROJECT  
 Subtotal  
 Total

Seasonal Factor: 1.05  
 Growth Rate: 1.01  
 Years Grown: 0  
 Trips In: 0  
 Trips Out: 0  
 V/va at Treasure Coast West: 0

N/S STREET: Jenkins Rd  
 FILENAME: 6/15/2023  
 COUNT DATE: 6/16/2023  
 REPORT DATE: 6/16/2023  
 DAY: Thursday  
 ANALYSIS YEAR: 2023  
 CITY: St. Lucie  
 EW STREET: Okeechobee Rd  
 CONTROL: Signalized

15 Min Period lanes	Northbound				Southbound				Eastbound				Westbound			
	NBL	NBT	NBR	NBL	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	ONE HOUR SUM	
4:00-4:15	106	32	7	47	38	24	34	215	63	23	207	34	830	3607		
4:15-4:30	121	36	11	47	53	26	24	207	73	28	201	42	869	3759		
4:30-4:45	143	31	19	44	45	46	20	230	88	22	229	55	972	3872		
4:45-5:00	119	29	14	52	54	29	26	246	68	30	224	45	936	3852		
5:00-5:15	105	26	16	47	37	33	29	289	64	33	265	38	982	3762		
5:15-5:30	123	25	13	41	31	32	30	294	79	28	241	45	982			
5:30-5:45	104	33	11	43	36	33	26	284	70	28	252	33	953			
5:45-6:00	100	29	7	39	31	23	31	245	47	33	235	25	845			
4:30 PM TO 5:30PM																
Volumes	490	111	62	184	167	140	105	1059	299	113	959	183	3872			
Season Factor	515	117	66	193	175	147	110	1112	314	119	1007	192	4066			
Growth	515	117	66	193	175	147	110	1112	314	119	1007	192	4066			
In/Out	OUT	OUT	OUT	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	
Percentage	40%	10%	40%	0%	90%	0%	0%	0%	90%	0%	0%	0%	0%	0%	0%	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Subtotal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	515	117	66	193	175	147	110	1112	314	119	1007	192	4066			

PM PEAK HOURS FROM:  
 Volumes  
 Season Factor  
 Growth  
 In/Out  
 Percentage  
 PROJECT  
 Subtotal  
 Total

Seasonal Factor: 1.05  
 Growth Rate: 1.01  
 Years Grown: 0  
 Trips In: 0  
 Trips Out: 0  
 V/va at Treasure Coast West: 0

# HCM 7th Signalized Intersection Summary

## 3: Jenkins road & Okeechobee Road

07/09/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	96	1548	320	135	985	137	614	153	96	81	186	156
Future Volume (veh/h)	96	1548	320	135	985	137	614	153	96	81	186	156
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	104	1683	0	147	1071	149	667	166	104	88	202	170
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	186	2314		173	2591	638	657	568	337	186	458	204
Arrive On Green	0.05	0.36	0.00	0.10	0.40	0.40	0.19	0.26	0.26	0.05	0.13	0.13
Sat Flow, veh/h	3456	6434	1585	1781	6434	1585	3456	2145	1273	3456	3554	1585
Grp Volume(v), veh/h	104	1683	0	147	1071	149	667	136	134	88	202	170
Grp Sat Flow(s),veh/h/ln	1728	1609	1585	1781	1609	1585	1728	1777	1641	1728	1777	1585
Q Serve(g_s), s	3.8	29.5	0.0	10.6	15.5	8.1	24.7	7.9	8.5	3.2	6.8	13.6
Cycle Q Clear(g_c), s	3.8	29.5	0.0	10.6	15.5	8.1	24.7	7.9	8.5	3.2	6.8	13.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.78	1.00		1.00
Lane Grp Cap(c), veh/h	186	2314		173	2591	638	657	471	435	186	458	204
V/C Ratio(X)	0.56	0.73		0.85	0.41	0.23	1.02	0.29	0.31	0.47	0.44	0.83
Avail Cap(c_a), veh/h	364	2314		188	2591	638	657	471	435	657	648	289
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.0	36.1	0.0	57.8	27.8	25.6	52.7	38.0	38.2	59.7	52.3	55.3
Incr Delay (d2), s/veh	2.6	1.2	0.0	27.9	0.5	0.9	39.1	0.3	0.4	1.9	0.7	13.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	11.3	0.0	6.0	5.9	3.2	14.2	3.5	3.5	1.5	3.1	6.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	62.6	37.3	0.0	85.6	28.3	26.5	91.8	38.4	38.6	61.6	53.0	68.5
LnGrp LOS	E	D		F	C	C	F	D	D	E	D	E
Approach Vol, veh/h		1787			1367			937			460	
Approach Delay, s/veh		38.7			34.3			76.4			60.3	
Approach LOS		D			C			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.3	59.7	14.3	41.7	19.9	54.1	32.0	24.0				
Change Period (Y+Rc), s	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3				
Max Green Setting (Gmax), s	13.7	38.7	24.7	23.7	13.7	38.7	24.7	23.7				
Max Q Clear Time (g_c+I1), s	5.8	17.5	5.2	10.5	12.6	31.5	26.7	15.6				
Green Ext Time (p_c), s	0.1	7.7	0.2	1.2	0.0	5.4	0.0	1.1				

### Intersection Summary

HCM 7th Control Delay, s/veh	47.3
HCM 7th LOS	D

### Notes

- User approved pedestrian interval to be less than phase max green.
- Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

# HCM 7th Signalized Intersection Summary

## 3: Jenkins road & Okeechobee Road

07/09/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↖	↗	↑↑↑	↖	↖↗	↑↔		↖↗	↑↑	↖
Traffic Volume (veh/h)	110	1112	314	119	1007	192	515	117	65	193	175	147
Future Volume (veh/h)	110	1112	314	119	1007	192	515	117	65	193	175	147
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	120	1209	0	129	1095	209	560	127	71	210	190	160
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	186	2824		106	2858	704	550	446	235	272	420	187
Arrive On Green	0.05	0.44	0.00	0.06	0.44	0.44	0.16	0.20	0.20	0.08	0.12	0.12
Sat Flow, veh/h	3456	6434	1585	1781	6434	1585	3456	2249	1185	3456	3554	1585
Grp Volume(v), veh/h	120	1209	0	129	1095	209	560	99	99	210	190	160
Grp Sat Flow(s),veh/h/ln	1728	1609	1585	1781	1609	1585	1728	1777	1657	1728	1777	1585
Q Serve(g_s), s	4.4	16.9	0.0	7.7	14.8	11.0	20.7	6.1	6.6	7.7	6.5	12.9
Cycle Q Clear(g_c), s	4.4	16.9	0.0	7.7	14.8	11.0	20.7	6.1	6.6	7.7	6.5	12.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.72	1.00		1.00
Lane Grp Cap(c), veh/h	186	2824		106	2858	704	550	353	329	272	420	187
V/C Ratio(X)	0.64	0.43		1.22	0.38	0.30	1.02	0.28	0.30	0.77	0.45	0.86
Avail Cap(c_a), veh/h	471	2824		106	2858	704	550	353	329	550	484	216
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.3	25.2	0.0	61.2	24.2	23.1	54.6	44.2	44.4	58.7	53.4	56.2
Incr Delay (d2), s/veh	3.7	0.1	0.0	159.2	0.4	1.1	42.9	0.4	0.5	4.6	0.8	24.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	6.2	0.0	8.1	5.5	4.3	12.3	2.8	2.8	3.6	2.9	6.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	64.0	25.3	0.0	220.3	24.6	24.2	97.5	44.6	44.9	63.3	54.2	80.7
LnGrp LOS	E	C		F	C	C	F	D	D	E	D	F
Approach Vol, veh/h	1329			1433			758			560		
Approach Delay, s/veh	28.8			42.1			83.8			65.2		
Approach LOS	C			D			F			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.3	65.1	17.5	33.1	15.0	64.4	28.0	22.6				
Change Period (Y+Rc), s	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3				
Max Green Setting (Gmax), s	17.7	44.7	20.7	17.7	7.7	54.7	20.7	17.7				
Max Q Clear Time (g_c+I1), s	6.4	16.8	9.7	8.6	9.7	18.9	22.7	14.9				
Green Ext Time (p_c), s	0.2	9.0	0.5	0.7	0.0	9.8	0.0	0.5				

### Intersection Summary

HCM 7th Control Delay, s/veh	48.7
HCM 7th LOS	D

### Notes

User approved pedestrian interval to be less than phase max green.  
 Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

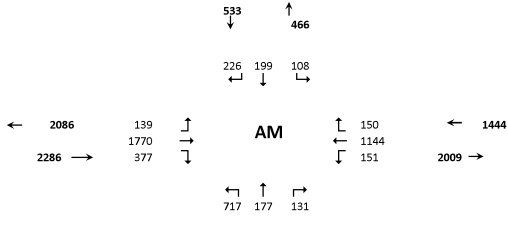
TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Jenkins Rd  
 FILENAME: EW STREET Okeechobee Rd  
 CONTROL: Signalized  
 COUNT DATE: 6/15/2023  
 ANALYSIS YEAR: 2027  
 DAY: Thursday  
 CITY: St. Lucie

15 Min Period

7:00-7:15  
 7:15-7:30  
 7:30-7:45  
 7:45-8:00  
 8:00-8:15  
 8:15-8:30  
 8:30-8:45  
 8:45-9:00

	Northbound			Southbound			Eastbound			Westbound			ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SRB	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
	108	29	17	12	27	20	11	237	42	9	154	12	678
	119	35	19	19	36	28	18	320	52	20	239	22	927
	127	43	19	20	41	36	19	344	76	26	229	28	1008
	142	35	26	21	53	30	21	418	68	29	227	21	1091
	152	32	29	19	43	39	27	379	84	31	255	28	1118
	164	36	17	17	40	44	24	333	77	43	227	53	1075
	117	43	21	24	51	39	22	319	67	29	214	47	993
	98	34	14	22	44	28	17	296	76	24	207	45	905



AM PEAK HOUR IS FROM: 7:30 AM TO 8:30 AM  
 Volumes: 583 146 91 77 177 149 91 1474 305 129 938 130 4292  
 Season Factor: 614 153 90 81 186 156 96 1548 320 135 985 137 4507  
 Growth: 639 160 99 84 193 163 99 1611 333 141 1025 142 4690  
 Percentage: 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  
 SUBPROJECTS: 0 0 0 0 0 0 0 0 0 0 0 0 0

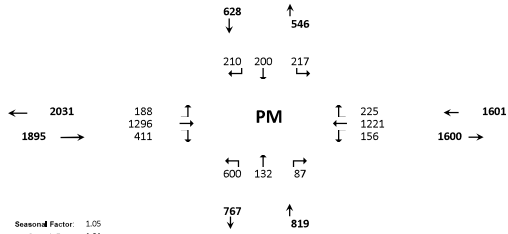
PROJECT	%	Hr/Out	Volume	%	Hr/Out	Volume	%	Hr/Out	Volume	%	Hr/Out	Volume	%	Hr/Out	Volume	%	Hr/Out	Volume
Kings Highway Commerce Park	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0
Creekside	5.0%	7	0	0.0%	0	0	5.0%	7	0	0.0%	0	0	5.0%	7	0	0.0%	0	0
Celebration Pointe - 25%	0.0%	0	0	0.0%	0	0	0.0%	0	0	0.0%	0	0	0.0%	0	0	0.0%	0	0
Hillpointe	40.0%	28	7	10.0%	14	0	10.0%	14	0	40.0%	28	7	10.0%	14	0	40.0%	28	7
Viva at Treasure Coast West	40.0%	28	7	10.0%	14	0	10.0%	14	0	40.0%	28	7	10.0%	14	0	40.0%	28	7
Viva at Treasure Coast East	0.0%	0	0	0.0%	0	0	0.0%	0	0	0.0%	0	0	0.0%	0	0	0.0%	0	0
Project Hunt	0.0%	0	0	0.0%	0	0	0.0%	0	0	0.0%	0	0	0.0%	0	0	0.0%	0	0
Kings Highway Warehouse	0.0%	0	0	0.0%	0	0	0.0%	0	0	0.0%	0	0	0.0%	0	0	0.0%	0	0
Jenkins Waypoint	0.0%	0	0	0.0%	0	0	0.0%	0	0	0.0%	0	0	0.0%	0	0	0.0%	0	0
Walsh Crossroads	40.0%	16	4	10.0%	4	0	10.0%	4	0	40.0%	16	4	10.0%	4	0	40.0%	16	4
4945 Edwards Road	0.0%	0	0	0.0%	0	0	0.0%	0	0	0.0%	0	0	0.0%	0	0	0.0%	0	0
Subtotal	78	18	31	24	6	63	40	160	43	10	119	8	0					
Total	717	177	131	108	199	226	139	1770	377	151	1144	150	4690					

N/S STREET: Jenkins Rd  
 FILENAME: EW STREET Okeechobee Rd  
 CONTROL: Signalized  
 COUNT DATE: 6/15/2023  
 ANALYSIS YEAR: 2027  
 DAY: Thursday  
 CITY: St. Lucie

15 Min Period lanes

4:00-4:15  
 4:15-4:30  
 4:30-4:45  
 4:45-5:00  
 5:00-5:15  
 5:15-5:30  
 5:30-5:45  
 5:45-6:00

	Northbound			Southbound			Eastbound			Westbound			ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SRB	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
	106	32	7	47	38	24	34	215	63	23	207	34	830
	121	36	11	47	53	26	24	207	73	28	201	42	869
	143	33	19	44	45	46	20	230	88	22	229	55	972
	119	29	14	52	54	29	26	246	68	30	224	45	936
	105	26	16	47	37	33	29	289	64	33	265	38	882
	123	25	13	41	31	32	30	294	79	28	241	45	982
	104	33	11	43	36	33	26	284	70	28	252	33	953
	100	29	7	39	31	23	31	245	47	33	235	25	845



PM PEAK HOUR IS FROM: 4:30 PM TO 5:30 PM  
 Volumes: 490 111 62 184 167 140 105 1059 299 113 959 183 3872  
 Season Factor: 515 117 65 193 175 147 110 1112 314 119 1007 192 4066  
 Growth: 535 121 68 201 182 153 115 1157 327 123 1048 200 4231  
 Percentage: 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  
 SUBPROJECTS: 0 0 0 0 0 0 0 0 0 0 0 0 0

PROJECT	%	Hr/Out	Volume	%	Hr/Out	Volume	%	Hr/Out	Volume	%	Hr/Out	Volume	%	Hr/Out	Volume	%	Hr/Out	Volume
Kings Highway Commerce Park	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0
Creekside	5%	21	0	0%	0	0	5%	21	0	0%	0	0	5%	21	0	0%	0	0
Celebration Pointe - 25%	0.0%	0	0	0.0%	0	0	0.0%	0	0	0.0%	0	0	0.0%	0	0	0.0%	0	0
Hillpointe	40.0%	17	4	10.0%	9	0	10.0%	9	0	40.0%	17	4	10.0%	9	0	40.0%	17	4
Viva at Treasure Coast West	40.0%	17	4	10.0%	9	0	10.0%	9	0	40.0%	17	4	10.0%	9	0	40.0%	17	4
Viva at Treasure Coast East	0.0%	0	0	0.0%	0	0	0.0%	0	0	0.0%	0	0	0.0%	0	0	0.0%	0	0
Project Hunt	0.0%	0	0	0.0%	0	0	0.0%	0	0	0.0%	0	0	0.0%	0	0	0.0%	0	0
Kings Highway Warehouse	0.0%	0	0	0.0%	0	0	0.0%	0	0	0.0%	0	0	0.0%	0	0	0.0%	0	0
Jenkins Waypoint	0.0%	0	0	0.0%	0	0	0.0%	0	0	0.0%	0	0	0.0%	0	0	0.0%	0	0
Walsh Crossroads	40.0%	10	3	10.0%	3	0	10.0%	3	0	40.0%	10	3	10.0%	3	0	40.0%	10	3
4945 Edwards Road	0.0%	0	0	0.0%	0	0	0.0%	0	0	0.0%	0	0	0.0%	0	0	0.0%	0	0
Subtotal	65	11	19	16	18	57	74	138	84	32	173	25	0					
Total	600	132	87	217	200	210	188	1296	411	156	1221	225	4231					

# HCM 7th Signalized Intersection Summary

## 3: Jenkins Road & Okeechobee Road

09/05/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	139	1770	377	151	1144	150	717	177	131	108	199	226
Future Volume (veh/h)	139	1770	377	151	1144	150	717	177	131	108	199	226
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/hln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	151	1924	0	164	1243	163	779	192	142	117	216	246
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	319	1987		188	2071	510	657	613	430	186	608	271
Arrive On Green	0.09	0.31	0.00	0.11	0.32	0.32	0.19	0.31	0.31	0.05	0.17	0.17
Sat Flow, veh/h	3456	6434	1585	1781	6434	1585	3456	1996	1400	3456	3554	1585
Grp Volume(v), veh/h	151	1924	0	164	1243	163	779	170	164	117	216	246
Grp Sat Flow(s),veh/h/ln	1728	1609	1585	1781	1609	1585	1728	1777	1618	1728	1777	1585
Q Serve(g_s), s	5.4	38.3	0.0	11.8	21.1	10.1	24.7	9.5	10.2	4.3	7.0	19.8
Cycle Q Clear(g_c), s	5.4	38.3	0.0	11.8	21.1	10.1	24.7	9.5	10.2	4.3	7.0	19.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.86	1.00		1.00
Lane Grp Cap(c), veh/h	319	1987		188	2071	510	657	546	497	186	608	271
V/C Ratio(X)	0.47	0.97		0.87	0.60	0.32	1.19	0.31	0.33	0.63	0.36	0.91
Avail Cap(c_a), veh/h	364	1987		188	2071	510	657	546	497	657	648	289
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.0	44.3	0.0	57.3	37.0	33.3	52.7	34.5	34.7	60.2	47.5	52.9
Incr Delay (d2), s/veh	1.1	13.5	0.0	33.5	1.3	1.6	98.7	0.3	0.4	3.5	0.4	29.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	16.5	0.0	6.9	8.2	4.2	19.7	4.2	4.1	2.0	3.1	10.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	57.1	57.8	0.0	90.8	38.3	35.0	151.4	34.8	35.1	63.7	47.9	82.0
LnGrp LOS	E	E		F	D	C	F	C	D	E	D	F
Approach Vol, veh/h		2075			1570			1113			579	
Approach Delay, s/veh		57.7			43.5			116.4			65.6	
Approach LOS		E			D			F			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.3	49.1	14.3	47.3	21.0	47.4	32.0	29.6				
Change Period (Y+Rc), s	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3				
Max Green Setting (Gmax), s	13.7	38.7	24.7	23.7	13.7	38.7	24.7	23.7				
Max Q Clear Time (g_c+I1), s	7.4	23.1	6.3	12.2	13.8	40.3	26.7	21.8				
Green Ext Time (p_c), s	0.2	7.7	0.3	1.5	0.0	0.0	0.0	0.5				

### Intersection Summary

HCM 7th Control Delay, s/veh	66.6
HCM 7th LOS	E

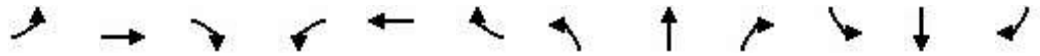
### Notes

- User approved pedestrian interval to be less than phase max green.
- Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

# HCM 7th Signalized Intersection Summary

## 3: Jenkins Road & Okeechobee Road

09/05/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↗	↖	↑↑↑	↗	↔↔	↑↔		↔↔	↑↑	↗
Traffic Volume (veh/h)	188	1296	411	156	1221	225	600	132	87	217	200	210
Future Volume (veh/h)	188	1296	411	156	1221	225	600	132	87	217	200	210
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/hln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	204	1409	0	170	1327	245	652	143	95	236	217	228
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	319	2707		106	2494	615	550	439	274	299	484	216
Arrive On Green	0.09	0.42	0.00	0.06	0.39	0.39	0.16	0.21	0.21	0.09	0.14	0.14
Sat Flow, veh/h	3456	6434	1585	1781	6434	1585	3456	2101	1311	3456	3554	1585
Grp Volume(v), veh/h	204	1409	0	170	1327	245	652	120	118	236	217	228
Grp Sat Flow(s),veh/h/ln	1728	1609	1585	1781	1609	1585	1728	1777	1634	1728	1777	1585
Q Serve(g_s), s	7.4	21.1	0.0	7.7	20.7	14.6	20.7	7.4	8.0	8.7	7.3	17.7
Cycle Q Clear(g_c), s	7.4	21.1	0.0	7.7	20.7	14.6	20.7	7.4	8.0	8.7	7.3	17.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.80	1.00		1.00
Lane Grp Cap(c), veh/h	319	2707		106	2494	615	550	371	341	299	484	216
V/C Ratio(X)	0.64	0.52		1.61	0.53	0.40	1.18	0.32	0.35	0.79	0.45	1.06
Avail Cap(c_a), veh/h	471	2707		106	2494	615	550	371	341	550	484	216
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.9	27.9	0.0	61.2	30.7	28.8	54.6	43.6	43.9	58.2	51.7	56.2
Incr Delay (d2), s/veh	2.1	0.2	0.0	314.4	0.8	1.9	100.6	0.5	0.6	4.6	0.7	76.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	7.9	0.0	12.6	7.9	5.9	16.7	3.3	3.3	4.0	3.3	11.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	59.0	28.1	0.0	375.6	31.5	30.8	155.2	44.1	44.5	62.8	52.3	133.1
LnGrp LOS	E	C		F	C	C	F	D	D	E	D	F
Approach Vol, veh/h		1613			1742			890			681	
Approach Delay, s/veh		32.0			65.0			125.5			83.0	
Approach LOS		C			E			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.3	57.7	18.6	34.4	15.0	62.0	28.0	25.0				
Change Period (Y+Rc), s	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3				
Max Green Setting (Gmax), s	17.7	44.7	20.7	17.7	7.7	54.7	20.7	17.7				
Max Q Clear Time (g_c+I1), s	9.4	22.7	10.7	10.0	9.7	23.1	22.7	19.7				
Green Ext Time (p_c), s	0.4	10.3	0.6	0.8	0.0	11.6	0.0	0.0				

### Intersection Summary

HCM 7th Control Delay, s/veh	67.6
HCM 7th LOS	E

### Notes

- User approved pedestrian interval to be less than phase max green.
- Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

# HCM 7th Signalized Intersection Summary

## 3: Jenkins Road & Okeechobee Road

09/05/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↔	↔	↑↑↑	↔	↔↔	↑↔		↔↔	↑↑	↔
Traffic Volume (veh/h)	139	1770	377	151	1144	150	717	177	131	108	199	226
Future Volume (veh/h)	139	1770	377	151	1144	150	717	177	131	108	199	226
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	151	1924	0	164	1243	163	779	192	142	117	216	246
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	264	2483		199	2440	601	849	619	434	167	401	300
Arrive On Green	0.08	0.39	0.00	0.07	0.38	0.38	0.25	0.31	0.31	0.05	0.11	0.11
Sat Flow, veh/h	3456	6434	1585	1781	6434	1585	3456	1996	1400	3456	3554	1585
Grp Volume(v), veh/h	151	1924	0	164	1243	163	779	170	164	117	216	246
Grp Sat Flow(s),veh/h/ln	1728	1609	1585	1781	1609	1585	1728	1777	1618	1728	1777	1585
Q Serve(g_s), s	6.6	41.1	0.0	8.8	23.3	11.2	34.5	11.4	12.2	5.2	9.0	17.7
Cycle Q Clear(g_c), s	6.6	41.1	0.0	8.8	23.3	11.2	34.5	11.4	12.2	5.2	9.0	17.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.86	1.00		1.00
Lane Grp Cap(c), veh/h	264	2483		199	2440	601	849	551	502	167	401	300
V/C Ratio(X)	0.57	0.77		0.83	0.51	0.27	0.92	0.31	0.33	0.70	0.54	0.82
Avail Cap(c_a), veh/h	346	2483		253	2440	601	984	551	502	720	401	300
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	70.0	42.2	0.0	35.8	37.5	33.7	57.7	41.3	41.6	73.6	65.8	61.1
Incr Delay (d2), s/veh	1.9	1.6	0.0	16.0	0.8	1.1	12.0	0.3	0.4	5.2	1.4	16.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	16.2	0.0	4.6	9.2	4.6	16.5	5.2	5.0	2.5	4.2	10.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	72.0	43.8	0.0	51.8	38.3	34.8	69.7	41.6	42.0	78.8	67.2	77.5
LnGrp LOS	E	D		D	D	C	E	D	D	E	E	E
Approach Vol, veh/h		2075			1570			1113			579	
Approach Delay, s/veh		45.9			39.3			61.3			73.9	
Approach LOS		D			D			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.3	66.8	14.9	56.0	18.2	67.9	45.9	25.0				
Change Period (Y+Rc), s	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3				
Max Green Setting (Gmax), s	15.7	49.7	32.7	23.7	15.7	49.7	44.7	17.7				
Max Q Clear Time (g_c+l1), s	8.6	25.3	7.2	14.2	10.8	43.1	36.5	19.7				
Green Ext Time (p_c), s	0.2	9.7	0.4	1.3	0.2	5.4	2.1	0.0				

### Intersection Summary

HCM 7th Control Delay, s/veh	50.2
HCM 7th LOS	D

### Notes

User approved pedestrian interval to be less than phase max green.  
 Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

# HCM 7th Signalized Intersection Summary

## 3: Jenkins Road & Okeechobee Road

09/05/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↗	↖	↑↑↑	↗	↔↔	↑↔		↔↔	↑↑	↗
Traffic Volume (veh/h)	188	1296	411	156	1221	225	600	132	87	217	200	210
Future Volume (veh/h)	188	1296	411	156	1221	225	600	132	87	217	200	210
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	204	1409	0	170	1327	245	652	143	95	236	217	228
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	273	2448		192	2633	649	702	494	308	292	414	310
Arrive On Green	0.08	0.38	0.00	0.11	0.41	0.41	0.20	0.24	0.24	0.08	0.12	0.12
Sat Flow, veh/h	3456	6434	1585	1781	6434	1585	3456	2101	1311	3456	3554	1585
Grp Volume(v), veh/h	204	1409	0	170	1327	245	652	120	118	236	217	228
Grp Sat Flow(s),veh/h/ln	1728	1609	1585	1781	1609	1585	1728	1777	1634	1728	1777	1585
Q Serve(g_s), s	8.8	26.4	0.0	14.3	23.3	16.4	28.2	8.4	9.1	10.2	8.7	17.7
Cycle Q Clear(g_c), s	8.8	26.4	0.0	14.3	23.3	16.4	28.2	8.4	9.1	10.2	8.7	17.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.80	1.00		1.00
Lane Grp Cap(c), veh/h	273	2448		192	2633	649	702	418	385	292	414	310
V/C Ratio(X)	0.75	0.58		0.89	0.50	0.38	0.93	0.29	0.31	0.81	0.52	0.74
Avail Cap(c_a), veh/h	402	2448		207	2633	649	743	418	385	562	414	310
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	68.5	37.3	0.0	66.9	33.4	31.4	59.5	47.6	47.9	68.4	63.2	57.5
Incr Delay (d2), s/veh	4.3	0.3	0.0	32.2	0.7	1.7	17.4	0.4	0.4	5.3	1.2	8.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	10.2	0.0	8.1	9.1	6.7	14.1	3.8	3.8	4.7	4.0	9.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	72.8	37.7	0.0	99.1	34.1	33.0	76.9	48.0	48.4	73.7	64.4	66.3
LnGrp LOS	E	D		F	C	C	E	D	D	E	E	E
Approach Vol, veh/h		1613			1742			890			681	
Approach Delay, s/veh		42.1			40.3			69.2			68.3	
Approach LOS		D			D			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.3	69.5	20.1	43.1	23.7	65.1	38.2	25.0				
Change Period (Y+Rc), s	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3				
Max Green Setting (Gmax), s	17.7	44.7	24.7	17.7	17.7	54.7	32.7	17.7				
Max Q Clear Time (g_c+I1), s	10.8	25.3	12.2	11.1	16.3	28.4	30.2	19.7				
Green Ext Time (p_c), s	0.3	9.6	0.6	0.7	0.1	10.8	0.7	0.0				

### Intersection Summary

HCM 7th Control Delay, s/veh	50.0
HCM 7th LOS	D

### Notes

User approved pedestrian interval to be less than phase max green.  
 Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

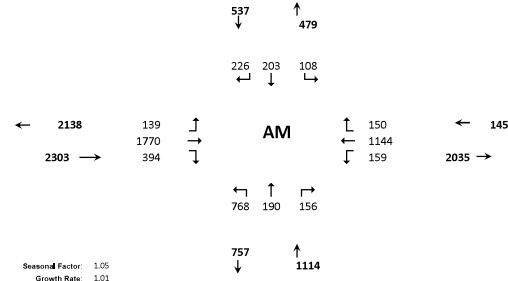
TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Jenkins Rd  
 FILENAME: EW STREET Okeechobee Rd  
 CONTROL: Signalized  
 COUNT DATE: 6/15/2023 DAY: Thursday CITY: St. Lucie  
 REPORT DATE: 8/29/2024 ANALYSIS YEAR: 2027

15 Min Period

7:00-7:15  
 7:15-7:30  
 7:30-7:45  
 7:45-8:00  
 8:00-8:15  
 8:15-8:30  
 8:30-8:45  
 8:45-9:00

	Northbound			Southbound			Eastbound			Westbound			ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SRB	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
	108	29	17	12	27	20	11	237	42	9	154	12	678
	119	35	19	19	36	28	18	320	52	20	239	22	927
	127	43	19	20	41	36	19	344	76	26	229	28	1008
	142	35	26	21	53	30	21	418	68	29	227	21	1091
	152	32	29	19	43	39	27	379	84	31	255	28	1118
	164	36	17	17	40	44	24	333	77	43	227	53	1075
	117	43	21	24	51	39	22	319	67	29	214	47	993
	98	34	14	22	44	28	17	296	76	24	207	45	905



AM PEAK HOUR IS FROM: 7:30 AM TO 8:30 AM  
 Volumes: 585 146 91 77 177 149 91 1474 305 129 938 130 4292  
 Season Factor: 1.05  
 Growth Rate: 1.01  
 Years Grown: 4  
 PROJECT: Cornerstone Trips In: 43 Trips Out: 128

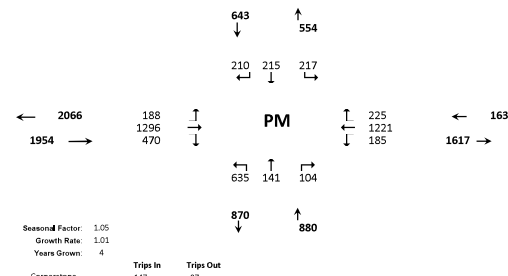
SUBPROJECTS	7:30 AM TO 8:30 AM												
	%	%	%	%	%	%	%	%	%	%	%	%	%
Kings Highway Commerce Park	0	0	0	0	0	0	0	11	0	0	46	0	0
Creekside	5.0%	0.0%	0.0%	0.0%	0.0%	5.0%	5.0%	30.0%	5.0%	0.0%	30.0%	0.0%	0.0%
Celebration Pointe - 25%	0	0	0	0	0	0	0	0	0	0	0	0	0
Hillpointe	0	0	0	8	0	18	6	0	0	0	0	2	0
Viva at Treasure Coast West	40.0%	10.0%	20.0%	0.0%	10.0%	0.0%	0.0%	0.0%	40.0%	20.0%	0.0%	0.0%	0.0%
Viva at Treasure Coast East	40.0%	10.0%	20.0%	0.0%	10.0%	0.0%	0.0%	0.0%	40.0%	20.0%	0.0%	0.0%	0.0%
Project Hunt	0	0	0	1	0	0	0	2	0	0	9	0	0
Kings Highway Warehouse	0	0	0	0	0	0	0	20	0	0	21	0	0
Jenkins Waypoint	0	0	0	16	0	13	0	0	0	0	0	5	0
Walsh Crossroads	0	0	0	0	0	0	0	0	0	0	0	0	0
4945 Edwards Road	40.0%	10.0%	10.0%	0.0%	10.0%	0.0%	0.0%	0.0%	40.0%	10.0%	0.0%	0.0%	0.0%
Subtotal	78	18	31	24	6	63	40	160	43	10	119	8	0
Total	768	190	156	108	203	226	139	1770	394	159	1144	150	4809

N/S STREET: Jenkins Rd  
 FILENAME: EW STREET Okeechobee Rd  
 CONTROL: Signalized  
 COUNT DATE: 6/15/2023 DAY: Thursday CITY: St. Lucie  
 REPORT DATE: 8/29/2024 ANALYSIS YEAR: 2027

15 Min Period lanes

4:00-4:15  
 4:15-4:30  
 4:30-4:45  
 4:45-5:00  
 5:00-5:15  
 5:15-5:30  
 5:30-5:45  
 5:45-6:00

	Northbound			Southbound			Eastbound			Westbound			ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SRB	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
	106	32	7	47	38	24	34	215	63	23	207	34	830
	121	36	11	47	53	26	24	207	73	28	201	42	869
	143	33	19	44	45	46	22	230	88	22	229	55	972
	119	29	14	52	54	29	26	246	68	30	224	45	936
	105	26	16	47	37	33	29	289	64	33	265	38	882
	123	25	13	41	31	32	30	294	79	28	241	45	982
	104	33	11	43	36	33	26	284	70	28	252	33	953
	100	29	7	39	31	23	31	245	47	33	235	25	845



PM PEAK HOUR IS FROM: 4:30 PM TO 5:30 PM  
 Volumes: 490 111 62 184 167 140 105 1059 299 113 959 183 3872  
 Season Factor: 1.05  
 Growth Rate: 1.01  
 Years Grown: 4  
 PROJECT: Cornerstone Trips In: 147 Trips Out: 87

SUBPROJECTS	4:30 PM TO 5:30 PM												
	%	%	%	%	%	%	%	%	%	%	%	%	%
Kings Highway Commerce Park	0	0	0	0	0	0	0	46	0	0	14	0	0
Creekside	5%	0%	0%	0%	0%	5%	5%	30%	5%	0%	30%	0.0%	0.0%
Celebration Pointe - 25%	0	0	0	0	0	0	0	0	0	0	0	0	0
Hillpointe	0	0	0	5	0	12	19	0	0	0	0	8	0
Viva at Treasure Coast West	40.0%	10.0%	20.0%	0.0%	10.0%	0.0%	0.0%	0.0%	40.0%	20.0%	0.0%	0.0%	0.0%
Viva at Treasure Coast East	40.0%	10.0%	20.0%	0.0%	10.0%	0.0%	0.0%	0.0%	40.0%	20.0%	0.0%	0.0%	0.0%
Project Hunt	0	0	0	1	0	0	0	0	0	0	3	0	0
Kings Highway Warehouse	0	0	0	0	0	0	0	13	0	0	27	0	0
Jenkins Waypoint	0	0	0	10	0	24	41	0	0	0	17	0	0
Walsh Crossroads	0	0	0	0	0	0	0	0	0	0	0	0	0
4945 Edwards Road	40.0%	10.0%	10.0%	0.0%	10.0%	0.0%	0.0%	0.0%	40.0%	10.0%	0.0%	0.0%	0.0%
Subtotal	65	11	19	16	18	57	74	138	84	32	173	25	0
Total	635	141	104	217	215	210	188	1296	470	185	1221	225	4394

# HCM 7th Signalized Intersection Summary

## 3: Jenkins Road & Okeechobee Road

09/05/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	139	1770	394	159	1144	150	768	190	156	108	203	226
Future Volume (veh/h)	139	1770	394	159	1144	150	768	190	156	108	203	226
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	151	1924	0	173	1243	163	835	207	170	117	221	246
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	319	1987		188	2071	510	657	584	455	186	608	271
Arrive On Green	0.09	0.31	0.00	0.11	0.32	0.32	0.19	0.31	0.31	0.05	0.17	0.17
Sat Flow, veh/h	3456	6434	1585	1781	6434	1585	3456	1899	1482	3456	3554	1585
Grp Volume(v), veh/h	151	1924	0	173	1243	163	835	193	184	117	221	246
Grp Sat Flow(s),veh/h/ln	1728	1609	1585	1781	1609	1585	1728	1777	1604	1728	1777	1585
Q Serve(g_s), s	5.4	38.3	0.0	12.5	21.1	10.1	24.7	11.0	11.7	4.3	7.1	19.8
Cycle Q Clear(g_c), s	5.4	38.3	0.0	12.5	21.1	10.1	24.7	11.0	11.7	4.3	7.1	19.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.92	1.00		1.00
Lane Grp Cap(c), veh/h	319	1987		188	2071	510	657	546	493	186	608	271
V/C Ratio(X)	0.47	0.97		0.92	0.60	0.32	1.27	0.35	0.37	0.63	0.36	0.91
Avail Cap(c_a), veh/h	364	1987		188	2071	510	657	546	493	657	648	289
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.0	44.3	0.0	57.6	37.0	33.3	52.7	35.0	35.2	60.2	47.6	52.9
Incr Delay (d2), s/veh	1.1	13.5	0.0	44.0	1.3	1.6	134.0	0.4	0.5	3.5	0.4	29.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	16.5	0.0	7.8	8.2	4.2	22.9	4.9	4.7	2.0	3.2	10.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	57.1	57.8	0.0	101.6	38.3	35.0	186.6	35.4	35.7	63.7	48.0	82.0
LnGrp LOS	E	E		F	D	C	F	D	D	E	D	F
Approach Vol, veh/h	2075				1579		1212				584	
Approach Delay, s/veh	57.8				44.9		139.6				65.4	
Approach LOS	E				D		F				E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.3	49.1	14.3	47.3	21.0	47.4	32.0	29.6				
Change Period (Y+Rc), s	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3				
Max Green Setting (Gmax), s	13.7	38.7	24.7	23.7	13.7	38.7	24.7	23.7				
Max Q Clear Time (g_c+I1), s	7.4	23.1	6.3	13.7	14.5	40.3	26.7	21.8				
Green Ext Time (p_c), s	0.2	7.7	0.3	1.6	0.0	0.0	0.0	0.5				

### Intersection Summary

HCM 7th Control Delay, s/veh	73.1
HCM 7th LOS	E

### Notes

User approved pedestrian interval to be less than phase max green.  
 Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

# HCM 7th Signalized Intersection Summary

## 3: Jenkins Road & Okeechobee Road

09/05/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↔	↔	↑↑↑	↔	↔↔	↑↔		↔↔	↑↑	↔
Traffic Volume (veh/h)	188	1296	470	185	1221	225	635	141	104	217	215	210
Future Volume (veh/h)	188	1296	470	185	1221	225	635	141	104	217	215	210
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	204	1409	0	201	1327	245	690	153	113	236	234	228
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	319	2707		106	2494	615	550	419	290	299	484	216
Arrive On Green	0.09	0.42	0.00	0.06	0.39	0.39	0.16	0.21	0.21	0.09	0.14	0.14
Sat Flow, veh/h	3456	6434	1585	1781	6434	1585	3456	2007	1390	3456	3554	1585
Grp Volume(v), veh/h	204	1409	0	201	1327	245	690	134	132	236	234	228
Grp Sat Flow(s),veh/h/ln	1728	1609	1585	1781	1609	1585	1728	1777	1620	1728	1777	1585
Q Serve(g_s), s	7.4	21.1	0.0	7.7	20.7	14.6	20.7	8.4	9.1	8.7	7.9	17.7
Cycle Q Clear(g_c), s	7.4	21.1	0.0	7.7	20.7	14.6	20.7	8.4	9.1	8.7	7.9	17.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.86	1.00		1.00
Lane Grp Cap(c), veh/h	319	2707		106	2494	615	550	371	338	299	484	216
V/C Ratio(X)	0.64	0.52		1.91	0.53	0.40	1.25	0.36	0.39	0.79	0.48	1.06
Avail Cap(c_a), veh/h	471	2707		106	2494	615	550	371	338	550	484	216
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.9	27.9	0.0	61.2	30.7	28.8	54.6	44.0	44.3	58.2	51.9	56.2
Incr Delay (d2), s/veh	2.1	0.2	0.0	440.5	0.8	1.9	128.6	0.6	0.7	4.6	0.8	76.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	7.9	0.0	16.3	7.9	5.9	18.8	3.8	3.7	4.0	3.6	11.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	59.0	28.1	0.0	501.6	31.5	30.8	183.3	44.6	45.0	62.8	52.7	133.1
LnGrp LOS	E	C		F	C	C	F	D	D	E	D	F
Approach Vol, veh/h		1613			1773			956			698	
Approach Delay, s/veh		32.0			84.7			144.8			82.4	
Approach LOS		C			F			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.3	57.7	18.6	34.4	15.0	62.0	28.0	25.0				
Change Period (Y+Rc), s	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3				
Max Green Setting (Gmax), s	17.7	44.7	20.7	17.7	7.7	54.7	20.7	17.7				
Max Q Clear Time (g_c+I1), s	9.4	22.7	10.7	11.1	9.7	23.1	22.7	19.7				
Green Ext Time (p_c), s	0.4	10.3	0.6	0.8	0.0	11.6	0.0	0.0				

### Intersection Summary

HCM 7th Control Delay, s/veh	78.9
HCM 7th LOS	E

### Notes

- User approved pedestrian interval to be less than phase max green.
- Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

## Existing Signal Timing

# HCM 7th Signalized Intersection Summary

## 3: Jenkins Road & Okeechobee Road

09/05/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	139	1770	394	159	1144	150	768	190	156	108	203	226
Future Volume (veh/h)	139	1770	394	159	1144	150	768	190	156	108	203	226
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	151	1924	0	173	1243	163	835	207	170	117	221	246
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	264	2363		200	2348	578	898	616	481	167	401	300
Arrive On Green	0.08	0.37	0.00	0.07	0.36	0.36	0.26	0.32	0.32	0.05	0.11	0.11
Sat Flow, veh/h	3456	6434	1585	1781	6434	1585	3456	1899	1482	3456	3554	1585
Grp Volume(v), veh/h	151	1924	0	173	1243	163	835	193	184	117	221	246
Grp Sat Flow(s),veh/h/ln	1728	1609	1585	1781	1609	1585	1728	1777	1604	1728	1777	1585
Q Serve(g_s), s	6.6	42.4	0.0	9.5	23.9	11.4	37.0	12.9	13.7	5.2	9.2	17.7
Cycle Q Clear(g_c), s	6.6	42.4	0.0	9.5	23.9	11.4	37.0	12.9	13.7	5.2	9.2	17.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.92	1.00		1.00
Lane Grp Cap(c), veh/h	264	2363		200	2348	578	898	576	520	167	401	300
V/C Ratio(X)	0.57	0.81		0.86	0.53	0.28	0.93	0.33	0.35	0.70	0.55	0.82
Avail Cap(c_a), veh/h	346	2363		247	2348	578	984	576	520	720	401	300
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	70.0	44.8	0.0	36.8	39.2	35.3	56.7	40.2	40.5	73.6	65.9	61.1
Incr Delay (d2), s/veh	1.9	2.3	0.0	22.2	0.9	1.2	14.0	0.3	0.4	5.2	1.6	16.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	16.9	0.0	5.2	9.4	4.7	17.9	5.8	5.6	2.5	4.3	10.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	72.0	47.1	0.0	59.0	40.1	36.5	70.7	40.5	40.9	78.8	67.5	77.5
LnGrp LOS	E	D		E	D	D	E	D	D	E	E	E
Approach Vol, veh/h		2075			1579			1212			584	
Approach Delay, s/veh		49.0			41.8			61.4			74.0	
Approach LOS		D			D			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.3	64.6	14.9	58.2	18.9	65.0	48.1	25.0				
Change Period (Y+Rc), s	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3				
Max Green Setting (Gmax), s	15.7	49.7	32.7	23.7	15.7	49.7	44.7	17.7				
Max Q Clear Time (g_c+I1), s	8.6	25.9	7.2	15.7	11.5	44.4	39.0	19.7				
Green Ext Time (p_c), s	0.2	9.6	0.4	1.4	0.2	4.4	1.8	0.0				

### Intersection Summary

HCM 7th Control Delay, s/veh	52.3
HCM 7th LOS	D

### Notes

User approved pedestrian interval to be less than phase max green.  
 Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

# HCM 7th Signalized Intersection Summary

## 3: Jenkins Road & Okeechobee Road

09/05/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	188	1296	470	185	1221	225	635	141	104	217	215	210
Future Volume (veh/h)	188	1296	470	185	1221	225	635	141	104	217	215	210
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/hln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	204	1409	0	201	1327	245	690	153	113	236	234	228
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	273	2338		207	2579	635	731	489	339	292	414	310
Arrive On Green	0.08	0.36	0.00	0.12	0.40	0.40	0.21	0.24	0.24	0.08	0.12	0.12
Sat Flow, veh/h	3456	6434	1585	1781	6434	1585	3456	2007	1390	3456	3554	1585
Grp Volume(v), veh/h	204	1409	0	201	1327	245	690	134	132	236	234	228
Grp Sat Flow(s),veh/h/ln	1728	1609	1585	1781	1609	1585	1728	1777	1620	1728	1777	1585
Q Serve(g_s), s	8.8	27.1	0.0	17.1	23.7	16.7	29.9	9.4	10.2	10.2	9.5	17.7
Cycle Q Clear(g_c), s	8.8	27.1	0.0	17.1	23.7	16.7	29.9	9.4	10.2	10.2	9.5	17.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.86	1.00		1.00
Lane Grp Cap(c), veh/h	273	2338		207	2579	635	731	433	395	292	414	310
V/C Ratio(X)	0.75	0.60		0.97	0.51	0.39	0.94	0.31	0.33	0.81	0.57	0.74
Avail Cap(c_a), veh/h	402	2338		207	2579	635	743	433	395	562	414	310
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	68.5	39.4	0.0	66.9	34.4	32.3	59.0	47.0	47.3	68.4	63.5	57.5
Incr Delay (d2), s/veh	4.3	0.4	0.0	53.4	0.7	1.8	20.3	0.4	0.5	5.3	1.8	8.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	10.6	0.0	10.7	9.2	6.8	15.2	4.3	4.2	4.7	4.4	9.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	72.8	39.9	0.0	120.3	35.1	34.0	79.3	47.4	47.8	73.7	65.3	66.3
LnGrp LOS	E	D		F	D	C	E	D	D	E	E	E
Approach Vol, veh/h		1613			1773			956			698	
Approach Delay, s/veh		44.0			44.6			70.5			68.5	
Approach LOS		D			D			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.3	68.2	20.1	44.3	25.0	62.5	39.5	25.0				
Change Period (Y+Rc), s	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3				
Max Green Setting (Gmax), s	17.7	44.7	24.7	17.7	17.7	54.7	32.7	17.7				
Max Q Clear Time (g_c+I1), s	10.8	25.7	12.2	12.2	19.1	29.1	31.9	19.7				
Green Ext Time (p_c), s	0.3	9.5	0.6	0.7	0.0	10.7	0.3	0.0				

### Intersection Summary

HCM 7th Control Delay, s/veh	52.6
HCM 7th LOS	D

### Notes

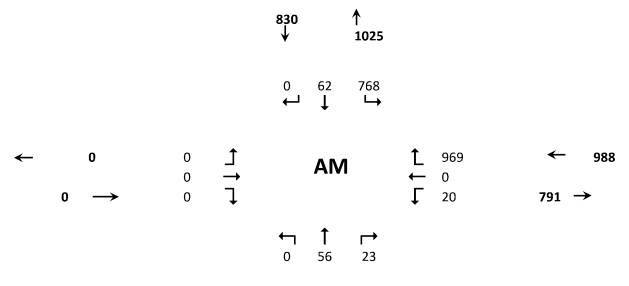
User approved pedestrian interval to be less than phase max green.  
 Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

### TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Jenkins Rd      E/W STREET: Edwards Rd      CONTROL: Unsignalized  
 FILENAME:      DAY: Thursday      CITY: St. Lucie  
 COUNT DATE: 6/15/2023      ANALYSIS YEAR: 2027  
 REPORT DATE: 7/2/2024

15 Min  
Period

	Northbound			Southbound			Eastbound			Westbound			TOTAL	ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR		
7:00-7:15	0	8	4	91	6	0	0	0	0	3	0	140	252	1256
7:15-7:30	0	9	2	110	5	0	0	0	0	4	0	158	288	1434
7:30-7:45	0	13	7	128	6	0	0	0	0	2	0	184	340	1565
7:45-8:00	0	8	4	159	9	0	0	0	0	2	0	194	376	1577
8:00-8:15	0	13	7	182	16	0	0	0	0	6	0	206	430	1504
8:15-8:30	0	16	4	159	12	0	0	0	0	5	0	223	419	
8:30-8:45	0	11	6	136	10	0	0	0	0	5	0	184	352	
8:45-9:00	0	6	3	121	9	0	0	0	0	4	0	160	303	



AM PEAK HOUR IS FROM:

7:45AM TO 8:45AM

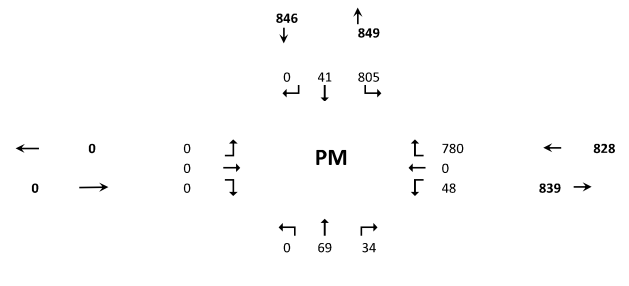
Volumes	0	48	21	636	47	0	0	0	0	18	0	807	1577	Seasonal Factor:	1.05
Season Factor	0	50	22	668	49	0	0	0	0	19	0	847	1656	Growth Rate:	1.01
Growth	0	52	23	695	51	0	0	0	0	20	0	882	1723	Years Grown:	4
In/Out														Trips In	0
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	Trips Out	0
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0		

	Northbound			Southbound			Eastbound			Westbound						
%	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	ONE HOUR SUM		
In/Out				OUT								IN				
Volume	0	0	0	19	0	0	0	0	0	0	0	6	0	Celebration Pointe - 25%	128	383
%	0.0%	2.5%	0.0%	2.5%	2.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.5%				
In/Out				IN	OUT							IN				
Volume	0	4	0	11	11	0	0	0	0	0	0	4	0	Creekside	143	421
%	0.0%	0.0%	0.0%	60.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	60.0%				
In/Out				IN								OUT				
Volume	0	0	0	8	0	0	0	0	0	0	0	24	0	4945 Edwards Road	13	40
%	0.0%	0.0%	0.0%	70.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	70.0%				
In/Out				IN								OUT				
Volume	0	0	0	15	0	0	0	0	0	0	0	46	0	Viva at Treasure Coast East	21	66
%	0.0%	0.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	30.0%				
In/Out				OUT								IN				
Volume	0	0	0	21	0	0	0	0	0	0	0	7	0	Viva at Treasure Coast West	22	70
Subtotal	0	4	0	73	11	0	0	0	0	0	0	87	0			
Total	0	56	23	768	62	0	0	0	0	20	0	969	1723			

N/S STREET: Jenkins Rd      E/W STREET: Edwards Rd      CONTROL: Unsignalized  
 FILENAME:      DAY: Thursday      CITY: St. Lucie  
 COUNT DATE: 6/15/2023      ANALYSIS YEAR: 2027  
 REPORT DATE: 7/2/2024

15 Min  
Period  
lanes

	Northbound			Southbound			Eastbound			Westbound			TOTAL	ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR		
4:00-4:15	0	11	9	133	6	0	0	0	0	11	0	121	291	1368
4:15-4:30	0	25	7	162	7	0	0	0	0	18	0	151	370	1430
4:30-4:45	0	11	8	147	9	0	0	0	0	11	0	180	366	1416
4:45-5:00	0	9	8	153	8	0	0	0	0	8	0	155	341	1349
5:00-5:15	0	8	8	182	8	0	0	0	0	7	0	140	353	1292
5:15-5:30	0	13	10	153	10	0	0	0	0	9	0	161	356	
5:30-5:45	0	8	7	121	9	0	0	0	0	7	0	147	299	
5:45-6:00	0	7	9	113	7	0	0	0	0	8	0	140	284	



PM PEAK HOUR IS FROM:

4:15PM TO 5:15PM

Volumes	0	53	31	644	32	0	0	0	0	44	0	626	1430	Seasonal Factor:	1.05
Season Factor	0	56	33	676	34	0	0	0	0	46	0	657	1502	Growth Rate:	1.01
Growth	0	58	34	704	35	0	0	0	0	48	0	684	1562	Years Grown:	4
In/Out														Trips In	0
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	Trips Out	0
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0		

	Northbound			Southbound			Eastbound			Westbound						
%	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	ONE HOUR SUM		
In/Out				OUT								IN				
Volume	0	0	0	11	0	0	0	0	0	0	0	20	0	Celebration Pointe - 25%	405	228
%	0.0%	2.5%	0.0%	2.5%	2.5%	0.0%	0%	0%	0.0%	0.0%	0.0%	2.5%				
In/Out				IN	OUT							IN				
Volume	0	11	0	6	6	0	0	0	0	0	0	11	0	Creekside	426	256
%	0.0%	0.0%	0.0%	60.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	60.0%				
In/Out				IN								OUT				
Volume	0	0	0	22	0	0	0	0	0	0	0	16	0	4945 Edwards Road	37	26
%	0.0%	0.0%	0.0%	70.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	70.0%				
In/Out				IN								OUT				
Volume	0	0	0	48	0	0	0	0	0	0	0	38	0	Viva at Treasure Coast East	69	40
%	0.0%	0.0%	0.0%	30.0%	0.0%	0.0%	0%	0%	0.0%	0.0%	0.0%	30.0%				
In/Out				OUT								IN				
Volume	0	0	0	13	0	0	0	0	0	0	0	22	0	Viva at Treasure Coast West	73	43
Subtotal	0	11	0	101	6	0	0	0	0	0	0	96	0			
Total	0	69	34	805	41	0	0	0	0	48	0	780	1562			

# HCM 7th Signalized Intersection Summary

## 13: Jenkins Road & Edwards Road

09/05/2024



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	20	969	56	23	768	62
Future Volume (veh/h)	20	969	56	23	768	62
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	22	223	61	25	835	67
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	309	275	342	140	1062	1312
Arrive On Green	0.17	0.17	0.27	0.27	0.37	0.70
Sat Flow, veh/h	1781	1585	1261	517	1781	1870
Grp Volume(v), veh/h	22	223	0	86	835	67
Grp Sat Flow(s),veh/h/ln	1781	1585	0	1777	1781	1870
Q Serve(g_s), s	0.7	9.7	0.0	2.7	21.1	0.8
Cycle Q Clear(g_c), s	0.7	9.7	0.0	2.7	21.1	0.8
Prop In Lane	1.00	1.00		0.29	1.00	
Lane Grp Cap(c), veh/h	309	275	0	482	1062	1312
V/C Ratio(X)	0.07	0.81	0.00	0.18	0.79	0.05
Avail Cap(c_a), veh/h	1053	937	0	482	1511	1783
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.9	28.6	0.0	20.0	7.9	3.3
Incr Delay (d2), s/veh	0.1	5.7	0.0	0.8	1.8	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	4.0	0.0	1.2	6.4	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	25.0	34.3	0.0	20.9	9.8	3.3
LnGrp LOS	C	C		C	A	A
Approach Vol, veh/h	245		86			902
Approach Delay, s/veh	33.5		20.9			9.3
Approach LOS	C		C			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	30.9	24.0			54.9	17.0
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	44.5	19.5			68.5	42.5
Max Q Clear Time (g_c+I1), s	23.1	4.7			2.8	11.7
Green Ext Time (p_c), s	3.3	0.3			0.4	0.8
<b>Intersection Summary</b>						
HCM 7th Control Delay, s/veh			14.9			
HCM 7th LOS			B			

# HCM 7th Signalized Intersection Summary

## 13: Jenkins Road & Edwards Road

09/05/2024



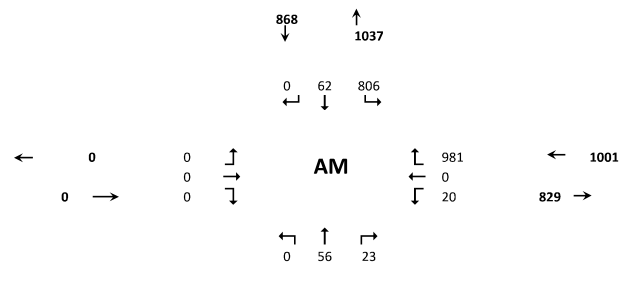
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	48	780	69	34	805	41
Future Volume (veh/h)	48	780	69	34	805	41
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	52	18	75	37	875	45
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	105	94	409	202	1147	1461
Arrive On Green	0.06	0.06	0.35	0.35	0.36	0.78
Sat Flow, veh/h	1781	1585	1182	583	1781	1870
Grp Volume(v), veh/h	52	18	0	112	875	45
Grp Sat Flow(s),veh/h/ln	1781	1585	0	1765	1781	1870
Q Serve(g_s), s	1.6	0.6	0.0	2.5	14.3	0.3
Cycle Q Clear(g_c), s	1.6	0.6	0.0	2.5	14.3	0.3
Prop In Lane	1.00	1.00		0.33	1.00	
Lane Grp Cap(c), veh/h	105	94	0	611	1147	1461
V/C Ratio(X)	0.49	0.19	0.00	0.18	0.76	0.03
Avail Cap(c_a), veh/h	1344	1196	0	611	1922	2274
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.7	25.2	0.0	12.9	4.4	1.4
Incr Delay (d2), s/veh	3.6	1.0	0.0	0.7	1.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.2	0.0	1.0	2.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	29.2	26.2	0.0	13.5	5.5	1.4
LnGrp LOS	C	C		B	A	A
Approach Vol, veh/h	70		112			920
Approach Delay, s/veh	28.5		13.5			5.3
Approach LOS	C		B			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	24.5	24.0			48.5	7.8
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	44.5	19.5			68.5	42.5
Max Q Clear Time (g_c+I1), s	16.3	4.5			2.3	3.6
Green Ext Time (p_c), s	3.7	0.4			0.2	0.2
<b>Intersection Summary</b>						
HCM 7th Control Delay, s/veh			7.6			
HCM 7th LOS			A			

### TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Jenkins Rd      E/W STREET: Edwards Rd      CONTROL: Unsignalized  
 FILENAME:      DAY: Thursday      CITY: St. Lucie  
 COUNT DATE: 6/15/2023      ANALYSIS YEAR: 2027  
 REPORT DATE: 8/29/2024

15 Min  
Period

	Northbound			Southbound			Eastbound			Westbound			TOTAL	ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR		
7:00-7:15	0	8	4	91	6	0	0	0	0	3	0	140	252	1256
7:15-7:30	0	9	2	110	5	0	0	0	0	4	0	158	288	1434
7:30-7:45	0	13	7	128	6	0	0	0	0	2	0	184	340	1565
7:45-8:00	0	8	4	159	9	0	0	0	0	2	0	194	376	1577
8:00-8:15	0	13	7	182	16	0	0	0	0	6	0	206	430	1504
8:15-8:30	0	16	4	159	12	0	0	0	0	5	0	223	419	
8:30-8:45	0	11	6	136	10	0	0	0	0	5	0	184	352	
8:45-9:00	0	6	3	121	9	0	0	0	0	4	0	160	303	



AM PEAK HOUR IS FROM:

7:45AM TO 8:45AM

Volumes	0	48	21	636	47	0	0	0	0	18	0	807	1577
Season Factor	0	50	22	668	49	0	0	0	0	19	0	847	1656
Growth	0	52	23	695	51	0	0	0	0	20	0	882	1723
In/Out				OUT								IN	
Percentage	0%	0%	0%	30%	0%	0%	0%	0%	0%	0%	0%	30%	
PROJECT	0	0	0	38	0	0	0	0	0	0	0	13	51

Seasonal Factor: 1.05  
 Growth Rate: 1.01  
 Years Grown: 4

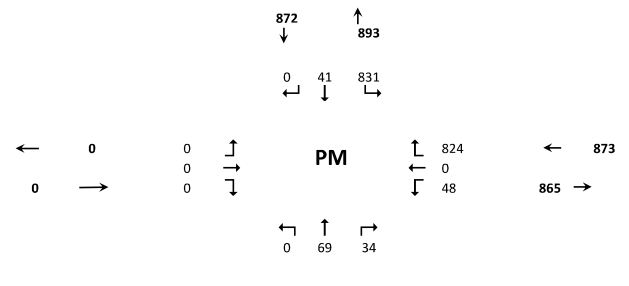
Cornerstone      Trips In: 43      Trips Out: 128

	Northbound			Southbound			Eastbound			Westbound					
%	0.0%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.0%				
In/Out				OUT							IN				
Volume	0	0	0	19	0	0	0	0	0	0	6	0	Celebration Pointe - 25%	128	383
%	0.0%	2.5%	0.0%	2.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.5%				
In/Out		IN		OUT	OUT						IN				
Volume	0	4	0	11	11	0	0	0	0	0	4	0	Creekside	143	421
%	0.0%	0.0%	0.0%	60.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	60.0%				
In/Out				IN							OUT				
Volume	0	0	0	8	0	0	0	0	0	0	24	0	4945 Edwards Road	13	40
%	0.0%	0.0%	0.0%	70.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	70.0%				
In/Out				IN							OUT				
Volume	0	0	0	15	0	0	0	0	0	0	46	0	Viva at Treasure Coast East	21	66
%	0.0%	0.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	30.0%				
In/Out				OUT							IN				
Volume	0	0	0	21	0	0	0	0	0	0	7	0	Viva at Treasure Coast West	22	70
Subtotal	0	4	0	73	11	0	0	0	0	0	87	0			
Total	0	56	23	806	62	0	0	0	0	20	0	981	1774		

N/S STREET: Jenkins Rd      E/W STREET: Edwards Rd      CONTROL: Unsignalized  
 FILENAME:      DAY: Thursday      CITY: St. Lucie  
 COUNT DATE: 6/15/2023      ANALYSIS YEAR: 2027  
 REPORT DATE: 7/2/2024

15 Min  
Period  
lanes

	Northbound			Southbound			Eastbound			Westbound			TOTAL	ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR		
4:00-4:15	0	11	9	133	6	0	0	0	0	11	0	121	291	1368
4:15-4:30	0	25	7	162	7	0	0	0	0	18	0	151	370	1430
4:30-4:45	0	11	8	147	9	0	0	0	0	11	0	180	366	1416
4:45-5:00	0	9	8	153	8	0	0	0	0	8	0	155	341	1349
5:00-5:15	0	8	8	182	8	0	0	0	0	7	0	140	353	1292
5:15-5:30	0	13	10	153	10	0	0	0	0	9	0	161	356	
5:30-5:45	0	8	7	121	9	0	0	0	0	7	0	147	299	
5:45-6:00	0	7	9	113	7	0	0	0	0	8	0	140	284	



PM PEAK HOUR IS FROM:

4:15PM TO 5:15PM

Volumes	0	53	31	644	32	0	0	0	0	44	0	626	1430
Season Factor	0	56	33	676	34	0	0	0	0	46	0	657	1502
Growth	0	58	34	704	35	0	0	0	0	48	0	684	1562
In/Out				OUT								IN	
Percentage	0%	0%	0%	30%	0%	0%	0%	0%	0%	0%	0%	30%	
PROJECT	0	0	0	26	0	0	0	0	0	0	0	44	70

Seasonal Factor: 1.05  
 Growth Rate: 1.01  
 Years Grown: 4

Cornerstone      Trips In: 147      Trips Out: 87

	Northbound			Southbound			Eastbound			Westbound					
%	0.0%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.0%				
In/Out				OUT							IN				
Volume	0	0	0	11	0	0	0	0	0	0	20	0	Celebration Pointe - 25%	405	228
%	0.0%	2.5%	0.0%	2.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.5%				
In/Out		IN		OUT	OUT						IN				
Volume	0	11	0	6	6	0	0	0	0	0	11	0	Creekside	426	256
%	0.0%	0.0%	0.0%	60.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	60.0%				
In/Out				IN							OUT				
Volume	0	0	0	22	0	0	0	0	0	0	16	0	4945 Edwards Road	37	26
%	0.0%	0.0%	0.0%	70.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	70.0%				
In/Out				IN							OUT				
Volume	0	0	0	48	0	0	0	0	0	0	38	0	Viva at Treasure Coast East	69	40
%	0.0%	0.0%	0.0%	30.0%	0.0%	0.0%	0%	0.0%	0.0%	0.0%	30.0%				
In/Out				OUT							IN				
Volume	0	0	0	13	0	0	0	0	0	0	22	0	Viva at Treasure Coast West	73	43
Subtotal	0	11	0	101	6	0	0	0	0	0	96	0			
Total	0	69	34	831	41	0	0	0	0	48	0	824	1633		

# HCM 7th Signalized Intersection Summary

## 13: Jenkins Road & Edwards Road

09/05/2024



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	20	981	56	23	806	62
Future Volume (veh/h)	20	981	56	23	806	62
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	22	236	61	25	876	67
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	321	285	321	131	1072	1314
Arrive On Green	0.18	0.18	0.25	0.25	0.39	0.70
Sat Flow, veh/h	1781	1585	1261	517	1781	1870
Grp Volume(v), veh/h	22	236	0	86	876	67
Grp Sat Flow(s),veh/h/ln	1781	1585	0	1777	1781	1870
Q Serve(g_s), s	0.8	11.0	0.0	2.9	24.5	0.8
Cycle Q Clear(g_c), s	0.8	11.0	0.0	2.9	24.5	0.8
Prop In Lane	1.00	1.00		0.29	1.00	
Lane Grp Cap(c), veh/h	321	285	0	452	1072	1314
V/C Ratio(X)	0.07	0.83	0.00	0.19	0.82	0.05
Avail Cap(c_a), veh/h	987	878	0	452	1411	1671
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.1	30.3	0.0	22.4	8.7	3.5
Incr Delay (d2), s/veh	0.1	6.0	0.0	0.9	2.9	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	4.5	0.0	1.3	8.0	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	26.2	36.3	0.0	23.3	11.6	3.5
LnGrp LOS	C	D		C	B	A
Approach Vol, veh/h	258		86			943
Approach Delay, s/veh	35.5		23.3			11.1
Approach LOS	D		C			B
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	34.4	24.0			58.4	18.3
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	44.5	19.5			68.5	42.5
Max Q Clear Time (g_c+I1), s	26.5	4.9			2.8	13.0
Green Ext Time (p_c), s	3.4	0.3			0.4	0.9
<b>Intersection Summary</b>						
HCM 7th Control Delay, s/veh			16.8			
HCM 7th LOS			B			

# HCM 7th Signalized Intersection Summary

## 13: Jenkins Road & Edwards Road

09/05/2024



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	48	824	69	34	831	41
Future Volume (veh/h)	48	824	69	34	831	41
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	52	66	75	37	903	45
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	129	114	388	192	1146	1452
Arrive On Green	0.07	0.07	0.33	0.33	0.37	0.78
Sat Flow, veh/h	1781	1585	1182	583	1781	1870
Grp Volume(v), veh/h	52	66	0	112	903	45
Grp Sat Flow(s),veh/h/ln	1781	1585	0	1765	1781	1870
Q Serve(g_s), s	1.7	2.4	0.0	2.7	16.2	0.3
Cycle Q Clear(g_c), s	1.7	2.4	0.0	2.7	16.2	0.3
Prop In Lane	1.00	1.00		0.33	1.00	
Lane Grp Cap(c), veh/h	129	114	0	580	1146	1452
V/C Ratio(X)	0.40	0.58	0.00	0.19	0.79	0.03
Avail Cap(c_a), veh/h	1275	1135	0	580	1819	2158
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.3	26.7	0.0	14.3	4.9	1.5
Incr Delay (d2), s/veh	2.0	4.5	0.0	0.7	1.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	1.0	0.0	1.1	3.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	28.4	31.2	0.0	15.0	6.1	1.5
LnGrp LOS	C	C		B	A	A
Approach Vol, veh/h	118		112			948
Approach Delay, s/veh	29.9		15.0			5.9
Approach LOS	C		B			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	26.6	24.0			50.6	8.8
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	44.5	19.5			68.5	42.5
Max Q Clear Time (g_c+I1), s	18.2	4.7			2.3	4.4
Green Ext Time (p_c), s	3.9	0.4			0.2	0.4
<b>Intersection Summary</b>						
HCM 7th Control Delay, s/veh			9.2			
HCM 7th LOS			A			

**APPENDIX E**

**DRIVEWAY ANALYSIS**

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## **APPENDIX G**

### **TURN LANE NEED AND LENGTH DETERMINATION**

#### **a. Right Turn Lanes**

The potential need for right-turn lanes at the site access connections shall be evaluated based on guidelines provided in the Florida Department of Transportation's Driveway Handbook (March 2005). These guidelines are essentially based on roadway speed and type.

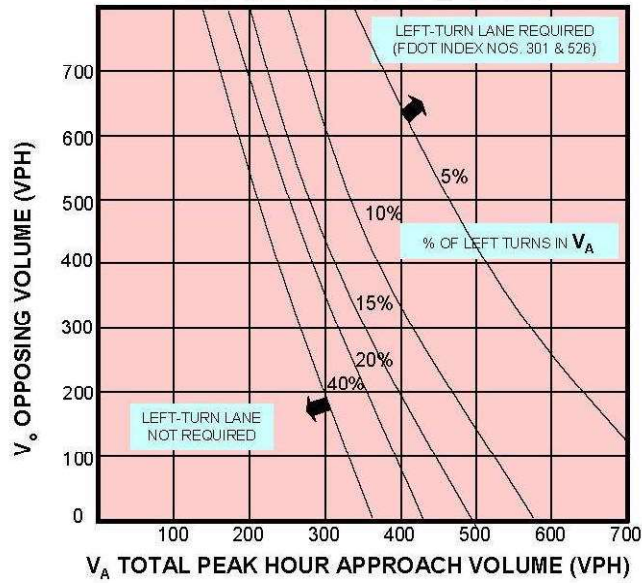
#### **b. Left Turn Lanes**

The need for left-turn lanes is typically evaluated based on research documented in National Cooperative Highway Research Program (NCHRP) Report 279 Intersection Channelization Design Guide. The curves included in this report are included below.

#### **c. Deceleration and Storage Lengths**

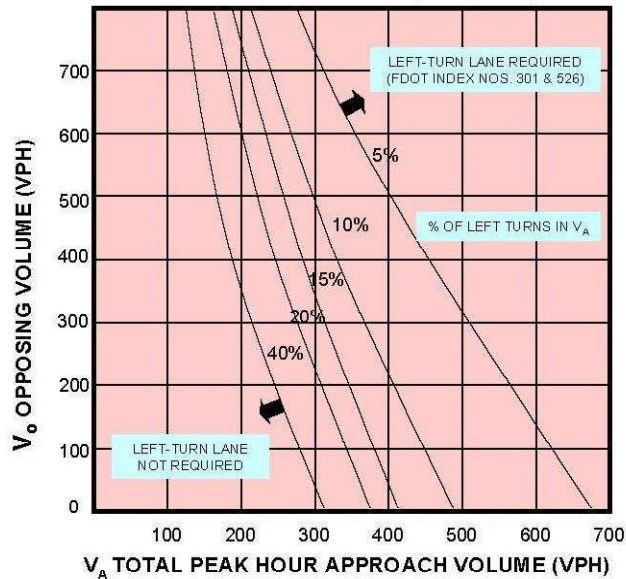
- 1) Deceleration length shall be based on Index 301 of FDOT's *Design Standards*.
- 2) Storage Length shall be based on 95<sup>th</sup> percentile queue estimates provided by the software used in the level of service computation.
- 3) The provision of deceleration and storage lengths may be modified or waived by the Local Government's Engineer or his/her designee if it is determined that due to site specific constraints, the implementation will not be feasible or practical.

**GRAPH 2A. LEFT-TURN LANE WARRANTS –  
TWO-LANE FACILITIES (≤ 40 MPH)**



**Note:** Left-turn lane not required when intersection of  $V_A$  and  $V_O$  is below the curve corresponding to the % of left turns in  $V_A$ .

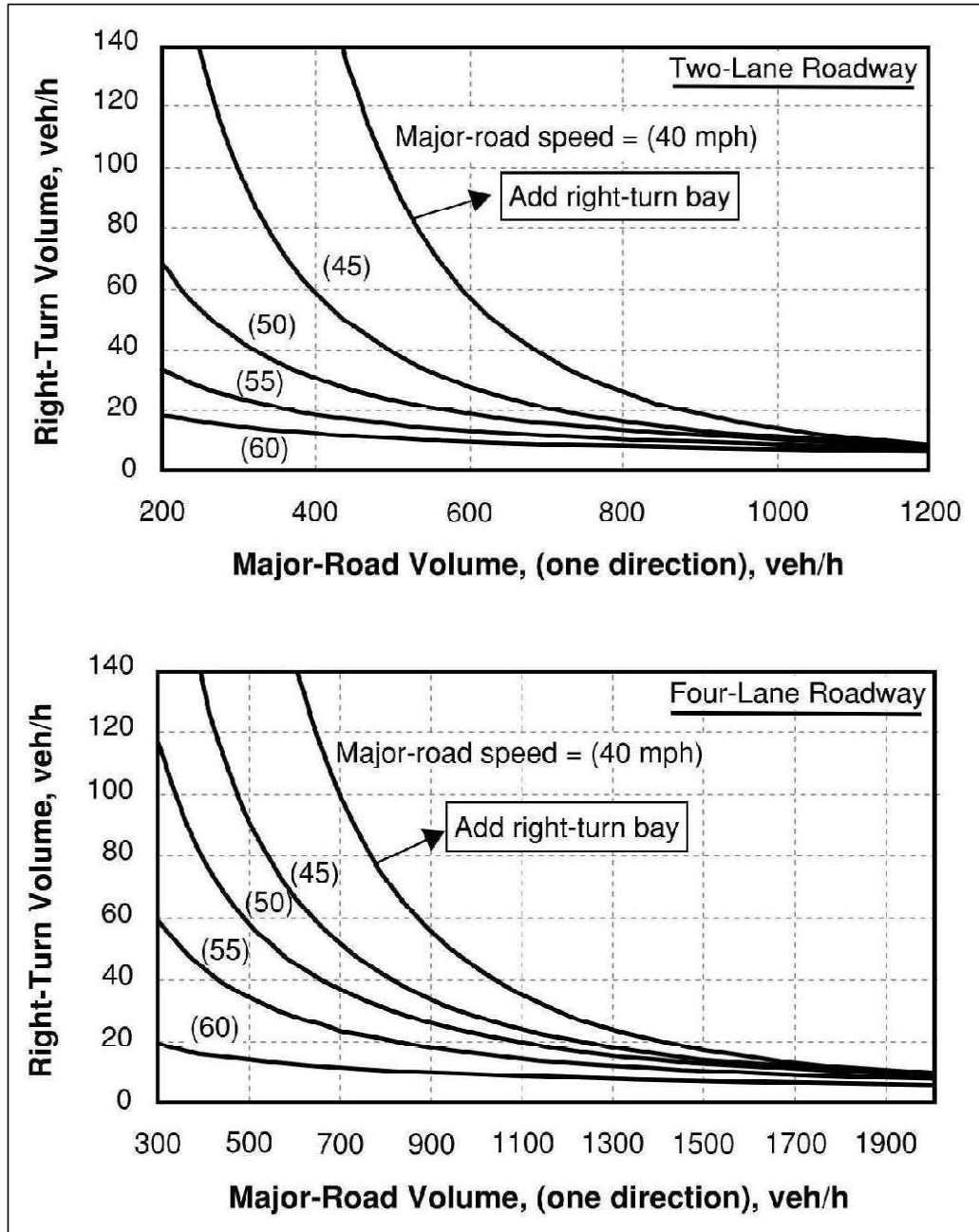
**GRAPH 2B. LEFT-TURN LANE WARRANTS –  
TWO-LANE FACILITIES (45-50 MPH)**



**Note:** Left-turn lane not required when intersection of  $V_A$  and  $V_O$  is below the curve corresponding to the % of left turns in  $V_A$ .

Graph 2A & 2B – Source: Derived from National Cooperative Highway Research Program Report #279.

Figure 74 | Recommended Guidelines for Exclusive Right-Turn Lanes to Unsignalized Driveway/Intersection

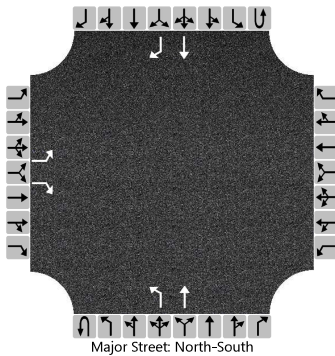


Source: *NCHRP Report 457, TDOT Highway System Access Manual*

# HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	KS	Intersection	Project Driveway and Jenkins				
Agency/Co.	OREP	Jurisdiction	St Lucie County				
Date Performed	9/5/2024	East/West Street	Driveway				
Analysis Year	2027	North/South Street	Jenkins Rd				
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.92				
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25				
Project Description							

## 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																	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		1	0	1		0	0	0	0	1	1	0	0	0	1	1	
Configuration		L		R						L	T				T	R	
Volume (veh/h)		90		38						13	1025				830	30	
Percent Heavy Vehicles (%)		3		3						3							
Proportion Time Blocked																	
Percent Grade (%)		0															
Right Turn Channelized		No												No			
Median Type   Storage		Left + Thru											1				

## Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.43		6.23						4.13						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

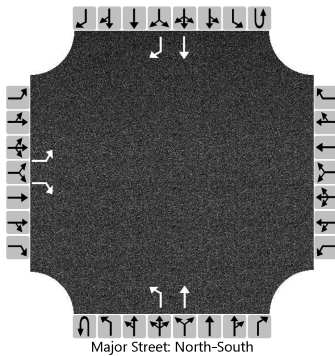
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		98		41						14						
Capacity, c (veh/h)		181		335						728						
v/c Ratio		0.54		0.12						0.02						
95% Queue Length, Q <sub>95</sub> (veh)		2.8		0.4						0.1						
95% Queue Length, Q <sub>95</sub> (ft)		71.7		10.2						2.6						
Control Delay (s/veh)		45.9		17.3						10.0						
Level of Service (LOS)		E		C						B						
Approach Delay (s/veh)		37.4								0.1						
Approach LOS		E								A						

# HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	KS	Intersection	Project Driveway and Jenkins				
Agency/Co.	OREP	Jurisdiction	St Lucie County				
Date Performed	9/5/2024	East/West Street	Driveway				
Analysis Year	2027	North/South Street	Jenkins Rd				
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.97				
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25				
Project Description							

## 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																	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		1	0	1		0	0	0	0	1	1	0	0	0	1	1	
Configuration		L		R						L	T				T	R	
Volume (veh/h)		61		26						44	849				846	103	
Percent Heavy Vehicles (%)		3		3						3							
Proportion Time Blocked																	
Percent Grade (%)		0															
Right Turn Channelized		No												No			
Median Type   Storage		Left + Thru											1				

## Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.43		6.23						4.13						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		63		27						45							
Capacity, c (veh/h)		205		348						701							
v/c Ratio		0.31		0.08						0.06							
95% Queue Length, Q <sub>95</sub> (veh)		1.2		0.2						0.2							
95% Queue Length, Q <sub>95</sub> (ft)		30.7		5.1						5.1							
Control Delay (s/veh)		30.1		16.2						10.5							
Level of Service (LOS)		D		C						B							
Approach Delay (s/veh)		26.0								0.5							
Approach LOS		D								A							



DISTRICT  
PLANNING  
GROUP

## Pulte Cornerstone

Master Planned Development

Utilities Service

Pulte Cornerstone will be served by the following utilities providers:

Water:	Fort Pierce Utilities Authority
Wastewater:	Fort Pierce Utilities Authority
Electric:	Fort Pierce Utilities Authority
Gas:	Fort Pierce Utilities Authority

This Instrument Prepared By:  
Record and return to:  
David M. Shaw, Esquire  
HAILE, SHAW & PFAFFENBERGER, P.A.  
660 U.S. Highway One, Third Floor  
North Palm Beach, Florida 33408

Tax Folio Nos. 2324-413-0000-000/9  
2324-414-0000-000/2  
2324-413-0001-000/2

**SPECIAL WARRANTY DEED**

THIS SPECIAL WARRANTY DEED, dated this 5<sup>th</sup> day of January, 2007, between FP LAND, LTD., a Florida limited partnership, with an address of 599 NW 82<sup>nd</sup> Avenue, Plantation, Florida 33324, hereinafter called the Grantor, which term shall include when used herein, wherever the context so requires or admits, its successors and assigns, and CORNERSTONE FORT PIERCE DEVELOPMENT, LLC, a Delaware limited liability company, with an address of c/o Cornerstone Real Estate Advisers, LLC, 180 Glastonbury Boulevard, Suite 401, Glastonbury, Connecticut 06033, and whose Taxpayer Identification Number is 56-2630592, hereinafter called the Grantee, which term shall include when used herein, wherever the context so requires or admits, its successors and assigns.

WITNESSETH:

That for the sum of TEN DOLLARS (\$10.00) and other good and valuable consideration, Grantor does hereby grant, bargain, sell, alien, remise, release, convey and confirm unto the said Grantee all that certain piece of property and tract of land situate in the County of St. Lucie and State of Florida, described on Exhibit "A" attached hereto as a part hereof.

TOGETHER WITH all improvements thereon and rights, benefits, easements, appurtenances and hereditaments thereto appertaining.

SUBJECT HOWEVER to those matters designated on Exhibit "B" hereto, the provisions of which are not reimposed hereby.

TO HAVE AND TO HOLD IN FEE SIMPLE FOREVER.

Grantor does hereby specially warrant the title to the Property, subject only to those matters set forth herein, and will defend same against the lawful claims of all persons claiming by, through or under Grantor, but no other.



**EXHIBIT A**  
**TO**  
**SPECIAL WARRANTY DEED**

Description of Land

Parcel 1:

The South 574.36 feet of the following-described property:

That part of the South 3/4 of the SE 1/4 of Section 24, Township 35 South, Range 39 East, St. Lucie County, Florida, lying easterly of the easterly right-of-way of I-95, LESS the North 296 feet of the East 860.50 feet thereof, and LESS the East 40 feet thereof and LESS the South 52 feet thereof.

Parcel 2:

That part of the South 3/4 of the SE 1/4 of Section 24, Township 35 South, Range 39 East, St. Lucie County, Florida, lying easterly of the easterly right-of-way line of I-95, LESS the North 296 feet of the East 860.50 feet thereof, and LESS the East 40 feet thereof, and LESS the South 626.36 feet thereof.

Parcel 3:

The East 660.5 feet of the North 296 feet of the South 3/4 of the East 1/2 of the Southeast 1/4 of Section 24, Township 35 South, Range 39 East, LESS AND EXCEPTING THEREFROM the East 40 feet thereof as right-of-way for Jenkins Road, all lying and being in St. Lucie County, Florida.

**EXHIBIT B**  
**TO**  
**SPECIAL WARRANTY DEED**

Permitted Exceptions

1. Taxes and assessments for the year 2007 and subsequent years, which are not yet due and payable.
2. Resolution No. 96-101 of the Board of County Commissioners of St. Lucie County, Florida, recorded in Official Records book 997, Page 2176.
3. Ordinances No. K-251 and No. K-261 of the City Commission of the City of Fort Pierce, recorded in Official Records Book 1948, Page 1790, respectively.
4. Right of way of Jenkins Road.
5. Matters as disclosed on that certain survey prepared by Manucy Land Surveyors, Inc., dated September 22, 2006, as Order No. 150-608, which discloses, among other matters, the following encroachments:
  - a. by a 6-foot chain link fence onto adjoining property along the westerly property line of the subject property;
  - b. by mail boxes, asphalt drives, a sign, a dirt drive, and wood poles at the northeasterly corner of the subject property;
  - c. by a concrete drive and a dirt drive along the East property line; and
  - d. by irrigation ditches onto adjoining property along the South property line.



## CONCURRENCY CAPACITY ANALYSIS

### I. Site Data:

	Existing Use	Future Land Use	Zoning
<b>North</b>	Vacant Office	GC	C-3
<b>South</b>	Proposed Residential Subdivision	RM	R-4
<b>East</b>	Residential Subdivision	RM/GC	E-3, R-2, PD
<b>West</b>	I-95	I-95	I-95

	Future Land Use	Zoning Classification	Maximum Intensity Residential: Dwelling Units per Acre Other: Square Footage	Total Acreage	Flood Zone
<b>Current</b>	COM	C-3	150 DU & 1,739,508 sf	49.917	X
<b>**Proposed</b>	RM	PD	749	49.917	N/A

### II. Public Facilities Information:

<b>A. Potable Water:</b>	
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 256,438 gal.
**Proposed Zoning/FLU	Total gallons per day <b>194,646 gal.</b>
**Change in Demand	Total gallons per day 61,762 gal. REDUCTION

<b>B. Wastewater:</b>	
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 212,951 gal.
**Proposed Zoning/FLU	Total gallons per day 194,676 gal.
**Change in Demand	Total gallons per day 18,274 gal. REDUCTION

<b>C. Parks and Recreation (Residential Classifications Only):</b> (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	44,617	46,174	31.14 ac inc.
Urban District	5 acres per 1,000 people	44,617	46,174	7.78 ac. inc.
Community	2.5 acres per 1,000 people	44,617	46,174	3.89 ac. inc.
Neighborhood	1.36 acres per 1,000 people	44,617	46,174	2.12 ac. inc.

<b>D. Public Schools (Residential Classifications Only):</b> Single Family: (du x 0.405 = students/70% K-8/30% High) Multi-family: (du x 0.207 = students/70% K-8/30% High)		
	<b>K-8</b>	<b>High</b>
School Name		
City		
Distance		
Current Zoning/FLU Enrollment Demand	43	18
**Proposed Zoning/FLU Enrollment Demand	212	91
**Change in Demand	169 student increase	73 student increase

<b>E. Solid Waste: Residential</b> (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	13 8-yds.
**Proposed Zoning/FLU	5 8-yds.
*Change in Demand	8 8 yds, REDUCTION

**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)

<b>Impact</b>	See attached Drainage analysis
---------------	--------------------------------

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

<b>G. Transportation Analysis: Complete ITE Trip Generation Data Form</b>		
Most recent ITE Code for use; HCM Roadway Capacity		
	<b>AADT</b>	<b>AM/PM Peak Hour Trips</b>
<b>Demand Analysis</b>	Maximum	Maximum
<b>Current Zoning/FLU</b>	LUC 820 - 45,436	LUC 820 - 1,027/3,742
<b>**Proposed Zoning/FLU</b>	<b>LUC 210 - 5,340</b>	<b>LUC 210 - 388/546</b>
<b>*Change in Demand</b>	Trips 40,086 REDUCTION	Trips 639/3,196 REDUCTION
<b>Impact to Capacity</b>	LOS is maintained on the surrounding roadway network	

**IV. Project Description**

<b>PHASING</b>	
Is this project (phase) part of a larger project?	<input type="checkbox"/> Yes <input checked="" 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)	

<b>RESIDENTIAL DATA</b>					
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
None proposed					

- 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: N/A

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

EW Consultants, Inc.  
Natural Resource Management, Wetland, and Environmental Permitting Services



CONSULTANTS, INC.

**PULTE GROUP**

**CORNERSTONE**

# **Environmental Assessment Report**

**Prepared For:**

**Pulte Group**

**Prepared By:**

**EW Consultants, Inc.**

August 2024

## **INTRODUCTION**

This Environmental Assessment Report documents and summarizes the natural resource characteristics of the Pulte Group Cornerstone property. The 49.9 +/- acre Cornerstone property is located in Section 24, Township 35 South, Range 39 East within the City of Ft. Pierce, St. Lucie County, Florida. The property is bounded to the north by undeveloped land and a residential home, to the west by I-95 and the State Road 70 interchange, to the south by the NSLRWCD Canal No. 39, and to the east by Jenkins Road.

The site is comprised predominantly of disturbed lands that were previously improved for agricultural use and are now dominated by non-native invasive Brazilian pepper with scattered native trees including laurel oaks, cabbage palms, and wax myrtle. Field observations conducted in June and July of 2024 confirmed the property does not contain any native upland habitat. There is also an area in the western portion of the site that contains wetland characteristics and may, upon review by the South Florida Water Management District, be considered a jurisdictional wetland. The property contains two man-made ditches on site that were constructed for the purpose of providing drainage and irrigation for the former agricultural practices on the property.

## **SOILS**

A Custom Soil Resource Report for the subject property is provided in the Appendix. This report, prepared by the United States Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) provides descriptions of the soil types within the Cornerstone property along with acreage summaries, soil limitation information, and recommended soil treatments for various proposed land uses.

## **VEGETATION COMMUNITIES**

The following is a summary of the land cover types found on the Cornerstone property site. Land cover classifications were mapped based on the Florida Land Use, Cover and Forms Classification System (FLUCFCS) developed by the Florida Department of Transportation. Field reconnaissance and aerial photograph interpretation were employed in the mapping effort of the land cover types on the subject property.

The vegetative community descriptions include general discussions of potential wildlife habitat provided by the various resources available in those communities. Detailed observations and occurrences of wildlife are discussed in subsequent sections. Application of categories described as wetlands and ditches provides an approximation of the wetland areas or ditch classifications that remain subject to verification by SFWMD and, under current circumstances, the U.S. Army Corps of Engineers (USACE) for Section 404 purposes.

The FLUCFCS classifications observed on the site are described below. A land cover map of the observed community types is included in the Appendix of this report. The communities observed on the property are described as follows:

**191 – Undeveloped Land Within Urban Areas –**

This land cover is located within the northern and western portions of the property. The vegetation assemblage within these areas is dominated by non-native invasive species, ruderal weeds, and non-native pasture grasses. Vegetation includes Brazilian pepper, Australian pine, guava, smut grass, cogon grass, guinea grass, Caesar weed, and castor bean. Scattered occurrences of native laurel oak, slash pine, cabbage palm, and wax myrtle are also present.

**510 – Ditches –**

The property contains two man-made ditches that were created in support of the former agricultural practices on the property. The northern of the two ditches is shallow and is vegetated predominantly with non-native invasive species including torpedo grass, limpo grass, Peruvian primrose willow, and Caesar weed. Scattered occurrences of native species including broomsedge, spadeleaf and pennywort are also present. The southern ditch, located near the southern property boundary is a deep, steep sided ditch that contains scattered occurrences of non-native invasive Peruvian primrose willow and native Carolina willow.

**643 – Wet Prairie –**

There is one area located near the western property boundary that meets the criteria to be considered a wet prairie wetland. Vegetative cover in this area includes native grape vine, Virginia chain fern, and broomsedge, and non-native invasive old-world climbing fern and Peruvian primrose willow.

**740 – Disturbed Lands –**

This is the predominant land cover type on the subject property, and was previously improved for agricultural use. The vegetation assemblage is currently dominated by non-native invasive Brazilian pepper with scattered occurrences of native laurel oak, cabbage palm, and wax myrtle.

**WILDLIFE**

Wildlife Observations –

During field reconnaissance conducted for the preparation of this environmental assessment, observations were made for wildlife presence and indicators of utilization. Field observations conducted in June and July 2024 include a variety of common avian species present within the property including mourning dove, American crow, boat-tail grackle, northern mockingbird, and cattle egret. Reptile species observed include Cuban anole and a black racer snake. Indicators of the occurrence of mammals (scat, tracks, or other physical indicators) included raccoon, armadillo, coyote, feral hog, and rodents.

Listed Species and Evaluation –

The survey methodologies used for determining the status of state and/or federally listed wildlife species occurrence on the site followed generally accepted protocols as specified in state and Federal guidance documents. The geographic range of the property and its associated habitats, vegetative cover types, and natural or disturbed status were the primary considerations in assessing potential occurrence of listed species.

Pedestrian and vehicular surveys were employed to assess relative habitat quality and wildlife utilization. In addition, the protected species evaluations and survey methodologies have been, and will continue to be, addressed on a species-specific basis in accordance with Florida Fish and Wildlife Conservation Commission (FWCC) and U.S. Fish and Wildlife Service (USFWS) protocols and techniques relative to the species under consideration.

The state and/or federally listed wildlife species known or expected to occur on the subject site is summarized in the following table. Likelihood of occurrence has been indicated based on species-specific evaluations and best professional judgement and noted as either observed during site review or likelihood of occurrence as high, medium, or low.

**Table 1. Known and Potentially Occurring Listed Faunal Species**

Common Name	Scientific Name	Preferred Habitat	Sampling Method	Occurrence*	Listed Status
					<i>State/Federal</i>
American alligator	<i>Alligator mississippiensis</i>	Wetland and aquatic habitat	Pedestrian and vehicular transects	M	FT/SA
Audubon’s crested caracara	<i>Caracara cheriway</i>	Dry prairie, open rangeland	Pedestrian and vehicular transects	L	FT
Bald eagle	<i>Haliaeetus leucocephalus</i>	Nest in tall trees (usually pine) near coasts, rivers, lakes and wetlands	Pedestrian and vehicular transects	L	No longer listed Nest trees protected

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Common Name	Scientific Name	Preferred Habitat	Sampling Method	Occurrence*	Listed Status
Eastern indigo snake	<i>Drymarchon corais couperi</i>	A diversity of upland/low land habitat	Pedestrian and vehicular transects	L	FT
Florida bonneted bat	<i>Eumops floridanus</i>	A diversity of forested habitats	Acoustic and roost surveys	L	FE
Florida burrowing owl	<i>Athene cunicularia</i>	Sandhills, ruderal communities, dry prairies	Pedestrian and vehicular transects	L	ST
Florida pine snake	<i>Pituophis melanoleucus mugitus</i>	Well drained sandy soils, moderate to open pine canopy	Pedestrian and vehicular transects	L	ST
Florida sandhill crane	<i>Grus canadensis pratensis</i>	Breed in emergent palustrine wetlands; forage in pastures/prairies	Pedestrian and vehicular transects; aerial nest survey	L	ST
Florida scrub-jay	<i>Aphelocoma coerulescens</i>	Xeric oak scrub and scrubby flatwoods on sandy ridges and dunes	Pedestrian and vehicular transects	L	FT
Gopher tortoise	<i>Gopherus polyphemus</i>	Sandhills, xeric oak scrub, sand pine scrub, scrubby flatwoods; agricultural lands	Burrow survey 100% of suitable habitat	M	ST
Little blue heron	<i>Egretta caerulea</i>	Breeding: marshes, swamps, ponds, estuaries, rivers; nest in shrubs and small trees	Pedestrian and vehicular transects	M	ST
Red-cockaded woodpecker	<i>Picoides borealis</i>	Mature pine woodlands	Pedestrian and vehicular transects	L	FE
Reddish egret	<i>Egretta rufescens</i>	Breeding: marshes, swamps, ponds, estuaries, rivers; nest in shrubs and small trees	Pedestrian and vehicular transects	L	ST
Roseate spoonbill	<i>Ajaia ajaja</i>	Breeding: marshes, swamps, ponds, estuaries, rivers; nest in shrubs and small trees	Pedestrian and vehicular transects	M	ST
Southeast American kestrel	<i>Falco sparverius paulus</i>	Sandhill and open rangeland nest in cavities of dead trees and	Pedestrian and vehicular transects	L	ST

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Common Name	Scientific Name	Preferred Habitat	Sampling Method	Occurrence*	Listed Status
Tricolored heron	<i>Egretta tricolor</i>	Breeding: marshes, swamps, ponds, nest in shrubs and small trees	Pedestrian and vehicular transects	M	ST
Wood stork	<i>Mycteria americana</i>	Estuarine or freshwater wetlands; nest in tops of trees in cypress or mangrove swamps	Pedestrian and vehicular transects	M	FT

O\* = Observed; <sup>1</sup> Observed transient; <sup>2</sup> Observed nesting and/or resident  
 Probability of Occurrence: H= High; M= Medium; L= Low;

FE = Federally-designated Endangered; FT = Federally-designated Threatened; FXN = Federally-designated Threatened Nonessential Experimental Population; FT(S/A) = Federally-designated Threatened species due to similarity of appearance; ST = State-designated Threatened; SSC = State Species of Special Concern

The American alligator is listed as Federally Threatened due to similarity of appearance with the American crocodile. Alligators are relatively common throughout the region in wetland and aquatic systems. Although none were observed during the field reconnaissance for this environmental assessment, there is a moderate potential for alligators to occur within the on-site ditches.

The subject site is within the consultation area of Audubon’s crested caracara. The subject site; however, does not contain suitable nesting or foraging habitat and no crested caracara or caracara nests were observed during site reconnaissance conducted in June and July of 2024.

Bald eagles, while no longer listed, remain protected under the Bald and Golden Eagle Protection Act. The property does not contain any suitable nesting or foraging habitat for bald eagles and no bald eagles or bald eagle nests were observed on site.

A reptile species that was not observed but has potential to occur on the site is the federally threatened eastern indigo snake. The eastern indigo snake is a secretive species that ranges widely over a diversity of upland and wetland habitats, and is known to occur in the region. Standardized and specific construction awareness and notification procedures will be implemented for the protection of this species during site development.

The Florida bonneted bat is listed as endangered by the U.S. Fish and Wildlife Service (USFWS). This species preferred habitat for roosting and nesting includes a variety of forested habitats and man-made structures. The property is located outside of the designated consultation area for this species, thus its potential for occurrence is considered low.

## EW Consultants, Inc.

### Natural Resource Management, Wetland, and Environmental Permitting Services

The Florida burrowing owl is a small ground-dwelling owl often found in open fields with little to no tree canopy coverage, where it spends most of its time on the ground, perching on dirt mounds, fence posts, or short shrubs. The site does not contain suitable habitat for burrowing owls, thus there is a low potential for this species to occur. No burrowing owls or burrowing owl burrows were observed on the property.

The Florida pine snake inhabits areas that feature well-drained sandy soils with moderate to open canopy. According to the FFWCC publicly available database, the subject site is located within the distribution area for this species. The property does not contain any suitable habitat for this species, thus the potential for this species to occur is considered low and no Florida pine snakes were observed during field reconnaissance.

No Florida sandhill crane nests were observed on the site; however, this species is relatively common within the region. The preferred nesting habitat for sandhill cranes is freshwater herbaceous marsh wetland which does not occur on site and no sandhill cranes or sandhill crane nests were observed during field reconnaissance.

The Florida scrub-jay is a Federally threatened species that inhabits xeric oak and scrubby flatwoods habitats along sandy ridges and dunes. The subject property does not contain any suitable habitat for this species and no Florida scrub-jays were observed or heard during field reconnaissance.

In July 2024, a representative habitat survey was conducted by Jason Hahner (Licensed Gopher Tortoise Agent #GTA-14-00024H) in order to identify any occurrence of gopher tortoises, their burrows, or indicators of their presence. The habitat survey was conducted in accordance with Florida Fish and Wildlife Conservation Commission (FFWCC) *Gopher Tortoise Permitting Guidelines* (revised April 2023).

There were no gopher tortoises, potentially occupied gopher tortoise burrows, or other indicators of the presence of gopher tortoises observed on the property during field reconnaissance and the representative habitat survey conducted in July 2024. In accordance with FFWCC gopher tortoise permitting guidelines, prior to any land clearing or site work, a 100% habitat survey for this species must be completed. A gopher tortoise relocation permit will need to be obtained through FFWCC for any gopher tortoise burrows that cannot be avoided from impacts by a radius of at least 25 feet from a burrow's entrance.

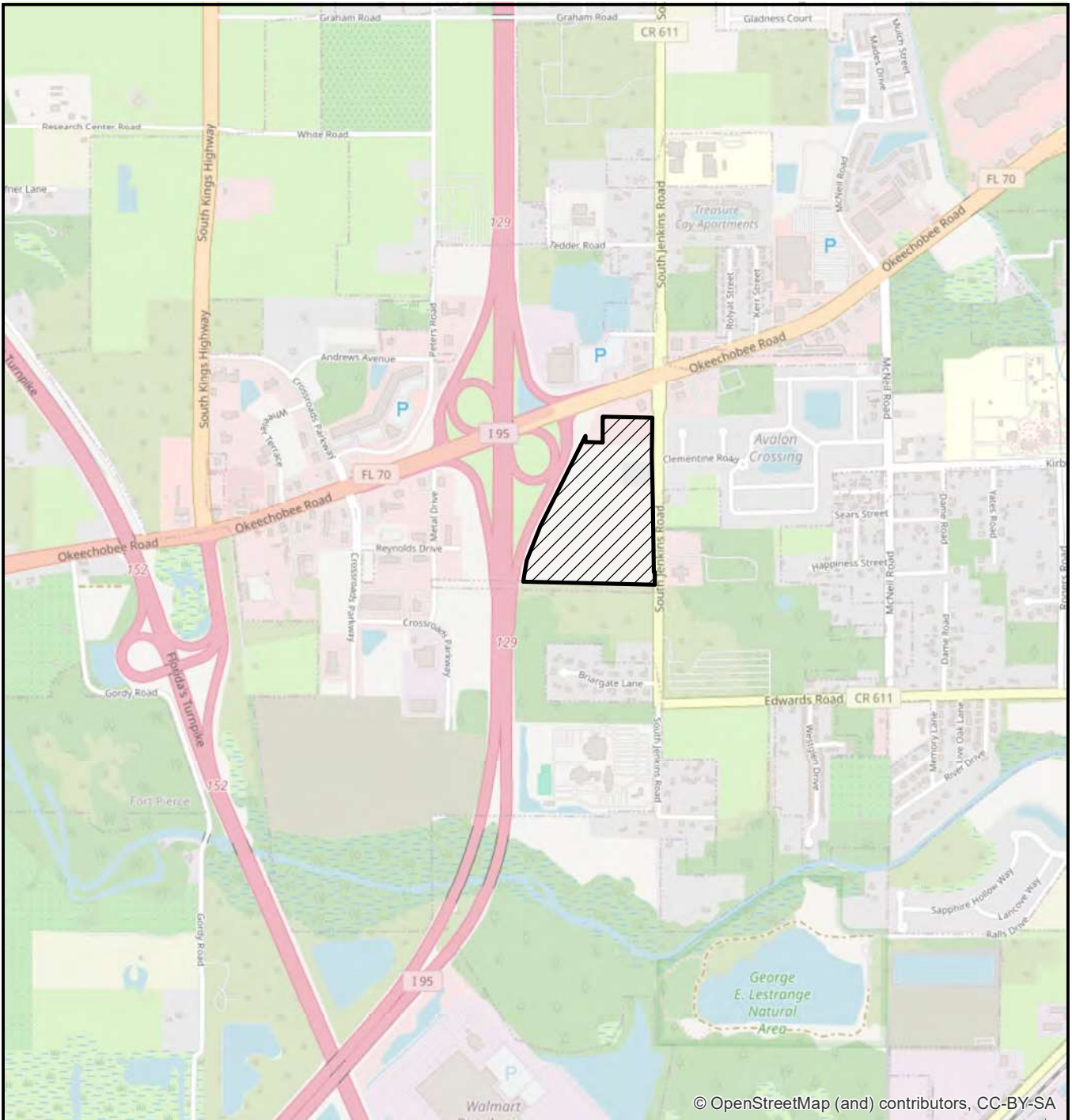
The presence of surface water (ditches) and a wet prairie wetland indicates a moderate potential for occurrence of State-designated threatened wading bird species including the little blue heron, tricolored heron, and roseate spoonbill, and the Federally-designated threatened wood stork. The property does not contain suitable nesting habitat for any of these species and no such nesting activity was observed. Therefore, any occurrence of these wading bird species on the property would be for the purpose of transient foraging.

**WETLANDS AND WATERBODIES**

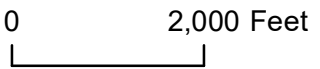
Preliminary field evaluation has identified an area within the property boundaries that may be considered state-jurisdictional wetlands. However, this opinion has not yet been verified by the South Florida Water Management District (SFWMD) for the proposed project. The review of the SFWMD online e-permitting database for publicly available permitting files revealed that a permit (permit 56-02924-P) authorizing construction and operation of a surface water management system on the subject property was previously issued by SFWMD on August 16, 2013. The previously issued permit includes a statement that no wetlands were present on the property at the time of permit issuance. A site review with SFWMD staff to verify whether wetlands are present, and the extent of any wetlands identified will be required upon submittal of a new Environmental Resource Permit (ERP) application.


EW Consultants, Inc.  
Natural Resource Management, Wetland, and Environmental Permitting Services

# **APPENDIX**



© OpenStreetMap (and) contributors, CC-BY-SA



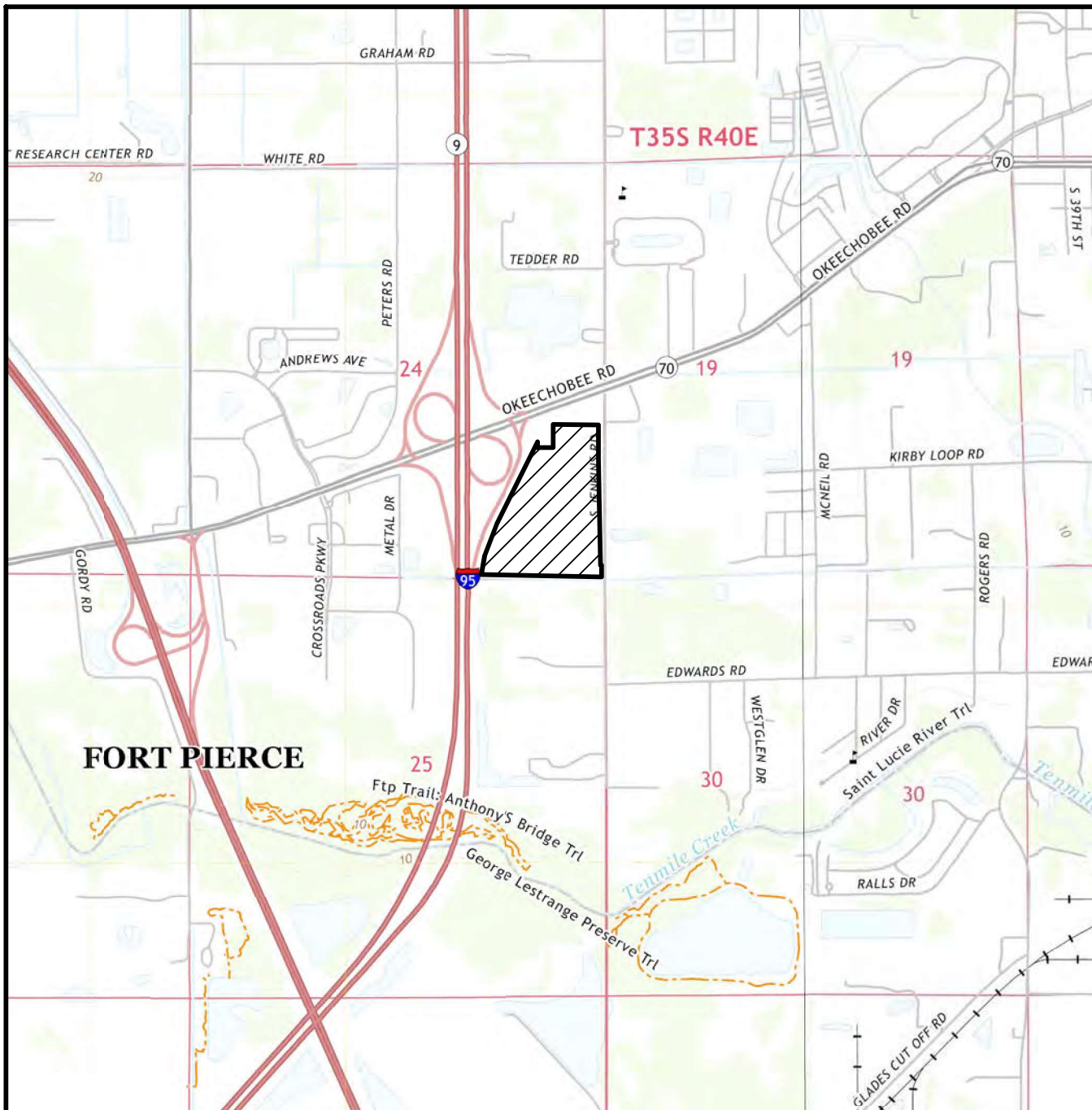
**LEGEND**  
 - SITE (49.9+/- AC)

# CORNERSTONE LOCATION MAP



**EW CONSULTANTS, INC.**  
 1000 SE MONTEREY COMMONS BLVD., SUITE 208  
 STUART, FL 34996  
 772-287-8771 FAX 772-287-2988  
 WWW.EWCONSULTANTS.COM

**AUG 2024**  
 FIGURE  
**1**



USGS QUAD "FORT PIERCE NW", SECTION 24, TOWNSHIP 35 SOUTH, RANGE 39 EAST, CITY OF FORT PIERCE, ST. LUCIE COUNTY, FLORIDA, LATITUDE 27°04'47" LONGITUDE -80°23'06"

**LEGEND**

 - SITE (49.9± AC)



**CORNERSTONE  
QUAD**

Cornerstone.dwg QUAD



**EW CONSULTANTS, INC.**  
1000 SE MONTEREY COMMONS BLVD., SUITE 208  
STUART, FL 34996  
772-287-8771 FAX 772-287-2988  
WWW.EWCONSULTANTS.COM

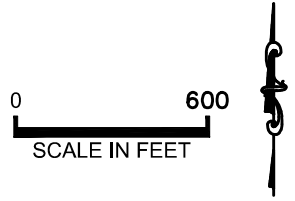
**AUG 2024**

FIGURE

**2**



FDOT AERIALS DATED 2024



# CORNERSTONE AERIAL

Cornerstone.dwg AERIAL



**EW CONSULTANTS, INC.**  
1000 SE MONTEREY COMMONS BLVD., SUITE 208  
STUART, FL 34996  
772-287-8771 FAX 772-287-2988  
WWW.EWCONSULTANTS.COM

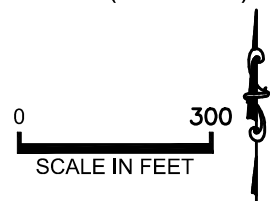
**AUG 2024**  
**FIGURE**  
**3**



FDOT AERIALS DATED 2023

**LEGEND**

- 191 - UNDEVELOPED LAND WITHIN URBAN AREAS (12.4± AC)
- 510 - DITCH (0.6± AC)
- 643 - WET PRAIRIE (0.1± AC)
- 740 - DISTURBED LANDS (36.8± AC)
- TOTAL SITE (49.9± AC)



**CORNERSTONE**

**FLUCFCS**

Cornerstone.dwg FLUCFCS



**EW CONSULTANTS, INC.**  
 1000 SE MONTEREY COMMONS BLVD., SUITE 208  
 STUART, FL 34996  
 772-287-8771 FAX 772-287-2988  
 WWW.EWCONSULTANTS.COM

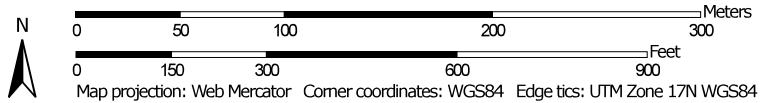
**AUG 2024**  
**FIGURE**  
**4**

Soil Map—St. Lucie County, Florida  
(CORNERSTONE)




Soil Map may not be valid at this scale.

Map Scale: 1:3,630 if printed on A portrait (8.5" x 11") sheet.




## MAP LEGEND

### Area of Interest (AOI)

 Area of Interest (AOI)

### Soils

 Soil Map Unit Polygons

 Soil Map Unit Lines

 Soil Map Unit Points

### Special Point Features



Blowout



Borrow Pit



Clay Spot



Closed Depression



Gravel Pit



Gravelly Spot



Landfill



Lava Flow



Marsh or swamp



Mine or Quarry



Miscellaneous Water



Perennial Water



Rock Outcrop



Saline Spot



Sandy Spot



Severely Eroded Spot



Sinkhole



Slide or Slip



Sodic Spot



Spoil Area



Stony Spot



Very Stony Spot



Wet Spot



Other



Special Line Features

### Transportation



Rails



Interstate Highways



US Routes



Major Roads



Local Roads

### Background



Aerial Photography

## MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:24,000.

**Warning: Soil Map may not be valid at this scale.**

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service

Web Soil Survey URL:

Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: St. Lucie County, Florida

Survey Area Data: Version 17, Sep 6, 2023

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Jan 18, 2022—Jan 30, 2022

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

## Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
2	Ankona and Farnton sands	0.9	1.8%
25	Nettles and Oldsmar sands	49.0	98.2%
<b>Totals for Area of Interest</b>		<b>49.9</b>	<b>100.0%</b>

# Pulte Cornerstone Master Planned Development

## Legal Description

### PARCEL 1:

THE SOUTH 574.36 FEET OF THE FOLLOWING-DESCRIBED PROPERTY:

THAT PART OF THE SOUTH 3/4 OF THE SE 1/4 OF SECTION 24, TOWNSHIP 35 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA, LYING EASTERLY OF THE EASTERLY RIGHT-OF-WAY OF 1-95, LESS THE NORTH 296 FEET OF THE EAST 860.50 FEET THEREOF, AND LESS THE EAST 40 FEET THEREOF AND LESS THE SOUTH 52 FEET THEREOF. LESS LANDS DESCRIBED IN ORDER OF TAKING RECORDED IN OFFICIAL RECORDS BOOK 3632 PAGE 1691

### PARCEL 2:

THAT PART OF THE SOUTH 3/4 OF THE SE 1/4 OF SECTION 24, TOWNSHIP 35 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA, LYING EASTERLY OF THE EASTERLY RIGHT-OF-WAY LINE OF 1-95, LESS THE NORTH 296 FEET OF THE EAST 860.50 FEET THEREOF, AND LESS THE EAST 40 FEET THEREOF, AND LESS THE SOUTH 626.36 FEET THEREOF, LESS LANDS DESCRIBED IN ORDER OF TAKING RECORDED IN OFFICIAL RECORDS BOOK 3632 PAGE 1691

### PARCEL 3:

THE EAST 660.5 FEET OF THE NORTH 296 FEET OF THE SOUTH 3/4 OF THE EAST 1 /2 OF THE SOUTHEAST 1/4 OF SECTION 24, TOWNSHIP 35 SOUTH, RANGE 39 EAST, LESS AND EXCEPTING THEREFROM THE EAST 40 FEET THEREOF AS RIGHT-OF-WAY FOR JENKINS ROAD, LESS LANDS DESCRIBED IN ORDER OF TAKING RECORDED IN OFFICIAL RECORDS BOOK 3632 PAGE 1691

ALL LYING AND BEING IN ST. LUCIE COUNTY, FLORIDA.

CONTAINING: 49.917 ACRES, MORE OR LESS



**Drainage Statement:**

**Cornerstone – City of Fort Pierce**

**Date: September 6, 2024**

**K&A Project No. 24-1479**

**Location**

The 49.9 acre project site is located on the west side of Jenkins Road south of Okeechobee Road (S.R. 70) and immediately east of Interstate 95 in the City of Fort Pierce (Saint Lucie County) Florida. The project site is located within the South Florida Water Management District (SFWMD) and the North Saint Lucie River Water Control District (NSLRWCD) and will discharge stormwater to the NSLRWCD Canal No. 39 located along the south boundary of the property.

**FEMA Flood Data**

The project site is located within flood zone X based on the current FEMA Flood Insurance Rate Map (FIRM) panel number 12111 C0167J, effective February 16, 2012. Flood zone X is defined as areas of minimal flood hazards. There is not a base flood elevation (BFE) assigned to flood zone X.

**Existing Conditions**

The project site was previously used for agricultural purposes and contains irrigation/drainage ditches throughout the site. There are two 18” RCP culverts hydraulically connecting the project site the drainage ditch along the west side of Jenkins Road. The ditch along the west side of Jenkins Road runs south and connects to the NSLRWCD Canal No. 39 with a 24” CMP.

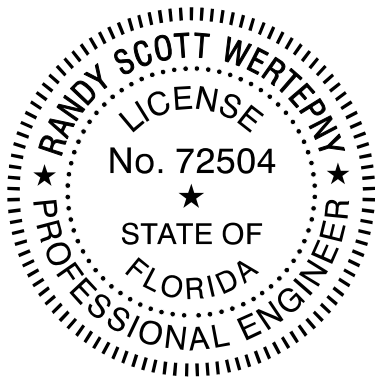
The existing ditches run in the north-south direction and connect to a larger ditch on the south boundary parallel to the NSLRWCD Canal No. 39. The Northeast corner of the property previously contained two residential homes that have been removed.

In 2008, an Environmental Resource Permit with SFWMD was obtained for the project site, SFWMD Permit No. 50-02924-P for the construction of a surface water management system for commercial development; however, this permit expired in 2013.

**Proposed Improvements**

The proposed project is for the development of a single-family residential community including building, driveways, roads, sidewalks and recreational amenities. The proposed stormwater management system will consist of catch basins and culverts that will direct stormwater runoff into proposed wet detention systems. The proposed detention systems will provide water quality treatment and stormwater attenuation prior to discharging into the NSLRWCD Canal No. 39 through a control structure regulating the volume of discharge. The proposed stormwater management system has been designed to meet the requirements of the SFWMD, NSLRWCD and the City of Fort Pierce.

The post development runoff from the site will be reduced to meet the SFWMD allowable discharge for the project site of 2” per acre per day or 4.19 cfs. Storm sewer mains will be designed to convey the runoff generated from a 5 year – 1 day storm event.



Keshavarz & Associates, Inc.  
711 N. Dixie Highway, Suite 201  
West Palm Beach, Florida 33401  
Certificate of Authorization No. 4897

Randy Wertepny, P.E.  
Florida License No. 72504  
September 6, 2024

This item has been electronically signed and sealed by Randy Wertepny on the date indicated here using a SHA authentication code. Printed copies of this document are not considered signed and sealed and the SHA authentication code must be verified on any electronic copies.



DISTRICT  
PLANNING  
GROUP

## Pulte Cornerstone

Master Planned Development

Phasing Plan

Phasing is not planned for the Pulte Cornerstone Planned Development at this time.



# CITY OF FORT PIERCE, FLORIDA

## City Commission Meeting

Agenda Item # \_\_\_\_\_

Commission Meeting November 2, 2009

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**To:** The Honorable Mayor and Members of the City Commission

**Through:** David L. Recor, City Manager

**From:** Matthew G. Margotta, Director of Community Development

**Re:** **Request for Site Plan Extension**  
**Newberry Fields**  
**Southwest Corner of Okeechobee Road and Jenkins Road**

**Date:** October 26, 2009

---

**ISSUE(S):** Approval of a 3-year site plan extension.

- SUMMARY:**
- On November 3, 2008, the City Commission approved the site plan to construct a 383,605 square foot development that will consist of 8 buildings.
  - The anchor tenant for the development will be a Target retail store.
  - Several off-site improvements will be constructed as part of the development and include:
    - 4-Laning Jenkins Road south of S.R. 70
    - Signalizing the north project entrance
    - Northbound turn lanes at Jenkins and S.R 70.
  - A fair share contribution totaling \$156,687 will be provided to the County for traffic impacts to Kings Highway and Orange Avenue prior to issuance of a building permit.
  - Fair Share Contributions for traffic impacts to U.S. Highway 1 and Crossroads Parkway will be provided to the City at the November 2, 2009 City Commission meeting.
  - Site work is expected to commence toward the end of 2011 with buildings completed by 2013.
  - The extension is requested due to the poor economic conditions.

**FISCAL IMPACT:** The improvements to the property would increase the assessed value and property tax revenue and provide sales tax revenue.

**RECOMMENDATION:** Approve a 3-year Site Plan extension

**ALTERNATIVES:** Deny the Site Plan extension, or, consider a different term.

**RESPONSIBLE STAFF:** David Carlin, Assistant Director of Planning

**ATTACHMENTS:** Request Letter, City Commission Minutes 9-3-08, Application, Location/Aerial Map, Zoning Map.

Paul D'Arelli  
954.712.5131  
pdarelli@bergersingerman.com

October 8, 2009



Mr. David Carlin  
Assistant Director of Planning  
City of Fort Pierce  
P.O. Box 1480  
Fort Pierce, FL 34954-1480

Re: Newberry Fields

Dear David,

This letter is to follow up on ongoing correspondence between the City and our client, ECHO Real Estate Services Company, regarding the concurrency and development agreement matters pertaining to the proposed Newberry Fields project. As you know, the Development Agreement for the project has been in limbo pending resolution of the offsite concurrency payment demanded by the County and we would like to bring it to closure. Also, given the passage of time since approval of the development order, we would like to request an extension of that approval at this time.

In terms of the payment required by the County to which our client previously objected, our client has since agreed to make the \$156,687 payment towards the construction of improvements to the intersection of Kings Highway and Orange Avenue. There was previous dialogue between Mr. Haney and the County about the desire to make that payment upon the issuance of a certificate of occupancy rather than building permit; however, Mr. Haney has since agreed instead to make the payment upon the issuance of building permit. We are hopeful that this should resolve any issues with the County such that the County will dismiss its lawsuit upon the City's approval and execution of the Development Agreement.

Regarding the Development Agreement, there has been some confusion regarding the term of the concurrency approval as it relates to the development order. It is my understanding that your last letter to Mr. Haney indicated that the concurrency approval could not extend beyond the date of the development order for the site plan, which is one year. However, we believe that the City Code contemplates that concurrency approvals can indeed vest concurrency for up to 5 years, with anything beyond 3 years subject to conditions in the Development Agreement for renewal as follows:

*Scanned +  
emailed to  
DC  
10/16/09*

Mr. David Carlin  
October 8, 2009  
Page 2 of 3

**Sec. 22-218.** ... (d) *Development agreements.* Upon approval by the city commission an applicant may enter into a development agreement with the city pursuant to the provisions of F.S. § 163.3220-3242, in conjunction with the approval of a development order or a certificate of concurrency. The effect of the development agreement shall be to bind the parties pursuant to the terms and conditions of the development agreement and the certificate of concurrency in order to insure that adequate public facilities are available to serve the proposed development concurrent with the impact of the development on the public facilities. Development agreements may address conditional development order approvals and conditions for renewal of the certificate of concurrency beyond three (3) years; provided that the duration of any certificate of concurrency shall not exceed five (5) years.

It was always our understanding that concurrency would in fact be vested for the duration of the Development Agreement, which was previously proposed to be 10 years. However, in light of the code limitation above, we do now understand that the Development Agreement could not vest concurrency for more than 5 years. Our reading of Section 22-218 allows the City Commission to approve a concurrency certificate for a 3-year period in a Development Agreement. The Development Agreement can also specify renewals beyond the 3-year period, up to 5 years.

One of the reasons for a developer to enter into a Development Agreement in the first instance is to obtain some level of certainty that the commitments that are being made for funding improvements will provide some level of certainty into the future beyond the standard development approval expiration period. Providing that certainty is exactly why the Code provides for a Development Agreement to approve a concurrency certificate for up to a 5-year term.

At this time we are respectfully requesting that we be placed on the City Commission meeting agenda for consideration of the following:

1. Approval of the Development Agreement with the same terms as previously approved together with (a) the \$156,687 payment towards the construction of improvements to the intersection of Kings Highway and Orange Avenue upon the issuance of a building permit and (b) concurrency certificate approval for 3 years; and
2. Approval of a 3-year extension to the development order for the site plan consistent with the concurrency approval on account of poor general economic conditions.

Mr. David Carlin  
October 8, 2009  
Page 3 of 3

Thank you for your continuing assistance with this project David. Please call me at (954) 712-5131 to discuss.

Sincerely,

BERGER SINGERMAN



Paul D'Arelli

cc: Mr. Bruce Haney  
Mr. Mark Freeman  
Mr. Ken Metcalf

would not have been able to afford to buy houses. She is just so very proud to be a small part of the group who brought that to fruition. They found the financing for people, they helped them with the applications, they built the homes. She was out there the day they had the ribbon cuttings and people were just in tears, people who thought they would never be able to own homes. So she knows there are a lot of things that government does wrong, because she is the first one complaining. But they have made some fine efforts in that type of thing and she is very proud of the work that the FPRA has done and she is looking forward to being able to expand that work throughout the new FPRA area.

City Clerk Steele introduced the following resolution by title only:

RESOLUTION NO. 08-48

"A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF FORT PIERCE, FLORIDA, ADOPTED PURSUANT TO s.163.360(1), FLORIDA STATUTES (2007); MAKING FINDINGS; DETERMINING CERTAIN DEFINED AREAS TO BE SLUM AREAS, BLIGHTED AREAS, AND TO POSSESS SHORTAGE OF HOUSING AFFORDABLE TO RESIDENTS OF LOW OR MODERATE INCOME, INCLUDING THE ELDERLY OR A COMBINATION THEREOF; DESIGNATING SUCH DEFINED AREA AS APPROPRIATE FOR **COMMUNITY REDEVELOPMENT**; PROVIDING AN EFFECTIVE DATE."

Motion was made by Commissioner Coke, seconded by Commissioner Sessions, that Resolution No. 08-48 be adopted.

Those voting in favor of the adoption of Resolution No. 08-48 were: Commissioners Alexander, Coke, Sessions, and Benton. Those opposed: None.

Mayor Benton said they will sit down and chat with the County before they progress further down the road on this.

-----

The next item on the Agenda was Public Hearing on Application for Site Plan Review submitted by Cornerstone Fort Pierce Development LLC for construction of **Newberry Fields Shopping Center** at 2721-2785 South Jenkins Road; said property zoned C-3, General Commercial Zone.

Mr. David Carlin, Interim Assistant Director of Planning, said tonight they have before them probably one of the biggest retail developments to come into the City of Fort Pierce. Staff is certainly very excited to be a part of this process. Before he gets into the specifics of that, he would like to take time to personally thank both City and County staffs who reviewed this project and all the time and effort that went into it, including folks from Kimley-Horn, the applicant's representatives, Mr. Paul D'Arelli, Mr. Ken Metcalf, and Mr. Bruce Haney, the owner. It is a collaborative effort to go through the Development Review process. He will apologize in advance if his comments are a little longer than normal because this is a larger development that requires a little bit more review and analysis. The applicant is requesting Site Plan approval to construct a 383,605 square foot retail shopping center. It will be located at the southwest corner of Jenkins Road and Okeechobee Road. The anchor tenant for the development will be Target. It will also include prospective tenants such as Dick's Sporting Goods, Marshall's, Bed Bath & Beyond, and PetSmart. The vacant 51.18-acre parcel is zoned C-3, General Commercial Zone, with a Future Land Use of CG, Commercial General. The property to the north is also zoned C-3, General Commercial, and occupied by an existing commercial establishment. The properties to the east consist of unincorporated St. Lucie County R-4, E-2, and R-2. The property to the south is C-3, General Commercial. I-95 abuts the property to the west. The project will be developed in two phases. Phase 1 will consist of constructing eight buildings that will total 313,000 square feet and Phase 2 will consist of constructing two additional buildings that will total 70,000 square feet. Six out-parcels will also be created along the front of Jenkins Road. Since it is unknown when those out-

parcels will be developed, site plan review and concurrency determinations will be done independently at the time each respective parcel is developed. The architectural plans specify the buildings will range in height from 25 to 29 feet. Buildings will incorporate facade improvements, enhancements such as mock storefronts utilizing window treatments, color banding, scupper drains, and stucco grids to accentuate the walls. The subject development does comply with the Design Review Guidelines. In addition, this subject property will also incorporate sustainable environmentally friendly products such as low mercury light bulbs, recycled building materials, high efficiency plumbing fixtures, and white reflective roof membranes, to name a few. Signage for the proposed development for this retail center will include two main ground signs along Jenkins Road which will extend to a height of 20 feet. In addition, a high-visibility ground sign will extend to 80 feet tall and will be constructed along the western property boundary near Interstate 95. This height is allowed by the code under the special sign district requirements. Both signs comply with dimensions for the zoning district and the colors for the proposed sign are architecturally compatible with the subject development building. At this point Paul Williams will go over some of the landscaping improvements that will be done as part of this development.

Mr. Paul Williams, Urban Forester, said this aerial photograph shows the existing trees on the property. The entire property historically was an agricultural area to grow fruit crops and other vegetable types, so they can see that more than 90% of the property was in agricultural use prior to this development. The landscaping plan includes 818 new trees as required by code. These trees will include a variety of species that are of xeriscape nature that when they become established will need less irrigation. These include Green Buttonwood, Silver Buttonwood, East Palatka Holly, Dahoon Holly, Live Oak, Cabbage Palm, Magnolia, and Sweetgum. The 874 inches of trees that are to be removed were basically left over from the two homesteads that were on the site and were pretty much connected to that agricultural area. Under tree mitigation there are three options in their City Code. Option 1 is a recommendation to preserve as many trees as possible. There is credit for that mitigation when trees are preserved. If the trees cannot be preserved for whatever reason, Option 2 is to plant trees additionally to the ones required by City Code. A half credit is given for those trees to offset the mitigation. The final option, Option 3, is for those areas where additional trees cannot be planted; and it allows all property to be developed by paying into the tree fund to offset tree mitigation. Staff brings that to their attention because the applicant has offered \$25,000 to be paid into the City tree fund to offset the mitigation that the 874 inches would require. City Code shows that the number would be \$174,800 at this time.

Commissioner Alexander asked is he saying that is what he has in his budget already, \$174,000?

Mr. Williams said if they utilize the code that is in the books today, that is the amount that would be required for the mitigation for the 874 inches of trees.

Commissioner Alexander asked what do they do with the tree fund?

Mr. Williams said the tree fund is set up to enhance beautification projects throughout the City of Fort Pierce and to go toward the maintenance of existing beautification projects.

Commissioner Coke asked she sees there are going to be 874 inches of trees removed? Of the 818 new trees that are being planted, how many inches of trees that represents?

Mr. Williams said that represents approximately - and that is in the mitigation plan - 1,600 inches.

Commissioner Coke said now she is confused. They are taking out 874 inches and they are planting approximately 1,600 inches. Would that 1,600 inches not count toward that 874 inches?

Mr. Williams said the way the City Code is written is that the 818 trees are required by code to meet code if it was a vacant lot without any trees. The lot, the large size it is with those two separate areas, because of the size of the trees there is 874 inches of trees to be mitigated. So the 818 trees are required by Code regardless if they are trees or not.

Commissioner Coke asked what he is saying is the 818 trees, according to the way the Code is, they are not counting those towards the 874 inches being removed?

Mr. Williams said no.

Commissioner Coke asked have they ever contemplated a project of this magnitude before? Because it seems to her that they ought to be a lot happier, rather than having 874 inches worth of trees - and she loves the trees, don't get her wrong - but they are giving them twice as many inches of trees. So in her mind that should satisfy that requirement.

Mayor Benton asked are a lot of those trees, the 874 inches, Live Oaks versus Water Oaks or Laurel Oaks?

Mr. Williams said that is a very good observation. 75% of the trees are Laurel Oaks. Those are a one generational tree and has an approximate age of 100 years old. 25% of the trees are Live Oaks, which could live up to 1,000 years. So the majority of trees are the shorter-lived trees.

Mayor Benton said the Live Oaks are his concern. He knows the Water Oaks in 50 years are looking pretty bad and are on their way out usually. But the Live Oaks can live it seems forever.

Commissioner Coke asked is the Mayor saying if this developer wants to just wait 50 years, 75% of those trees would be dead and they wouldn't be asking for mitigation for them?

Mayor Benton said there would be a lot more little ones growing underneath them, but a lot of those trees would be on their way out versus the Live Oaks. That is why he wanted to ask, because the Live Oaks to him are very important, but the Water Oaks are a dime a dozen.

Mr. Carlin said one thing they can contemplate as they go forward with the LDR Rewrite, this may be a provision they may want to consider as part of amending or updating. That would be something they could certainly entertain if the Commission wants them to look at that issue, how to update the LDR's to maybe allow for planted trees to offset mitigation trees for these types of scenarios. He also would like to point out that the northern driveway access point, where Mr. Williams showed them the area where there are the trees, was required to be shifted further south as a result of the number of trips that were generated from this. That relocation of the driveway kind of made its way into this particular area of wooded trees. So on the original design the impact may not have been to the extent of what it is now as a result of the driveway changing.

Commissioner Coke said so they would have left the trees where they were theoretically or possibly left some of them, were it not for the fact that they were required by code to move the driveway access.

Mr. Carlin said the driveway access was the spacing from Jenkins Road and Okeechobee Road. Because of the number of trips coming out here, there is a stacking requirement. The County looks at all those variables. So the driveway entrance did shift to the degree and nature of what extent the number of trees impacted would have changed somewhat.

Commissioner Coke asked what is going to be the County's taxable value on this project when it is built and what will be the City's tax income from this? It has to be some place in this project. Does Mr. Anderson already know?

Mr. Doug Anderson, County Administrator, said that is up to the Property Appraiser.

Commissioner Alexander asked is there an existing driveway there now?

Mr. Carlin said if they take a look at the aerial photo, it shows what appears to be some type of single-family home or residence. That driveway is not to his knowledge the exact location where this connection point is. But certainly that driveway certainly is not going to be able to accommodate what is going to be happening there. So he doesn't want him to get confused.

Commissioner Alexander said he just doesn't want it to seem that they are against this project.

Mr. Carlin said absolutely not.

Commissioner Alexander asked last year they gave an okay on this same location, did they not?

Mr. Carlin said no. They were considering a property to the south. To the south of the property line is another development called Jenkins Field, it was a rezoning.

Commissioner Alexander asked last year, didn't they have a proposal for a Target to come in?

Mr. Carlin said a conceptual plan had been submitted to the City. He doesn't know if it had made it through the entire process. But it has been under review for well over a year.

Commissioner Alexander said it was a presentation. It has taken the developer over a year to bring in a project that is much needed for the City of Fort Pierce? He told his wife there was a Target coming to Fort Pierce and she was so elated. Now they are talking about two or three years later?

Mr. Carlin said the development review process is certainly one that is complex when there are issues that are substantial in nature.

Commissioner Alexander said he doesn't want to continue to be anti-business in the City of Fort Pierce. A beautiful project like this, they are trying not to cut corners, but he needs to know. He is looking at this Staff recommendation. So continue with his presentation.

Mr. Carlin said next he is going to talk about site access and this might help them better understand the different configurations involved. Based on this layout, three access points will serve the development. The primary access point will be on the north, the middle entrance, and the last entrance to the south. The northern entrance will be the primary access point which will allow unrestricted movements and has signalization. The middle entrance will also allow unrestricted movements, but it won't have signalization. The south entrance will be primarily used for truck access and deliveries, and it will be primarily right-in and right-out movements. There will be three entrances in this development.

Commissioner Alexander said he heard him say signalization. Who is that? That is on behalf of the developer?

Mr. Carlin said the signalization will be installed prior to the issuance of any Certificate of Occupancy for this development. The Developers Agreement that they will also consider tonight identifies all of those improvements required of this developer. So there will be full signalization installed at the primary entrance. Several modifications will be made to the lane configurations. The north entrance is where the signalization will be occurring. This

entrance will provide several different turning movements - a northbound left-turn lane into the development, a southbound right-turn lane into the development, a southbound through-lane, an eastbound left-hand turn movement, and an eastbound right-hand turn lane. That is just the north project entrance. The middle entrance will consist of a northbound left-hand turn movement into the development, a southbound right-hand turn, an eastbound left-hand turn, and a right-hand turn eastbound combination lane. The last entrance to the project, located at the south, is to be used primarily for truck deliveries and access deliveries to the different stores within the project. It will consist primarily of right-in and right-out turn movements or an eastbound right-turn lane. Based on these improvements and those lane configurations, the north entrance will operate at a Level of Service B, the middle entrance will operate at a Level of Service D, and the south entrance will operate at a Level of Service B. Additional road improvements will also consist of modifying the intersection of Okeechobee Road and Jenkins Road. Basically they will have a four-lane configuration from Jenkins Road down to the south project boundary. That configuration will consist of various left-hand and right-hand turning movements. The FDOT is also completing improvements to Okeechobee Road from other developments. They will be widening Okeechobee Road to six lanes from Kings Highway to Jenkins Road in order to improve the level of service. FDOT will also be making improvements to the intersection on the north side in addition to another development that will be constructing a southbound right-hand turn lane. All of these improvements that have been identified will be completed at the time a Certificate of Occupancy is granted. The Development Agreement outlines those different variables. This slide shows what the lane configuration will look like at the intersection of Okeechobee Road and Jenkins Road, the four-laning of that intersection. It lists the dual left-hand turn lanes for northbound, a right-hand turn lane, and a center through lane for traveling north. So the improvements are quite extensive to handle the amount of traffic that will be generated by this development. A traffic impact study conducted by the applicant's representative did indicate that 12,307 net new daily trips would be generated by the proposed development. Of those, 265 AM net new peak trips and 1,150 net new PM peak trips would be generated. Based on the number of trips that were generated by this development, the traffic analysis was required to encompass an area of five miles within to study the roadways in that area. Since the development will generate impacts based on that radius study, there will be a fair-share requirement for the traffic impacts onto U.S. Highway #1. The applicant has provided a proportionate fair share number for those impacts and it is identified in the Development Agreement that that fair share contribution will be provided. Additionally the applicant will also be providing a contribution for the unimproved section of Crossroads Parkway due to traffic generated by the development that will utilize from Kings Highway to approximately the La Quinta Hotel. That road is unimproved and the applicant will be providing a contribution in the effort to improve that road to bring it up to City standards. Additionally, they have impacts that occur at Kings Highway and Orange Avenue. The County indicated that traffic generated by this development will impact this intersection, which operates at a deficient level of service. Approximately 92 trips will impact this intersection. There is intersection improvements currently under consideration that total a substantial number, which is roughly \$8.7 million. That improvement to the intersection includes dual left-hand turn lanes, center through-lanes, and dedicated right-hand turn lanes. Based on the information from the applicant's traffic consultant, if they are required to pay a fair share contribution, it is going to be in the ballpark of \$156,000. The applicant has indicated that the fair share requirement is not applicable to this particular intersection of Kings Highway and Orange Avenue because it is outside of City limits. The applicant has asserted that the City and County do not have the authority to subject a development application within unincorporated areas with either the City or County level of service standards for the roadway links. But it should be noted that in their Concurrency Management ordinance, Section 22-219 of the City Code, it does require coordination with FDOT and County when it references mitigation including the transportation facilities maintained by FDOT and the County or another jurisdiction that it relied on for concurrency determinations. Additionally, they have sections within the Comprehensive Plan that also specify coordination with the County and FDOT as it governs proportionate fair share contributions and mitigation. They do have those provisions in the Concurrency Management Element and the Capital

Improvements Element of the Comprehensive Plan. It should be noted that the Concurrency Management system is really designed to insure that public facilities are available to serve the development at the time of the impacts of the development. Furthermore, Section 22-218 of the City Code specifies that no development order can be issued unless adequate public facilities are available to serve the development concurrent with the impacts of the development on such public facilities. Based on the City Code requirements and the Comprehensive Plan policies, the development is obligated to mitigate the impacts to Kings Highway and Orange Avenue by paying a proportionate fair share contribution.

Commissioner Alexander said again, this development seems like he has done a two-step to try to come here to Fort Pierce and they are asking him to do a fair share to Orange Avenue and Kings Highway. He can understand if he was speaking of Jenkins Road and Edwards Road, because that is going to become a future headache for them. And they can ask him to go all the way to Orange Avenue? He says it is in the mitigation, right?

Mr. Carlin said yes. Just to follow up on that, this was a comment generated by the County that said the traffic generated by this development will impact this intersection, it will occur. Their ordinances is crafted such that they require coordination with FDOT and the County to mitigate on transportation facilities.

Commissioner Alexander asked does he have knowledge of whether the Bent Creek or the other buildings with residents coming out there, are they doing a fair share?

Mr. Carlin said Bent Creek was originally approved in the County. The City annexed that. So he is not sure what...

Commissioner Alexander asked did they do a fair share?

Mr. Carlin said he is not aware of whether or not the County requested a fair share on that project.

Commissioner Alexander asked all the new complexes they are building out there next to Sammy Gaines and all, they did a fair share?

Mr. Carlin said any new development that has come in under the proportionate... It all depends on where their traffic goes and the radius. If they only have a radius of impact of one mile, then they are required to study the links within that intersection. Other developments have been before this Commission where the fair share requirement or the concurrency was applicable, then there would be a fair share requirement.

Commissioner Sessions asked are they talking about the contribution toward a fair share with regards to that intersection? What does that mean? Maybe he can understand where the developer is coming from in terms of dollars and cents.

Mr. Carlin said what a fair share requirement means is that if there is an improvement that is on the books to improve an intersection, whatever the cost may be, and that intersection is not functioning at an acceptable level of service, then the applicant is required to mitigate impacts to that intersection vis-a-vis constructing an improvement. Or if there is an improvement already contemplated, they can pay into the pot to help facilitate and make that improvement possible.

Commissioner Sessions asked does he have an anticipated dollar amount, a cost?

Mr. Carlin said the anticipated dollar amount that was provided by the applicant's traffic consultant was approximately \$156,000. That number was provided by the applicant and he believes the County has also concurred as a representative figure on that.

City Manager Recor said so the proportionate fair share was \$156,000 of a total cost of \$8.7 million based on the number of trips that would be effected in that intersection.

Commissioner Alexander said he can understand that. What his confusion is, why is it that they can't have this applicant be concerned about Jenkins Road and Edwards Road, than he is sending him off to Orange Avenue and Kings Highway? He doesn't see that.

City Manager Recor said it is based on the traffic study and where the traffic is anticipated to come from.

Commissioner Alexander asked does he not think the traffic is going to Jenkins Road?

City Manager Recor said it doesn't matter what Mr. Recor thinks. They had a traffic study a couple of weeks ago that told them that 30% was going to go east into the ocean on A1A. He thinks Staff does review these traffic impact studies with a good fine tooth comb and questions the judgments...

Commissioner Alexander said that is the only reason he is bringing it up is because he knows Jenkins Road, everybody uses that, and Edwards Road now.

City Manager Recor said but the traffic study identifies where the traffic is going to come from.

Mayor Benton said he had the discussion with County Commissioner Craft. Folks from Lakewood Park are going to come down Kings Highway. At first he was told they were looking at Okeechobee Road and Kings Highway. But in his opinion, they will probably get off I-95 at Orange Avenue to go to the shopping center when it is finished. But there will be people from Vero Beach, there will be people from Lakewood Park, from the north County. That is what the experts are saying.

Commissioner Alexander said that doesn't make sense.

Mayor Benton said to avoid Okeechobee Road. He thinks most people would because of the congestion already. It is the easy route.

Commissioner Alexander said he has to divulge he has met with these individuals. And he thinks they are bending over backwards. He surely doesn't hope they make them bend over forward to bring in a project here.

Commissioner Coke asked there is going to be signalization put on this road, who is paying for that?

Mr. Carlin said the applicant will be installing signalization.

Commissioner Coke asked what is his fair share of that? And did Mr. Carlin not say a couple of slides back here that they were going to four-lane a road with turns?

Mr. Carlin said yes.

Commissioner Coke asked how much is that going to cost?

Mr. Carlin said he doesn't have the exact dollar figures on what that costs. The applicant can certainly give that to them.

Commissioner Coke said \$2.65 million or something along those lines. She is remembering from back two weeks ago when she spoke to them.

Mr. Carlin said because Jenkins Road is not functioning at an acceptable level of service, those improvements are required. The County has been intimately involved from day one

on what those improvements should be. And part of it was to have the lane configuration as they see tonight including the signalization. If that signalization wasn't there...

Commissioner Coke asked the applicant is paying, what is their fair share of that, 100%?

Mr. Carlin said percentage-wise, yes. That is his understanding.

Commissioner Coke asked are they going to put up a sign that nobody, unless they are going to Newberry Fields, is allowed to drive on that road? Because if not, then it can't be 100%. She understands road improvements are necessary. She understands signalization is necessary. That is the \$2.65 million.

City Manager Recor said in all fairness, the difference between projects that are eligible for fair share contributions are those projects that are identified in their Capital Improvements Element where they have, based on the Level of Service Standard that is specified in the Comprehensive Plan, that it would have an impact on. That is the difference. Only projects that are identified in the City's CIE are eligible for fair share contributions. The traffic improvements that were required as part of the development to Jenkins Road and Okeechobee Road are impacts related to this development.

Commissioner Coke said she guesses the reason she is having a problem with this is because her credit cards are in her purse waiting to go shopping. And it seems to her for \$156,000 and \$123,000 more for trees, they are nickeling and diming the development.

City Manager Recor said that is precisely why it is here. Staff has worked with the applicant. Staff has worked very closely with Mr. Haney and his development team. That is why this project is here. They did not draw a line in the sand and say they are not going to bring this to the Planning Board or to the City Commission until these issues are resolved. There are some questions. The Commission has some discretion. So that is why it is here. These are the two remaining issues.

Commissioner Coke said that is wonderful. Because she wants to be sure that everybody knows that she would much prefer to do her Christmas shopping in St. Lucie County and spend her tax dollars right here and pay sales tax here, than Martin or Indian River Counties.

Mr. Carlin said Staff is recommending approval, with the condition that those two issues are contemplated by the Commission - the landscaping and the traffic. The Commissioners can contemplate whether or not certain provisions are applicable and which ones aren't. But Staff is recommending approval of this and those are the two issues that they have before them to consider tonight.

Mayor Benton said in the County, they will offer up incentives for jobs. He sees over 200-plus jobs here and they have a State College just a mile down the road. A lot of students will be looking for a job in a place like this. Couldn't they say that the inches for trees could be alleviated for jobs. At a time when the economy is the way it is, this is an incentive. They have to get creative here. Instead of cash...

City Attorney Schwerer said unfortunately, the answer to that is no. But what they can do is look to their Code provisions if they are speaking strictly of trees and they can make their own determination on whether or not the applicant has presented to them a valid argument the way the Code should be interpreted is that the mitigation requirements are met by the number of trees that they are going to be putting on to this site as new trees. That is certainly within their discretion to look at it in that light. But it would not be proper for them to make arbitrary substitutions for jobs because there is no evidence before them, there is no facts on which that could be supported. Looking strictly at the Code, they have some discretion there. Mr. Williams and Mr. Carlin would tell them that. He thinks they are both nodding their heads yes.

Mayor Benton asked when it comes to the numbers at Kings Highway and Orange Avenue, do they have any discretion there?

City Attorney Schwerer said that is a little more difficult question. The applicant has indicated that they do not believe the City has jurisdiction to impose County requirements. That is a debatable point. His staff have looked at the Code. He doesn't want to go through a dissertation. They have met with Mr. Carlin and Mr. Recor. His staff researched this. The spirit and intent of the code and the concurrency requirements and the development review process would make it reasonable to construe that they certainly could, if this Commission wants to, impose the County's concurrency requirements there for that intersection. That is an intersection that he might point out will most likely be in the City limits within the next couple of years based on what they have seen. There are a number of annexations that are going to be occurring in that corridor that City Staff is currently working on. That will be a City intersection and it is within their retail service area. So if they do not require a fair share contribution now, what will happen is... That project is in the CIE. It will cause additional projects that are permitted to pay perhaps a disproportionate share of the intersection improvements, because that is something that the County will need to build.

Mayor Benton asked because the intersection of Kings Highway and Orange Avenue is 25% developed, the other 75% undeveloped, wouldn't it be appropriate, as they are doing here on Jenkins Road, require as development occurs there to have them pay for the majority of the changes there in improvements?

Mr. Carlin said that is certainly something to take into consideration. The development climate has changed. The project that was originally contemplated for the \$8.7 million or whatever it is, those figures might be somewhat outdated with the construction costs changing with the way the economy is. So there are some variables in here that they may need to contemplate as it pertains to that particular intersection improvement.

Mayor Benton said he is just trying to use common sense. He just wants to let everyone know they are doing everything they can do to bring people here to shop. He thinks if they can make some changes to some areas that are further away that are somewhat developed, like that corner.

Commissioner Coke said it seems to her probably five or six years ago the Economic Development Council via Don Root brought a proposed project to them on South U.S. #1 that never came to fruition and asked the Commission to give a tax abatement for a certain number of dollars per year based on the number of jobs generated. She is personally looking to move forward with this. She doesn't want the County to be out their \$156,000 and she doesn't want to see Mr. Williams cry about his trees. So if they are going to be creative and think outside the box, if six years ago they were going to give a tax break based on the call center, the number of jobs they were bringing, etc. after it was built, why they can't work a similar deal here. If they are supposed to bring 200 jobs, they give x-number of dollars of tax credit that would be equal to the trees and the fair share. So that way the County is happy, Mr. Williams is happy, and the developer is not out the money.

Mayor Benton said he would agree.

Commissioner Alexander said he would agree.

Mayor Benton declared a Public Hearing in session and asked if anyone in the audience wished to be heard.

**Mr. Paul D'Arelli** said he is an attorney with the law firm of Greenberg Traurig, their office is at 401 East Las Olas Boulevard in Fort Lauderdale. He was here over a year ago when they presented the Conceptual Plan for the Target. They did appreciate the strong voice of

support by this Commission for bringing that tax base and shopping opportunity to the City of Fort Pierce. He is joined here tonight by Mr. Bruce Haney, who is principal owner of the property, and also Ken Metcalf, who is Director of Planning from their Tallahassee office and who has been working very closely on this project. He thought it important for Mr. Metcalf to be here for some of this discussion on this concurrency issue because he spent 15 years at the Department of Community Affairs where he was in charge of comprehensive planning for the region that ran from Indian River County south, so he is very knowledgeable in how concurrency interpretations are to be read. This is going to be a substantial benefit for the City of Fort Pierce in terms of the tax dollars that are going to be generated. The value that Mr. Haney whispered in his ear as Commissioner Coke was asking what the taxable value would be, they expect the value of the property to be approximately \$70 million. The know full assessment usually doesn't happen at full value and he is not sure what their millage rate is. But at least somewhere north of \$1 million of ad valorem will be generated by the project, shared by the various taxing entities. In addition, there will be approximately \$5 million of sales tax that will be generated annually from this project; and between 500 and 1,200 jobs, depending on how many are full time and how many are part time. So it is going to be a substantial benefit for the City. They do very much want to thank City Staff for all the diligent work they have been giving to this project. It has not been easy.

Commissioner Sessions said as he can see, the consensus of this Commission is to bring him into the City of Fort Pierce. To expedite things, to make this a reality, could he tell them what it would take in order to make him happy so they can make this a reality?

Mr. D'Arelli said he will get right to the two points. One is to approve the reduction in the tree mitigation to a \$25,000 contribution, which they think is very reasonable. When they talk about the trees, there is a lot of discussion about the inches of the trees. What it doesn't really focus on is they are taking out 43 trees and they are putting in over 800 trees. So the focus on inches is a little misleading. They think they are meeting the intent of the Code with their mitigation. The second is they object to the roadway contribution requirement that the County is asking for at Kings Highway and Orange Avenue. This really, in their opinion, isn't a matter of discretion. They are doing \$2.6 million of improvements at Jenkins Road, well beyond their fair share in developing more capacity than their project will ever need, but they are building that out. They have no issue with that. But the contribution the County is requesting is not within the jurisdiction of the City to require or the County to require. They have provided a legal memorandum to the City Attorney on October 3rd. Although there are policies within the City Code and the City Comp Plan that talk about intergovernmental coordination with FDOT and County roads, those have to be read under a concept called *pari materia*, which basically means they have to read provisions harmoniously. State law under Chapter 163, which is the enabling legislation, says that a municipality shall exercise authority under this act for the total area under its jurisdiction. That is where the concurrency regulations flow from, it is the area under their jurisdiction. They then have to read those other code provisions about intergovernmental coordination to say yes, they will coordinate with the County and with FDOT, but only for those roadway segments within the City jurisdiction. So if there is a County road or the FDOT road like U.S. #1 where they are making a fair share, that is proper, it is within their jurisdiction. They can't go beyond that. They can look beyond that limit only for their traffic analysis when they take the five-mile loop, but they can't require mitigation. They are very comfortable in that legal position.

Commissioner Coke said let's back up and they won't even go into how well she likes attorneys. She really doesn't see that it is to the Developer's best interest or the City's best interest to try to get bogged down on what Mr. D'Arelli thinks is legal or what the County thinks is legal or what the City thinks is legal. Because she is telling them, she has that credit card in her purse and she is ready to shop.

Mr. D'Arelli said to cut to the chase, the reduction in the landscape fund and the elimination of the contribution to Kings Highway and Orange Avenue.

Commissioner Coke asked can they look at it in a different way? Because if they say reduction of the landscape thing, that man sitting next to him is going to cry. If they say no fair share mitigation, the man back there with the yellow tie on is going to cry. But if they say they will give them a tax break of \$306,000, which is the equivalent of what those two figures are, does that not serve the same purpose and it gets them where they can move forward tonight? Instead of this attorney talking to the City Attorney and talking to the County's Attorney, and it will be next year she will still be waiting for the same thing.

Mr. D'Arelli said he would have to defer to the client. He would imagine there is some difference in terms of having to front end the payment to the County and the payment to the tree fund as opposed to a credit in the future.

**Mr. Bruce Haney**, Managing partner of ECHO Real Estate Services, Pittsburgh, Pennsylvania, said in answer to the question, this is a strange way in which real estate deals are done. All their leases are done on what are called triple nets. So if the abatement of taxes is a real estate tax they are abating or a payroll tax, that benefit will go directly to his tenants and not to him.

Commissioner Coke asked didn't they set up an economic development thing with Mr. Beach?

Mayor Benton said they don't have any incentives similar to St. Lucie County. What the County does, the jobs have to be a certain amount; and these jobs probably wouldn't fit in those guidelines. That is why he said this would put a lot of students to work that are right down the road, they have a State College now. To him, it just makes a lot of sense in this economy.

Commissioner Coke asked what about a job creation tax?

Mr. Haney said the question is, who does that credit go to? Because he is not employing anybody. It is Target and Marshall's and Ross and PetSmart.

Commissioner Coke said but if he hadn't built the building, they couldn't employ anyone.

Mr. Haney said that is correct. But again, it is more semantics and how they structure it. Obviously they will take the credits if they can get them.

Commissioner Coke asked can they leave that to the attorneys?

City Attorney Schwerer said it is not going to work because the ad valorem real estate taxes are built into his leases, his tenants pay that, he doesn't get the credit. He is going to feel a lot more comfortable from a legal standpoint, and he thinks the attorney standing next to the developer would too, if the Commission simply exercises its jurisdiction. If they feel that the tree mitigation is met, if they feel that the road impacts do not need to be paid, simply just rule that way. He is a little more comfortable with that. They have no information before them and there is no substantial competent evidence in front of them, whether testimony from the developer or the staff, to even go into tax credits. They don't have that analysis, they don't have the ability to do that. So he is comfortable, if they want to waiver the tree mitigation funds and the waiver of the road impact... He is more comfortable with that legal position than the tax mitigation.

Mr. Haney said perhaps another way to think about it is if the City was willing to give some type of refund, that always could be given at some point later to the County to assist that share out of the ad valorem.

City Attorney Schwerer said that would be complicated to draw that up in a Development Agreement.

Commissioner Coke said Mr. Anderson will put it on his list for them to discuss at the January meeting.

Mr. Haney said his final point is another item that is not on the Agenda and it is not an item for approval tonight, but just for information. There is a desire to expand the shopping center in the future by 20,000 to 30,000 square feet, provided they are able to get a binding letter from the State Department of Community Affairs that they are not a DRI (Development of Regional Impact). In order to secure that binding letter, the State Department of Community Affairs has asked them to have the City just acknowledge in the CIE that the developer is paying for Jenkins Road. If they will put that in the CIE, then the State Department can acknowledge that.

Commissioner Alexander said give the City Manager a call on that.

Mr. Haney said that will be in the future. He just wanted to give them information as to why they will be back in the future.

**Mr. Mike Simone**, North 6th Street, said regarding trees he doesn't believe they can do an inch by inch analysis. Because a large 100 year old oak tree will probably have a 100,000 times effect as far as photosynthesis goes to 800 or 1,600 small oak trees. These small trees will not be a factor until about 10 or 15 years. So to reduce the amount of trees required would be all right. But maybe the diameter of the trees, the ones they do plant, would be a better move in his opinion. Secondly, is there any way a requirement can be made to put on this development that a greater percentage of the products being sold are American made? They could put themselves on the map as a little city trying to get the trend that they make more of the products in this country than they are buying from China and India. Just something to think about down the road.

Mayor Benton said he guesses they will know tomorrow if things work out or not. A lot of things will be opening up in the future. Some things are out of their hands.

**Ms. Arden Peck** said she has a question on the parking area. To her it looks like the same old stuff they see at K-Mart. Is it going to be cut up nice and winding and trees, or is it going to be like K-Mart?

Mayor Benton said K-Mart came along long before they had their current code.

Mr. Carlin said this is not going to be the parking lot they see like the K-Mart they see down at the intersection of U.S. #1 and Virginia Avenue. There are landscaping islands here that meet the minimum requirements and probably exceeds the requirements in terms of internal landscaping requirements. Paul Williams has worked extensively with the applicant's representatives on this. So the answer to that question is, it will look very nice. And when the out-parcels are developed, they won't even really see the parking lot.

Mayor Benton said there is a nice landscape buffer on the south where they have Briargate Lane.

Mr. Haney said one other thing, just because he thinks it is an important thing to note as it relates to their landscaping. Their budget, actually they have had bids from several contractors, but their landscaping and irrigation cost for this project would be over \$700,000. So there is a large amount of landscaping and planting well over 800 trees is a large number.

Commissioner Coke said she would assume that whenever possible they will use local St. Lucie County/Fort Pierce people to do the work?

Mr. Haney said that is correct.

Commissioner Coke said they have wonderful landscape people, asphalt people, and construction people. And they really want to keep them employed.

Mr. Haney said he understands.

Mayor Benton said for the record, he has met with the applicant many times over the last year and a half. That has always been an emphasis they have put on things, to try to use local help when they can.

Seeing no one further and hearing no one wishing to be heard, Mayor Benton declared the Public Hearing closed.

Commissioner Coke asked when are they breaking ground if they get approval tonight? She wants it on the record loud and clear.

Mr. Haney said his understanding is their Development Agreement gets read tonight and at the next meeting, so it is the intention they will be under construction in the beginning of December.

Commissioner Coke asked can she bring her shovel out?

Mr. Haney said yes, they will have a groundbreaking.

Commissioner Alexander asked December 2008?

Mr. Haney said December of 2008. The shopping center would open March of 2010, that is the intention. Obviously with the state of the economy, there is always the risk that something could come up that could cause issues. But as of today they are anticipating, as long as they get the approvals and permits they need from the County and from the FPUA, that in the beginning of December. They have their financing in place. The equity is already there because they own the property.

Commissioner Sessions said he will make a motion to approve the Development Agreement to include the \$25,000 contribution toward the tree mitigation and to exclude the contribution for the intersection at Kings Highway and Orange Avenue.

Mr. Carlin said he just wanted to make sure Commissioner Sessions understands this is the Site Plan. The Development Agreement will be the next item. So tonight they are approving the Site Plan. They can still have that condition in there, but it is not for the Development Agreement, this particular hearing.

Motion was made by Commissioner Sessions, seconded by Commissioner Coke, to approve the Site Plan submitted by Cornerstone Fort Pierce Development LLC for construction of Newberry Fields Shopping Center at 2721-2785 South Jenkins Road.

Those voting in favor of the motion were: Commissioners Alexander, Coke, Sessions, and Benton. Those opposed: None.

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The next item on the Agenda was Public Hearing on the **Development Agreement with Cornerstone Fort Pierce Development LLC for Newberry Fields Shopping Center at 2721-2785 South Jenkins Road.** (A second Public Hearing will be held on November 17, 2008.)

Mr. David Carlin, Interim Assistant Director of Planning, said this is part of the application and consideration this evening (Site Plan for Newberry Fields). In accordance with Section 22-218(d) of the City Code, the applicant is proposing to enter into a Development Agreement that identifies the necessary improvements needed to satisfy concurrency requirements. Florida Statute 163.3220 requires two public hearings for a Development

Agreement. Tonight is the first one. The second one will come back for final approval on November 17th, which has already been scheduled for the next Commission meeting. Basically the Development Agreement has outlined the road improvements that will be completed by this particular developer. And what the Development Agreement does is it ties in when those improvements will be done. Specifically in this particular development, prior to the issuance of the first Certificate of Occupancy, they will see the road improvements. They will also see the signalization requirement included in there, as well as the fair share contributions. The Code requires all fair share contributions to be provided prior to the final issuance of the Development Order. Additionally, the Development Agreement outlines the square footage requirements for this particular development. Lastly, the Florida Statute specifies that any Development Agreement that is considered by the Commission must be consistent with the LDR in the Comprehensive Plan. Based on the consideration of this application tonight, the only change that will be made in Staff's position on this particular Development Agreement is that, as the Commission has just ruled, the fair share requirement will not be applicable for Kings Highway and Orange Avenue. So the Development Agreement as they have it tonight will be the final agreement in its final form. Staff is recommending approval.

Mayor Benton declared a Public Hearing in session and asked if anyone in the audience wished to be heard.

Seeing no one and hearing no one wishing to be heard, Mayor Benton declared the Public Hearing closed.

Motion was made by Commissioner Coke, seconded by Commissioner Alexander, to approve the Development Agreement with Cornerstone Fort Pierce Development LLC for Newberry Fields at 2721-2785 South Jenkins Road, with the condition to include a \$25,000 contribution toward the tree mitigation and to exclude a fair share contribution for the intersection of Kings Highway and Orange Avenue.

Those voting in favor of the motion were: Commissioners Alexander, Coke, Sessions, and Benton. Those opposed: None.

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Ordinance No. L-53 entitled, "AN ORDINANCE EXTENDING THE TERRITORIAL LIMITS OF THE CITY OF FORT PIERCE, FLORIDA, TO INCLUDE PROPERTY LOCATED AT **8400 PICOS ROAD, PARCEL LOCATED ON THE SOUTHEAST CORNER OF PICOS ROAD AND FLORIDA TURNPIKE, PARCEL LOCATED ON THE NORTHEAST CORNER OF PICOS ROAD AND FLORIDA TURNPIKE, AND 10000 PICOS ROAD**; DIRECTING THE ST. LUCIE COUNTY PROPERTY APPRAISER TO ASSESS SAID PROPERTY AND PLACE IT ON THE CITY TAX ROLLS AS OF JANUARY 1, 2009; DIRECTING THE ST. LUCIE COUNTY TAX COLLECTOR TO COLLECT TAXES ON THE HEREIN DESCRIBED PROPERTY; CERTIFYING PUBLICATION OF THIS ORDINANCE; ZONING SAID LAND; ESTABLISHING THE FUTURE LAND USE DESIGNATION; REPEALING ALL ORDINANCES OR PARTS OF ORDINANCES IN CONFLICT HERewith; AND PROVIDING FOR THE EFFECTIVE DATE HEREOF." was placed on first reading and read by title only. (Owned by: State of Florida Board of Trustees of the Internal Improvement Trust Fund)

Ordinance No. L-54 entitled, "AN ORDINANCE EXTENDING THE TERRITORIAL LIMITS OF THE CITY OF FORT PIERCE, FLORIDA, TO INCLUDE PROPERTY LOCATED AT **933 SOUTH ROCK ROAD**; DIRECTING THE ST. LUCIE COUNTY PROPERTY APPRAISER TO ASSESS SAID PROPERTY AND PLACE IT ON THE CITY TAX ROLLS AS OF JANUARY 1, 2009; DIRECTING THE ST. LUCIE COUNTY TAX COLLECTOR TO COLLECT TAXES ON THE HEREIN DESCRIBED PROPERTY; CERTIFYING PUBLICATION OF THIS ORDINANCE; ZONING SAID LAND; ESTABLISHING THE FUTURE LAND USE DESIGNATION; REPEALING ALL ORDINANCES OR PARTS OF ORDINANCES IN CONFLICT HERewith; AND PROVIDING FOR THE EFFECTIVE



# CITY OF FORT PIERCE COMMUNITY DEVELOPMENT DEPARTMENT PLANNING DIVISION

COMPREHENSIVE PLANNING ◊ DEVELOPMENT REVIEW  
HISTORIC PRESERVATION ◊ URBAN DESIGN ◊ URBAN FORESTRY ◊ ZONING

## APPLICATION FOR:

Complete Pages 1-3 and check all appropriate boxes

### Non-Residential Site Plans

- Conceptual Site Plan
- 4,001 – 10,000 s.f. Site Plan
- 10,000 – 30,000 s.f. Site Plan
- > 30,000 s.f. Site Plan
- Resubmittal # \_\_\_\_\_

### Residential Site Plans

- Conceptual Site Plan
- 21 to 50 Units
- 51 to 300 Units
- > 301 Units
- Development of Regional Impact (DRI)

### Planned Development

- Prelim. Planned Unit Develop. (PUD)
- Final Planned Unit Develop. (PUD)
- Prelim Planned Unit Redevelop. (PUR)
- Final Planned Unit Redevelop. (PUR)
- Conceptual Plan

### Subdivision

- Prelim 3-5 lots
- Prelim 5-50 lots
- Prelim >50 lots
- Final Plat
- Minor Replat >3 lots

### Amendments

- Zoning Map Amendment
- Zoning Text Amendment
- Comprehensive Plan Map Amendment
- Comprehensive Plan Text Amendment
- Minor Amendment
- Major Amendment

### Landscaping

- Landscape Permit
- Land Clearing Permit <2 acres
- Land Clearing Permit >2 acres
- Tree Removal Permit

- Tree Mitigation per inch DBH

### Historic Preservation

- Certificate of Appropriateness
- Variance
- Appeal
- Designation/De-designation

### Conditional Use

- New Construction
- No Construction

### Annexation

- Voluntary
- Agreement

### Abandonment

- Easement
- Right of Way

### Variance

- Variance

### Special Exception

- Special Exception

### Alcohol Beverage Waiver of Distance

- Off-premises Consumption (2APS/3APS)
- On-premises Consumption (2COP)
- On-premises Consumption (4COP)

### Other

- Appeal of administrative officer
- Concurrent Review
- Extension (Site Plan/PUD/R)
- Temporary Use
- Sidewalk Cafe
- Newsracks
- Telecommunications Tower
- Design Review
- Concurrency

Refer to <http://www.cityoffortpierce.com/html/planning.html> for applicable fees.

**Applicant Information**

Cornerstone Fort Pierce Development, LLC

By: Massachusetts Mutual Life Insurance Company, its priority member

Name of Owner(s): By: Cornerstone Real Estate Advisers LLC, it's agent

Signature of Owner [Signature] *Vice President*

Mailing Address: 180 Glastonbury Blvd., Suite 200

City: Glastonbury State: CT Zip: 06033

Phone # 860.368.2810 Fax: 860.368.2828

E-mail: mfreeman@cornerstoneadvisers.com

Name of Applicant/Business: Cornerstone Fort Pierce Development, LLC/Bruce E. Haney

Signature of Applicant: [Signature]

Mailing Address: 701 Alpha Drive

City: Pittsburgh State: PA Zip: 15238

Phone # 412.968.1664 Fax: 412.967.6141

E-mail: bruce.haney@echodevelopers.com

Name of Representative: Kimley-Horn Associates, Inc./Gab Henehan, P.E.

Signature of Representative: [Signature]

Mailing Address: 10521 S.W. Village Drive, Suite 103

City: Port St. Lucie State: FL Zip: 34987

Phone # 772.345.3800 Fax: 772.286.0138

E-mail: gabe.henehan@kimley-horn.com

**Property Owner Information**

This application and any application supplement will not be considered complete without the notarized signature of **all property owners of record**, which shall serve as an acknowledgment of the submittal of this application for approval. The property owner's signature below shall also serve as authorization for the above applicant or agent to act on behalf of said property owner.

Cornerstone Fort Pierce Development, LLC

By: Massachusetts Mutual Life Insurance Company, its priority member

By: Cornerstone Real Estate Advisers LLC, its agent

[Signature]  
Property Owner Signature

Lawrence J. Boudreau, Vice President  
Property Owner Name (Printed)

Mailing Address: 180 Glastonbury Blvd Suite 200  
Glastonbury, CT 06033

Phone: 860.368.2800  
If more than one owner, please submit additional pages

STATE OF Connecticut, COUNTY OF Hartford  
The foregoing instrument was acknowledged before me this 24 day of September, 20 09

by Lawrence Boudreau who is personally known to me or who has produced  
personally known as identification.

[Signature]  
Signature of Notary

Karen L. Sandahl  
Notary Public  
My Commission Expires April 30, 2010  
Type or Print Name of Notary

## General Information

(Complete all relevant information)

Project Name: Newberry Fields

Site Address: 2785 S. Jenkins Road

Parcel ID Number(s): 2324-413-0000-000/9; 2324-414-0000-000/2; 2324-431-0001-000/2

Legal Description: See Attached

Description/Justification Request: Extension of site plan approval for the three year period

Property Size – (Acres): 51.12 Square Footage: 2,229,454

Zoning District: C-3 Future Land Use Designation: C-3 Existing Use: Vacant

Proposed Zoning: N/A Proposed Future Land Use N/A County Zoning/FLU N/A

Proposed Building Height: 35'

Residential

Single Family  Multifamily  ACLF  PUD/R/Mixed

No. of residential units: Existing \_\_\_\_\_ Proposed: \_\_\_\_\_

No. of subdivided lots: Existing \_\_\_\_\_ Proposed: \_\_\_\_\_

Non-Residential

Square Footage: Existing None Proposed: 383,605

### Landscape Information

Date work to begin: \_\_\_\_\_ Date work to be completed: \_\_\_\_\_

Contractor Information:

State Certification # \_\_\_\_\_ City Certification # \_\_\_\_\_

Other: \_\_\_\_\_

### Historic Preservation Information

Historic District: N Y/N?

Contributing Site within the \_\_\_\_\_ Historic District

Non-contributing Site within the \_\_\_\_\_ Historic District

Individually Designated Site, City Commission Resolution # \_\_\_\_\_

Name of landmark: \_\_\_\_\_

New Addition  New Roof  Shutters  Rehabilitation

Signage  New Construction  Demolition  Relocation

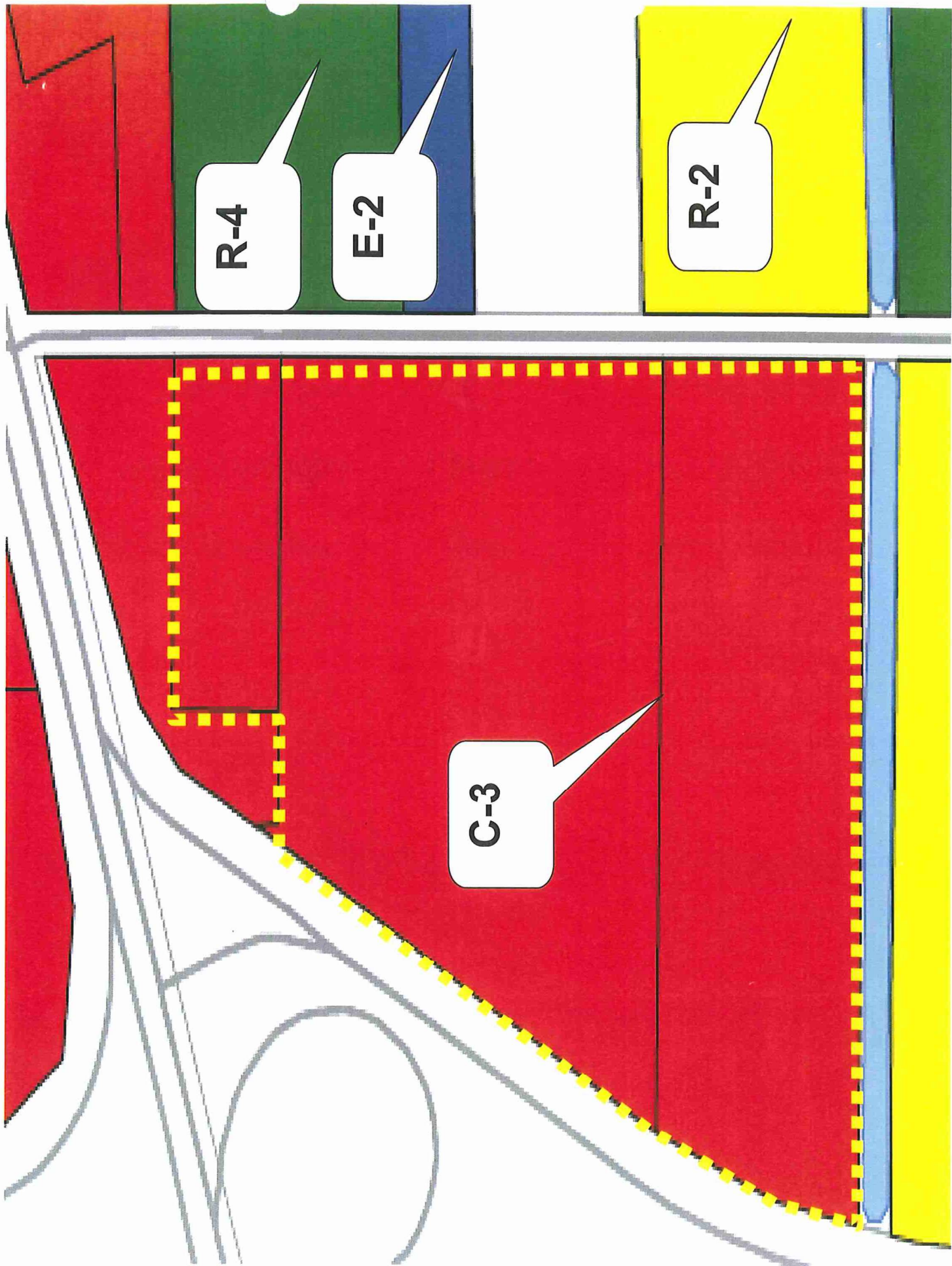


R-4

E-2

R-2

C-3



Record and Return To:  
This Instrument Prepared By:

Logan F. Wellmeier, Esq.  
Dean, Mead, Minton & Moore  
1903 S 25th Street, Suite 200  
Fort Pierce, Florida 34947  
(772) 464-7700

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[blank space above line reserved for recording data]

**PLANNED DEVELOPMENT (PD) ZONING DEVELOPMENT AGREEMENT**

**THIS PLANNED DEVELOPMENT (PD) ZONING DEVELOPMENT AGREEMENT** (this “**Agreement**”) is made and entered into this \_\_\_ day of \_\_\_\_\_, 2024, (the “**Effective Date**”) by and between **PULTE HOME COMPANY, LLC**, a Michigan limited liability company (the “**Applicant**”), and the **CITY OF FORT PIERCE**, a political subdivision of the State of Florida (the “**City**”).

**WITNESSETH:**

**WHEREAS**, the Applicant is currently under contract to purchase, and intends to develop, certain real property within the city limits of Fort Pierce, Florida, more particularly described in the legal description attached hereto and incorporated herein as **Exhibit “A”** (the “**Property**”); and

**WHEREAS**, the current owner of the Property is **CORNERSTONE FORT PIERCE DEVELOPMENT, LLC**, a Delaware limited liability company; and

**WHEREAS**, the requirements for development of the Property are specified by the Code of Ordinances of Fort Pierce, Florida (the “**Code**”); and

**WHEREAS**, the Property consists of two parcels totaling 49.92 acres. The parcels have a Future Land Use designation of General Commercial (GC) with a zoning designation as General Commercial (C-3). An application to amend the Future Land Use Map to Medium Density Residential (RM) and to modify the zoning of the Property to Planned Development (PD) is under review by the City of Fort Pierce; and

**WHEREAS**, the Applicant is proposing a 250-lot single family home Planned Development (“**PD**”) community with associated amenities at 2721 S. Jenkins Road (the “**Project**”). The Project is located just south of the Okeechobee Road commercial service area between Jenkins Road and the I-95 northbound off ramp to Okeechobee Road; and

**WHEREAS**, Section 125-212 (a) of the Code allows that a PD may allow uses and design concepts which are not specifically otherwise permitted in standard zoning districts, and § 125-212 (c)(10) of the Code provides that the specific development standards of the PD district are contained in the approved development documents for each planned development; and

**WHEREAS**, §125-212 (f) of the Code requires that the Applicant enter into this Agreement with the City as a condition of approval of the Project.

**NOW, THEREFORE**, the parties do hereby agree as follows:

1. **Recitals**. The above recitals are hereby affirmed as being true and correct and are incorporated herein by reference.

2. **Duration of Agreement**. This Agreement shall be effective, shall run with the land and shall be binding on all parties and all persons claiming under it for an initial term of five (5) years from the Effective Date hereof (the “**Expiration Date**”). The Expiration Date shall be extended for a period of five (5) years after receiving any future approval by the Board of City Commissioners (the “**Board**”) at a public hearing, unless an instrument has been recorded agreeing to release, amend or modify this Agreement in whole, or in part, as provided below. The foregoing notwithstanding, if the expiration date of any development approvals associated with this Agreement or with the Project are ever extended to a date that is later than the Expiration Date, the Expiration Date shall automatically extend to that later date. A proposed timeline of development is specified on **Exhibit “B”**, attached hereto and by this reference incorporated herein (the “**Development Timeline**”).

3. **Phasing Requirements**. The Development shall be constructed in one (1) Phase.

4. **Development Requirements for the Project**. The Project shall conform to the following requirements:

A. **Development Standards**. Pursuant to Section 125-212 (c), the proposed landscaping and development standards specified in **Exhibit “C”**, attached hereto and by this reference incorporated herein (the “**Development Standards**”) shall govern the development of the Property.

B. **Entrances and Internal Road Network**. Access to the site shall be provided from South Jenkins Road. The interior of the site is designed with a grid network of streets to minimize lots directly adjacent to I-95.

C. **Drainage**. The site features creative use of stormwater facilities as water-cleansing passive recreation areas and for natural vistas.

D. **Utilities**. The Project will contain the following utility infrastructure:

- i. Water Distribution and Service lines,
- ii. Wastewater Collection and Service lines,
- iii. Lift Station and related equipment,
- iv. Paving and
- v. Stormwater Retention and Detention.

**E. Public Benefit.**

- i. Low Density. If adopted, the RM Future Land Use permits density of between 6.5 – 12 units per acre. The proposed 250 lot development (5 dwelling units per acre) is substantially less dense than the 599 units permitted under the RM Future Land Use. Therefore, this development proposal is a significant decrease in density.
- ii. Visual Appeal from I-95. Additionally, the site will contain a “pocket park” at the southwest corner of the property containing a sculptural art installation to be coordinated with a Call for Art, to be managed by the St. Lucie Cultural Alliance. The resulting art installation will serve as a welcome to visitors and residents to Fort Pierce.

**5. Public Facilities that will Service the Development.**

- A. **Water/Wastewater:** Fort Pierce Water and Sewer Authority (FPUA) shall provide water and Wastewater to the Project with water and sewer available to provide for the Project.
- B. **Road Infrastructure:** South Jenkins Road (County Road 611) provides access to the site.
- C. **Drainage:** The Project is located within the jurisdiction of the South Florida Water Management District (SFWMD) and the North Saint Lucie River Water Control District (NSLRWCD).
- D. **Local School District.** St. Lucie Public Schools serve this location with capacity to serve the anticipated needs of the Project.

**6. Adopted Landscape Standards.** The Project shall comply with all requirements of Sec. 123-37. (1) (Requirements for Plant Materials), Sec. 123-37. (11) (Installation of Landscaping), and Sec. 123-37. (12) (Maintenance of Landscaping).

**7. Tree Mitigation and Replacement Standards**

**A. Fort Pierce Land Development Ordinances: Chapter 123, Article III – Tree Protection**

All sections under **Chapter 123, Article III – Tree Protection** shall be applicable.

As part of the Project, the following is an addition to **Section 123-66. - Tree Protection and Mitigation** to provide additional methods for obtaining inch credit towards tree replacement. These additions or alternative methods will help promote and encourage the following:

- i. the planting of larger trees,
- ii. the creation of native habitat,
- iii. enhanced stormwater treatment systems,

- iv. minimizing sod areas which reduces watering, fertilizer and maintenance requirements, and
- v. reduction in long term irrigation needs.

The following may be implemented in all common areas of the Project:

**Increased Size of Code Required Trees:**

Inch credit shall be obtained towards tree replacement through increasing the installation size of the code required tree or trees. This shall be based on the increased difference of the installed caliper size. For example, a code tree is required to have a 2.5-inch caliper. If that tree was specified to be installed with a 3.5-inch caliper, then 1 inch of credit shall be obtained towards tree replacement.

**Additional Native Understory Plantings for Inch Credit:**

Inch credit shall be obtained towards tree replacement through the planting of native understory plants which that are provided in addition to the landscape code requirements. Native understory plants may consist of shrubs, ornamental grasses, ground covers and aquatic plants. Credit shall be in accordance with the following standards in chart below:

<b>Size of Native Plant Material</b>	<b>Inch Credit</b>
1 gallon or Bare Root	1 inch per 24 plants
3 gallon	1 inch per 12 plants
7 gallon	1 inch per 2 plants

**8. Description of Local Development Permits Required for the Development.** The Development shall require the following local development permits:

- A. Engineering approval.
- B. Ft. Pierce Building Permit.
- C. South Florida Water Management District:
  - i. Consumptive Water Use Permit.
  - ii. Environmental Resource Permit.
- D. Fort Pierce Utility Authority permitting (as required).
- E. Florida Department of Environmental Protection permitting (as required).
- F. Other permits as required.

**9. Project Compliance.** By entering into this Agreement, the Board finds that the Project is consistent with the City’s comprehensive plan and land development code. Any failure of this Agreement to address a particular permit, condition, term, or restriction shall not relieve the Applicant of the necessity of complying with the law governing said permitting requirements, conditions, terms, or restrictions. Attached hereto as **Exhibit “D”** is a list of any conditions, terms, restrictions, or other requirements determined by the Board for the public health, safety, or welfare of its citizens.

**10. Compliance with Project Documents.** Pursuant to the intent of § 125-212 (c), wherever and to the extent possible any development guidelines not specifically addressed herein shall be in

conformance with the site plan and other documents specific to the Project as approved by the Board (the “**Project Documents**”). In the event of any conflict between the Code and the Project Documents, the Project Documents, including this Agreement, shall govern.

**11. Destruction.** In the event that all or a portion of the Development should be destroyed by a storm, fire, or other common disaster, Applicant, its grantees, successors or assigns shall have the right to rebuild and/or repair so long as there is strict compliance with the approved master site plan, final site plan(s), subdivision plat(s), and development orders.

**12. Modification, Amendment, and Release.** This Agreement may not be modified, amended, or released, except by written instrument signed by the Board and the Applicant, provided that such modification, amendment, or release has been approved by the Board after public hearing. Notwithstanding anything contained hereinto the contrary, Applicant, its successors in interest and the Board may amend or terminate this Agreement without securing the consent of other property owners whose property is affected by this Agreement, unless such amendment or termination directly and materially modifies the allowable uses or entitlements of such owners’ property.

**13. Governing Law.** This Agreement and the construction and enforcement thereof shall be interpreted under the laws of the State of Florida. The parties hereto agree without reservation of any rights under federal or state law, that in any litigation arising under this Agreement, the parties hereto waive the right to trial before a jury and all such litigation shall be litigated only in a non-jury hearing in the State Courts of Florida, St. Lucie County.

**14. Successors and Assigns.** This Agreement shall be deemed to be a covenant running with the land and shall be binding upon the heirs, legal representatives, successors and assigns of the Applicant and any person, firm, corporation or entity who or which may become the successor in interest to the Property. No subsequent transfer of the Property or any assignment of interest therein shall relieve or discharge the Applicant from any term, condition, obligation or duties set out in this Agreement.

**15. Notice.** Any notice, request, demand, consent, approval, or other communication required or permitted by this Agreement shall be given or made in writing and shall be served as elected by the party giving the notice by any of the following methods: (i) hand delivery to the other party; (ii) delivery by commercial overnight courier service; (iii) mailed by registered or certified mail (postage prepaid), return receipt requested; (iv) mailed by regular U.S. mail; or (v) sent by electronic mail (Email). For purposes of notice, the addressees are as follows:

**APPLICANT:**

Pulte Home Company, LLC  
1475 Centrepark Blvd., Suite 140  
West Palm Beach, Florida 33401  
Attn: Brent Baker, Division President – Southeast Florida  
Division  
Telephone: (561) 206-1405  
Email: [Brent.Baker@PulteGroup.com](mailto:Brent.Baker@PulteGroup.com)

**With a copy to:**

DEAN, MEAD, MINTON & MOORE  
Attn: Dennis Corrick, Esq.  
1903 South 25th Street, Suite 200  
Fort Pierce, FL 34947  
[Ldobbins@deanmead.com](mailto:Ldobbins@deanmead.com)  
[Lwellmeier@deanmead.com](mailto:Lwellmeier@deanmead.com)

**CITY:**

City of Ft. Pierce  
Attn: Linda Cox, City Manager  
100 N US Hwy 1  
Fort Pierce, FL 34950  
[lcox@cityoffortpierce.com](mailto:lcox@cityoffortpierce.com)

**With a copy to:**

City of Ft. Pierce  
Attn: Sara Hedges, City Attorney  
100 N US Hwy 1  
Fort Pierce, FL 34950  
[Shedges@cityoffortpierce.com](mailto:Shedges@cityoffortpierce.com)

Notice given in accordance with the provisions of this Section shall be deemed to be delivered and effective on the date of hand delivery; or on the second day after the date of the deposit with an overnight courier; or on the date upon which the return receipt is signed, or delivery is refused, or the notice is designated by the postal authorities as not delivered if mailed; or on the second business day after the date of mailing by regular U.S. mail. Either party may change its address for the purpose of this Section by written notice to the other party given in accordance with the provisions of this Section.

16. **Entire Agreement.** This Agreement incorporates and includes all prior and contemporaneous negotiations, correspondence, conversations, agreements, and understanding applicable to the matters contained herein, and the parties agree that there are no commitments, agreements, or understandings concerning the subject matter of this Agreement that are not contained in this document. Accordingly, it is agreed that no deviation from the terms hereof shall be predicated upon any prior or contemporaneous representations or agreements, whether oral or written.

17. **Severability.** If any term or provision of this Agreement, or the application thereof to any person or circumstance shall, to any extent, be held invalid or unenforceable for the remainder of this Agreement, then the application of such term or provision to persons or circumstances other than those as to which it is held invalid or unenforceable shall not be affected, and every other term and provision of this Agreement shall be deemed valid and enforceable to the extent permitted by law.

18. **Rights of Assignment to Lender.** All rights of the Applicant hereunder may be collaterally assigned to any lender for the Property as security for any loan or construction loan, and in the event of a foreclosure or deed-in-lieu of foreclosure, the lender and/or grantee of any deed-in-lieu of foreclosure, and their respective successors and assigns, shall be bound by this Agreement and entitled to enforce the rights of the Applicant hereunder.

19. **Counterparts.** This Agreement may be executed in any number of identical counterparts each of which shall be deemed to be an original for all purposes but all of which shall constitute one and the same instrument, and a copy of such signature received through electronic transmission shall bind the party whose signature is so received as if such signature were an original. In making proof of this Agreement, it shall not be necessary to produce or account for more of such counterparts than are required to show that each party hereto executed at least one such counterpart.

**(SIGNATURES TO FOLLOW ON NEXT PAGE)**

**IN WITNESS WHEREOF**, the parties hereto have caused this Agreement to be made and entered into the day and year first written. The date of this Agreement shall be the date on which this Agreement was approved by the City Commission of Fort Pierce.

WITNESSES:

APPLICANT

\_\_\_\_\_  
Print Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
\_\_\_\_\_

PULTE HOME COMPANY, LLC,  
a Michigan liability company

By: \_\_\_\_\_  
Printed Name: \_\_\_\_\_  
Title: \_\_\_\_\_

\_\_\_\_\_  
Print Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
\_\_\_\_\_

STATE OF FLORIDA  
COUNTY OF \_\_\_\_\_

The foregoing instrument was acknowledged before me by means of [ ] physical presence or [ ] online notarization, this \_\_\_ day of \_\_\_\_\_, 2024, by \_\_\_\_\_, as \_\_\_\_\_ of Pulte Home Company, LLC, on behalf of said company. Said person is (check one)  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: \_\_\_\_\_.

\_\_\_\_\_  
Print Name: \_\_\_\_\_  
Notary Public, State of Florida  
Commission No.: \_\_\_\_\_  
My Commission Expires: \_\_\_\_\_

**CITY OF FT. PIERCE**

ATTEST: BOARD OF CITY COMMISSIONERS  
CITY OF FT. PIERCE, FLORIDA

\_\_\_\_\_  
City Mayor

By: \_\_\_\_\_  
Print

APPROVED AS TO FORM AND  
LEGAL SUFFICIENCY:

\_\_\_\_\_  
City Attorney

**EXHIBIT A**

**LEGAL DESCRIPTION**

Parcel 1:

The South 574.36 feet of the following-described property:

That part of the South 3/4 of the SE 1/4 of Section 24, Township 35 South, Range 39 East, St. Lucie County, Florida, lying Easterly of the Easterly right-of-way of 1-95, Less the North 296 feet of the East 860.50 feet thereof, and Less the East 40 feet thereof and Less the South 52 feet thereof. Less lands described in Order of Taking recorded in Official Records Book 3632 page 1691.

Parcel 2:

That part of the South 3/4 of the SE 1/4 of Section 24, Township 35 South, Range 39 East, St. Lucie County, Florida, lying Easterly of the Easterly right-of-way line of 1-95, Less the North 296 feet of the East 860.50 feet thereof, and Less the East 40 feet thereof, and Less the South 626.36 feet thereof, Less lands described in Order of Taking recorded in Official Records Book 3632 page 1691.

Parcel 3:

The East 660.5 feet of the North 296 feet of the South 3/4 of the East 1/2 of the Southeast 1/4 of Section 24, Township 35 South, Range 39 East, Less and Excepting therefrom the East 40 feet thereof as right-of-way for Jenkins Road, Less lands described in Order of Taking recorded in Official Records Book 3632 page 1691 all lying and being in St. Lucie County, Florida.

**EXHIBIT B**

**DEVELOPMENT TIMELINE**

Approvals.....	Anticipated July of 2025
Infrastructure Construction.....	September 2025 – October 2026
Home Construction.....	June 2026 – December 2029

**EXHIBIT C**

**DEVELOPMENT STANDARDS**

	<b>Lot Type A</b>	<b>Lot Type B</b>	<b>Lot Type C</b>
<b>Lot Area</b>	5500 - 6490	4400 - 5390	3300 - 4290
<b>Depth</b>	110	110	110
<b>Width</b>	50'-59'	40'-49'	30'-39'
<b>Lot Coverage</b>	55%	55%	50%
<b>Setbacks</b>			
<b>Front</b>	20	20	20
<b>Side</b>	3	3	3
<b>Side</b>			
<b>Corner</b>	N/A	N/A	N/A
<b>Rear</b>	10	10	10
<b>Building Separation</b>	6'	6'	6'

**Rights of Way**

<b>Entry Boulevard</b>	70'
<b>Interior Streets</b>	40'

**Pavement Lane Width**

<b>Entry Boulevard</b>	12'
<b>Interior Streets</b>	10'

**Block Length (Max.)**                      1,400'

**Curb Type**                                      Valley Gutter

<b>Sidewalks</b>	5'
<b>Entry Boulevard</b>	Both sides of street
<b>Interior Streets</b>	One side of street

**Accessory uses allowed in rear/side setback**

- AC
- Fences

Patios  
Pool  
Screen enclosure  
Roof overhangs  
Exterior Gas Water Heaters

**Open Space**

All dry detention that is amenitized through bioswale or raingarden design shall be counted toward Open Space acreage.

**Perimeter Landscape Strip adjacent to an off-site Right-of-Way:**

A fifteen foot (15') minimum landscape strip shall be provided along the entire perimeter of the site's property boundary adjacent to an off-site right-of-way, except where access drives or sidewalk connections are located. A minimum of one (1) tree per thirty (30) linear feet based on the entire length of the landscape strip and a continuous shrub hedge shall be required. Trees may be grouped together (as seen fit) rather than evenly spaced thirty (30) feet on center. Required shrub hedges shall be spaced a maximum of 36-inches on center and shall maintained to form a 36-inches or higher continuous visual screen within a maximum of one (1) year from the time of installation. The remainder of the landscape strip shall be completely covered with sod, ground cover or other landscape treatment. Landscape berms and six (6) foot fences or walls shall be allowed within landscape strips.

**Perimeter Landscape Strip adjacent to an abutting Property:**

A fifteen foot (15') minimum landscape strip shall be provided along the entire perimeter of the site's property boundary adjacent to an abutting property. A minimum of one (1) tree per thirty (30) linear feet based on the entire length of the landscape strip and a continuous shrub hedge shall be required. Trees may be grouped together (as seen fit) rather than evenly spaced thirty (30) feet on center. Required shrub hedges shall be spaced a maximum of 36-inches on center and shall maintained to form a 36-inches or higher continuous visual screen within a maximum of one (1) year from the time of installation. The remainder of the landscape strip shall be completely covered with sod, ground cover or other landscape treatment. Landscape berms and six (6) foot fences or walls shall be allowed within landscape strips.

**Street Trees along Internal Roadways:**

Street trees shall be provided along both sides of internal roadways at a minimum of one (1) tree per fifty (50) linear feet. Trees may be grouped closer together (as seen fit) rather than evenly spaced fifty (50) feet on center. Trees may be placed along the sides of roadways within the right-of-way or placed directly adjacent.

**EXHIBIT D**  
**[CONDITIONS OF DEVELOPMENT]**